

**DO YOU KNOW?
what Gerry Barney created in 1964.**

Anybody who is a regular pub quizzer and an avid viewer of Eggheads or Mastermind will probably know that Percy Shaw invented the cat's eye in 1934. They also probably know that the London Underground Map was originally designed by Harry Beck in 1931.



What is less well known is the contribution of Gerry Barney who created something in 1964 that can still be seen across the country today. In 1960 Barney, then aged 21, joined the prestigious Design Research Unit. In 1964, when a major national company required a new logo, Barney produced a design as one of 50 symbols submitted for consideration. A shortlist of six was selected and this was cut down to two. The winner was a design by Collis Clements which consisted of two circles and an arrow. Ironically, this was leaked to the press and abandoned, leaving just one contender - the one created by Gerry Barney. Looking at the two logos, I think we were lucky.



A SANE MARGARET (or ANAGRAM TEASER) - No 4

The clues below are all anagrams of stations in the United Kingdom which are served every day by direct CrossCountry trains from Birmingham New Street.

All you have to do is unravel the anagrams. The answers will be given in the next issue.

- | | |
|--------------------------|-------------------------|
| 1. BEWARE HUNGRY DEVIL | 9. PROTESTANT RAIDS |
| 2. BY MORTAL WOMEN | 10. RANCID ELF CRAFT |
| 3. DEPOSITS TALL MEMBER | 11. SEX STARVED DIET |
| 4. ELEPHANT CHASM | 12. SWIFT DELEGATE WEAK |
| 5. GANG CASTRO WELL | 13. THE CORK BURNS |
| 6. MECHANICALLY SCRIPTED | 14. WALK BY AIRPORTS |
| 7. METAPHOR CONSULTANT | 15. WANT BOOB NET |
| 8. NATIVE WORK PARTY | 16. WICKED BOURNE WEPT |

WHERE ARE WE ? - No 1 ANSWERS

Here are the answers to Where Are We? No 1 which featured in the previous issue.

1 - Droitwich Spa Junction, 2 - Stourbridge Junction, 3 - Approaching Old Hill Tunnel, 4 - Stourbridge North Junction, 5 - Between Hartlebury and Hoobrook Viaduct, 6 - Smethwick Junction

PLATFORM 2



Issue 12

June 2018



When the last through service from Dudley ran in 1964, Walsall station was not buried underneath a shopping centre as it is now.

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DUDLEY'S RAILWAYS
2. DUDLEY TO WALSALL by Roger Davis

The line from Dudley to Walsall was opened by the South Staffordshire Railway (SSR) on 1 May 1850 but was leased to John Robinson McClean on 15 July 1850 for a period of 21 years. In 1861, McClean terminated the lease leaving the London & North Western Railway (LNWR) and the Midland Railway (MR) to fight over ownership of the line. The LNWR won and leased the line from 1 February 1861, before absorbing the SSR in 1867. Intermediate stations were provided at Dudley Port, Great Bridge and Wednesbury. The line passed under the LNWR main line from Birmingham New Street to Wolverhampton at Dudley Port, and under the Great Western Railway (GWR) main line from Birmingham Snow Hill to Wolverhampton just before Wednesbury station. It then passed over the LNWR line from Bescot to Willenhall before joining the line from Bescot to Walsall at Pleck Junction.



Dudley Port Low Level

(F Hornby colln)



Great Bridge

(Stations UK)



Wednesbury

(Stations UK)



Walsall

(J Whitehouse)

Just before Wednesbury, another LNWR line joined from the left. This was the line from Dudley Port (High Level) to Wednesbury with intermediate stations at Tipton, Princes End and Ocker Hill.

According to the 1895 Bradshaw's Guide, fares from Dudley to Walsall ranged from 6½d for third class, through 10d for second class to 1/- for first class. Second class fares from Dudley were 4d to Dudley Port and Great Bridge and 5d to Wednesbury.

For readers who can't remember pre-1971 monetary units, 4d was about 1½p, 5d was about 2p, 6½d was between 2½p and 3p, 10d was about 4p and 1/- was 5p.

The Queen and the Duke of Edinburgh then left by car for a tour that took them to Halesowen, Oldbury, Rowley Regis, Dudley (for lunch at the Town Hall), Brierley Hill and Stourbridge (Mary Stevens Park), before they went on to Kidderminster.



The official cars at Hagley station

(D Ferguson)



The Royal Couple at Dudley Town Hall

(Birmingham Evening Mail)

While the road tour was taking place, much was happening on the railway. The two Castles were taken to Stourbridge shed, where they were serviced and turned for the evening journey. Two Modified Hall Class locomotives, 7920 *Coney Hall* and 7912 *Little Linford Hall*, took the carriages to Worcester where the carriages were turned on the triangle to ensure that the formation was the same as when they arrived. The two Castles and the carriages were then reunited at Kidderminster station.

The red carpet at Hagley station came from British Railways Stores at Paddington and was the one regularly used for ceremonial occasions. After use at Hagley, it was rolled up and dispatched to Kidderminster for use in the evening, much to the chagrin of many Kidderminster residents who felt that the town produced its own quality carpets and that one of those should have been used instead.



Mary Stevens Park in Stourbridge

(Birmingham Evening Mail)



The two Castles at Stourbridge shed

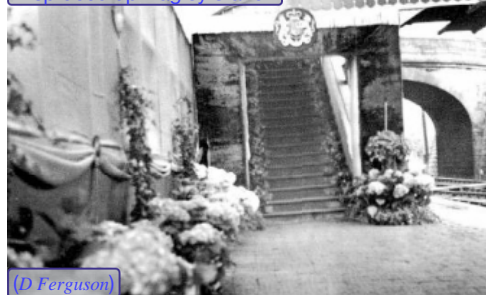
(Birmingham Evening Mail)

The Royal couple rejoined the Train at Kidderminster station at 5.30 pm to travel to Worcester, where they dined in the evening at the Guild Hall. This journey involved a change of engines at Droitwich where Hall Class locomotives 5914 *Ripon Hall* and 4914 *Cranmore Hall* took over the train as far as Worcester Shrub Hill. The Royal couple once again spent the night on board the train on the Bromyard branch, before returning to Worcester to be reunited with the two Castles and return to London via Ledbury and Hereford. We could do with a Royal visit to Stourbridge Junction now. It might inspire somebody to spruce up the station and replace the worn out awnings.

A ROYAL VISIT by Roger Davis

In the first few years of her reign, the Queen and Prince Philip visited all corners of her realm. As a young child, I can remember being given a day off from school on 17 April 1956 to join every other flag waving schoolchild in Bristol who lined the route when she visited the city and its surrounding areas. Almost exactly a year later, it was Worcestershire's turn for a Royal visit, which took place on St George's Day (Tuesday 23 April 1957) when she visited North Worcestershire and the Black Country with the Royal Train calling at both Hagley and Kidderminster stations.

A spruced up Hagley station



(D Ferguson)

The Royal Train arrived at Hagley



(Birmingham Evening Mail)

The train had left Windsor at 10 pm the previous evening and had stabled overnight near Leigh Court station on the Worcester to Bromyard branch. It arrived at Hagley on a lovely sunny spring day two minutes before its scheduled 10 am arrival time, hauled by two immaculate Castle Class locomotives, 7001 *Sir James Milne* and 7027 *Thornbury Castle* (the latter now being restored to main line condition). The station, of course, had been prepared for the visit with many repairs carried out and it received a new coat of paint and new paving slabs on the part of the platform where the royal carriage would arrive. Villagers had spent all day (9.30 am to 7 pm) the previous Sunday decorating the station and another two hour stint early on the Tuesday morning applied the finishing touches. The County Express described the scene as follows :-

The station normally a cheerless place, as indeed most country stations are, was transformed into a gay and colourful scene. The traditional red carpet covered the arrival platform and surrounding it and over the bridge was a profusion of floral decorations interspersed with the Royal Cipher and the Royal Coat of Arms. The floral decorations were the work of Blakedown nurseries, supervised by Mr J R Bent, and very attractive it looked. In all there were 1500 pot plants, including Hydrangeas, Cinerarias, Pelargoniums! This all helped to make an attractive background to the large lettered sign Welcome to Hagley.

On arrival at the station, The Queen and the Duke were introduced to local dignitaries including the Lord Lieutenant of Worcestershire, Admiral Sir William Tennant, and his wife and Viscount and Viscountess Cobham, while selected local residents watched on from an enclosure built in the station car park.

The 1895 Bradshaw's Guide shows that the following level of service was in operation.

MONDAY TO SATURDAY		x	x	x	x	x	x	x		
Dudley	0750	0840	0935	1100	1220	1335	1435	1530	1640	1730
Dudley Port	0757	0845	0941	1107	1227	1341	1440	1541	1647	1735
Great Bridge	0800	0848	0944	1110	1232	1344	1443	1544	1651	1738
Wednesbury	0805	0852	0948	1115	1235	1348	1449	1547	1657	1742
Walsall	0813	0859	0955	1123	1244	1355	1457	1555	1705	1750

MONDAY TO SATURDAY		y	x	SUNDAY				
Dudley	1830	1940	2100	2310	0930	1450	1725	2145
Dudley Port	1845	1945	2105	2315	0935	1458	1731	2202
Great Bridge	1948	2108	2319	0939	1502	1734	2206
Wednesbury	1858	1953	2114	2324	0943	1506	1737	2210
Walsall	1905	2000	2122	2330	0952	1515	1744	2219

MONDAY TO SATURDAY		z	x	x	x	x	x	x		
Walsall	0600	0700	0745	0835	0935	1038	1215	1320	1445	1635
Wednesbury	0609	0708	0753	0843	0940	1046	1224	1329	1453	1643
Great Bridge	0613	0711	0846	0948	1049	1228	1333	1456	1646
Dudley Port	0616	0714	0804	0849	0951	1052	1231	1337	1459	1649
Dudley	0630	0720	0837	0855	0957	1100	1238	1343	1505	1655

MONDAY TO SATURDAY		x	x	x	SUNDAY				
Walsall	1728	1830	1950	2115	2220	1000	1150	1830	2140
Wednesbury	1736	1838	1957	2124	2229	1009	1158	1838	2148
Great Bridge	1739	1841	2000	2128	2233	1013	1202	1842	2152
Dudley Port	1742	1844	2003	2131	2236	1016	1207	1845	2155
Dudley	1748	1850	2008	2138	2242	1029	1215	1852	2210

Notes:

- x Connects at Walsall with services to and from Lichfield, Burton-on-Trent and Derby. It is unclear from the Bradshaw's Timetable whether some of these services are through services.
- y Reverses at Dudley Port High Level and calls at Tipton (1848), Princes End (1851) and Ocker Hill (1854). Other services on this line depart Dudley Port High Level at 0835, 1022, 1220 and 1526.
- z Operates via Ocker Hill (0756), Princes End (0759) and Tipton (0802) reversing at Dudley Port High Level. Other services on this line depart Wednesbury at 1052, 1255, 1605 and 1845.

Princes End Station



(Stations UK)

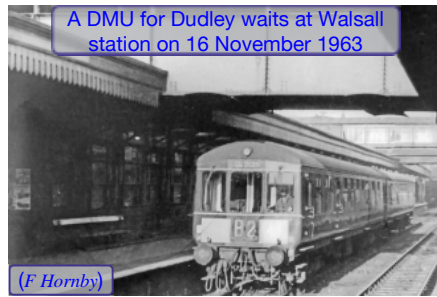
On 1 January 1916, the passenger service via Prince's End was withdrawn and the stations at Princes End and Ocker Hill were closed.

The line remained open to goods traffic serving Ocker Hill Power Station until 3 April 1981.

The 1922 Bradshaw's timetable clearly shows that all services operated all-stations from Dudley to Walsall only. There were 12 departures from Dudley on Mondays to Saturdays at 0754, 0844, 0944, 1234, 1334, 1449, 1642, 1704, 1744, 1904, 1954 and 2147, and 4 on Sunday at 0938, 1555, 1710 and 2215. From Walsall, there were 13 departures on Mondays to Saturdays at 0554, 0652, 0724, 0839, 0937, 1154, 1337, 1459, 1635, 1724, 1831, 2014 and 2134, with an extra departure on Saturdays at 1254. Sunday departures from Walsall were at 1010, 1140, 1700 and 2135.

By nationalisation in 1948, Sunday services had been withdrawn and weekday services had been reduced to 8 in each direction on Monday to Friday and 7 in each direction on Saturday. In addition, as detailed in *Platform Issue 4*, connections at Dudley onto BR (WR) Stourbridge to Wolverhampton Low Level services and at Walsall onto BR(MR) Wolverhampton High Level to Lichfield and Burton-on-Trent service were at times appalling, meaning that the line operated as a purely local service between Dudley and Walsall, and not as a strategic main line as some people claim. Trains left Dudley at 0720, 0840, 1233, 1308, 1705, 1754 (SX), 1915 and 2230. Departures from Walsall were at 0622, 0725, 0822, 1201, 1342 (SX), 1348 (SO), 1726 (SX), 1845, 2005 (SX) and 2145 (SO), the final service not calling at Great Bridge.

Two years later, in 1950, nationalisation was responsible for the renaming of two of the stations - Great Bridge becoming Great Bridge North and Wednesbury became Wednesbury Town to distinguish them from ex-GWR stations in the same towns.



Service levels did improve over the succeeding years and the timetable dated 9 September 1963 to 14 June 1964 showed the following service level. By this time, diesel multiple units had taken over the service, and journeys between Dudley and Walsall were only taking 16-17 minutes - far superior to the journey times of 40-50 minutes on the 11 and 13 bus routes.

MONDAY TO SATURDAY										
Dudley	0644	0735	0834	0914	1014	1214	1314	1414	1614	1718
Dudley Port	0647	0738	0837	0917	1017	1217	1317	1417	1617	1721
Great Bridge North	0650	0741	0840	0920	1020	1220	1320	1420	1620	1724
Wednesbury Town	0654	0745	0844	0924	1024	1224	1324	1424	1624	1728
Walsall	0700	0751	0850	0930	1030	1230	1330	1430	1630	1736

MONDAY TO SATURDAY	SO				SUNDAY	
Dudley	1805	2014	2114	2233	SO Saturday only	NO SERVICE
Dudley Port	1808	2017	2117	2236		
Great Bridge North	1811	2020	2120	2241		
Wednesbury Town	1815	2024	2124	2241		
Walsall	1821	2030	2130	2247		

After we left Appleby, we journeyed for another hour before arriving at Carlisle at approximately the scheduled time of 14:20. Carlisle station was undergoing renovation work and so scaffolding and tarpaulins spoil the internal view. No one seemed bothered as they hurried to the front of the train to photograph the locomotive and engine driver.



The three of us took a short walk around Carlisle city centre before stopping for lunch at the local Wetherspoons. The city is steeped in history but we only snatched a small portion of it. Before we had absorbed everything, it was time to return to the station. The train departed slightly later than the advertised 16:52 timing. It soon made up for lost time, being hauled again by a powerful diesel engine. The route for the return journey was more direct and we passed stations such as Oxenholme and Lancaster, which we did not view on our outward trip. At this time of year, the extra daylight in the evenings offered an extra glimpse at the English Countryside, only visible by train. Alas, as we re-entered the Midlands, we encountered a setback - a points problem in the Rugeley area required a diversion to Lichfield Trent Valley and a reversal to the junction for Rugeley Town. Further delay occurred at Soho before we finally joined the Stourbridge Line again. After dropping passengers off at Rowley Regis, we knew that we were nearly at the penultimate stop. Having disembarked at Stourbridge Junction, I was pleasantly surprised to arrive at my doorstep by 23:00. What an excellent way to spend a sunny day in the month of May!

BRIGHTON'S BEST SELLING TOY FOR 2017 ANNOUNCED

Rail Replacement Bus Set

RECREATE THE MISERY IN MINIATURE

THIS DELUXE-PACKED SET CONTAINS:

- Track under repair
- Two street buses
- Breakdown crane
- Harrowed road
- Abuse mob crowd
- Crowd-puffing gunny
- Washdown bus stop
- World war recreation
- Dead phone battery
- Squeak & rattle

FREE WALKING CHILD SOUND EFFECTS

NO FUN FOR LITERALLY HOURS

AGES: AND AGES, IT'LL TAKE FOREVER.

ALL ABOARD FOR CARLISLE
by Rob Hebron

It was 06:45 on Wednesday 10 May 2017 when I left Stourbridge Junction station with my friends Linda and Michael to travel on the "Pendle Dalesman". This was a named train operated by West Coast Railways. The scheduled journey was from Kidderminster to Carlisle. Stourbridge Junction was the second pick up point and we boarded coach H where we had reserved seats in Standard Class.

The first leg of the journey was a tour of the West Midlands with the train calling at Rowley Regis, Tame Bridge Parkway, Walsall, Cannock, Rugeley Town and Stafford, before we proceeded to Crewe. It was the first time that I had travelled over the Chase Line and I was very disappointed with the state of the stations. Hopefully, electrification of the line might be accompanied by proper station buildings.

Ribblehead Viaduct



From Crewe, the train followed the main line to Hellfield where the diesel locomotive was detached and a steam loco hooked up in its place. We then joined the renowned Settle and Carlisle railway line.

I was able to cross reference the WCR printed itinerary with a guide book written by James R. Wood and published in 1989. At the time of publication the Settle and Carlisle had been saved from the threat of closure. It was reprieved by Michael Portillo, one-time minister and current railway program presenter.

Not all stations on the line have re-opened since 1986 and my guide book pointed out the locations of some buildings which have survived but are not in use, such as Little Salkeld. Sadly, some railway buildings have been demolished and lost forever. Among the victims are Cotehill and Crosby Garrett but these were eliminated as far back as 1952.



LMS Class 8F No. 48151 enters Appleby station

The views from the carriage window were spectacular, especially as we crossed the Ribblehead Viaduct. I would have loved to have photographed the structure but the train did not stop here. Instead, the "Dalesman" pulled in at Appleby for a ten minute break while the engine took on water from a tanker. Appleby station is very traditional and a good place to purchase a delicious strawberry ice cream. I resisted the gift shop but Linda returned with a book for Michael containing the history of the line.

MONDAY TO SATURDAY											
Walsall	0622	0714	0811	0850	0952	1050	1250	1350	1458	1650	
Wednesbury Town	0627	0719	0816	0855	0957	1055	1255	1355	1503	1655	
Great Bridge North	0631	0723	0820	0859	1001	1059	1259	1359	1507	1659	
Dudley Port	0634	0726	0823	0902	1004	1102	1302	1402	1510	1702	
Dudley	0639	0731	0828	0907	1009	1107	1307	1407	1515	1707	

MONDAY TO SATURDAY				SO	SUNDAY	
Walsall	1744	1858	2050	2208	SO Saturday only	NO SERVICE
Wednesbury Town	1749	1904	2055	2213		
Great Bridge North	1753	1908	2059	2217		
Dudley Port	1756	1910	2102	2220		
Dudley	1801	1915	2107	2225		

By this time, the writing was on the wall with the publication of the Beeching Report. During the course of this timetable, notices went up proposing the closure of passenger services along the line with closure to occur after the last day of the timetable on 14 June 1964. However, objections were raised and these caused the postponement of the closure, with services lingering on for another 3 weeks until the last train ran on Saturday 5 July 1964.

The line continued as a freight route until 1993 when it was mothballed. The line of the route has been safeguarded and it is hoped that it will not be too long until it is used, firstly as a Metro route between Brierley Hill and Wednesbury and later as a heavy rail or tram-train passenger service between Stourbridge Junction and Walsall. There is also the possibility that in 30 years or so, the line will also be restored as a though freight route.

A Class 47 locomotive operates from Dudley towards Dudley Port on 5 March 1979



(T Heavyside)

SIGN OF THE TIMES



A sign that states "PLEASE STAND CLEAR. FAST TRAIN APPROACHING" can be a bit disconcerting when you are sat on a train that is not due to depart for another minute!

NO LONGER STOPPING AT ... HOCKLEY
by John Warren

This is the first in a series of articles that looks at the stations between Birmingham Snow Hill and Worcester that have closed since 1960, working down the line from north to south.

HOCKLEY

Hockley station looking towards Snow Hill



(Tony Harden Collection)

<i>Date Opened</i>	14 November 1854
<i>Final Passenger Services on</i>	4 March 1972
<i>Number of Platforms</i>	3
<i>Number of Trains (1959)</i>	93 (M-F), 84 (Sa), 50 (Su)
<i>Number of Trains (1972)</i>	19 (M-F), 16 (Sa), 0 (Su)



Hockley station building

(Geoffrey Skelsey)



Station Name : Hockley (November 1854 - March 1972)

Hockley station was situated to the west of Icknield Street, just to the west of the current Jewellery Quarter station. In fact, the eastern end of Hockley station was just 100 yards from the western end of Jewellery Quarter station. Although four lines passed through Hockley station (two main lines and two relief lines), the site was restricted by the huge goods depot on the southern side of the line meaning that there was only room for three platforms. Thus the down main line (from Snow Hill towards Wolverhampton) did not serve a platform, as can be seen in the top picture. Thus the station consisted of a platform accessed directly from the entrance, plus an island platform, accessible via a subway, which served the two relief lines. The entrance to the station was from Icknield Street, and the courtyard leading to the station building still exists, albeit now filled with rubbish. When the Jewellery Line was being planned, the intention was to build a station on the site of Hockley station, but the less accessible Jewellery Quarter site was considered more convenient.

ALL CHANGE AT ... KIDDERMINSTER
The changing scene at one of the Stourbridge line stations



1949

(H C Casserley)



2014



1883

(NRM)



2014



1962

(Michael Mensing)



2014



1963

(Ben Brooksbank)



2014