

Railways in Warwickshire.

By PHILIP F. GROVES.

IT is my intention to describe in this article the railway system of the beautiful county of Warwickshire, excluding the maze of lines within the great city of Birmingham, which, like a sort of growth, protrudes into Staffordshire and Worcestershire, on the western side of the county under consideration. The whole of Birmingham is in Warwickshire, and as its boundaries grow longer, so also do those of Warwickshire in most cases, as all extensions of the city take place on the

do so would be to more than double the length of this article, which will, as it is, I trust, prove not uninteresting to readers of the RAILWAY AND TRAVEL MONTHLY. Besides Birmingham, Warwickshire possesses another great railway centre in the shape of Rugby, whilst there are numerous important junctions which perhaps cannot correctly be described as railway centres.

Before proceeding further, it may interest my readers to glance at the



NORTH END OF RUGBY JUNCTION STATION (LONDON AND NORTH-WESTERN RAILWAY),
SHOWING BIRMINGHAM TRAIN LEAVING THE STATION.

western side, where it adjoins Staffordshire and Worcestershire. My reason for omitting to give an account of the lines within the Midland Metropolis is that to

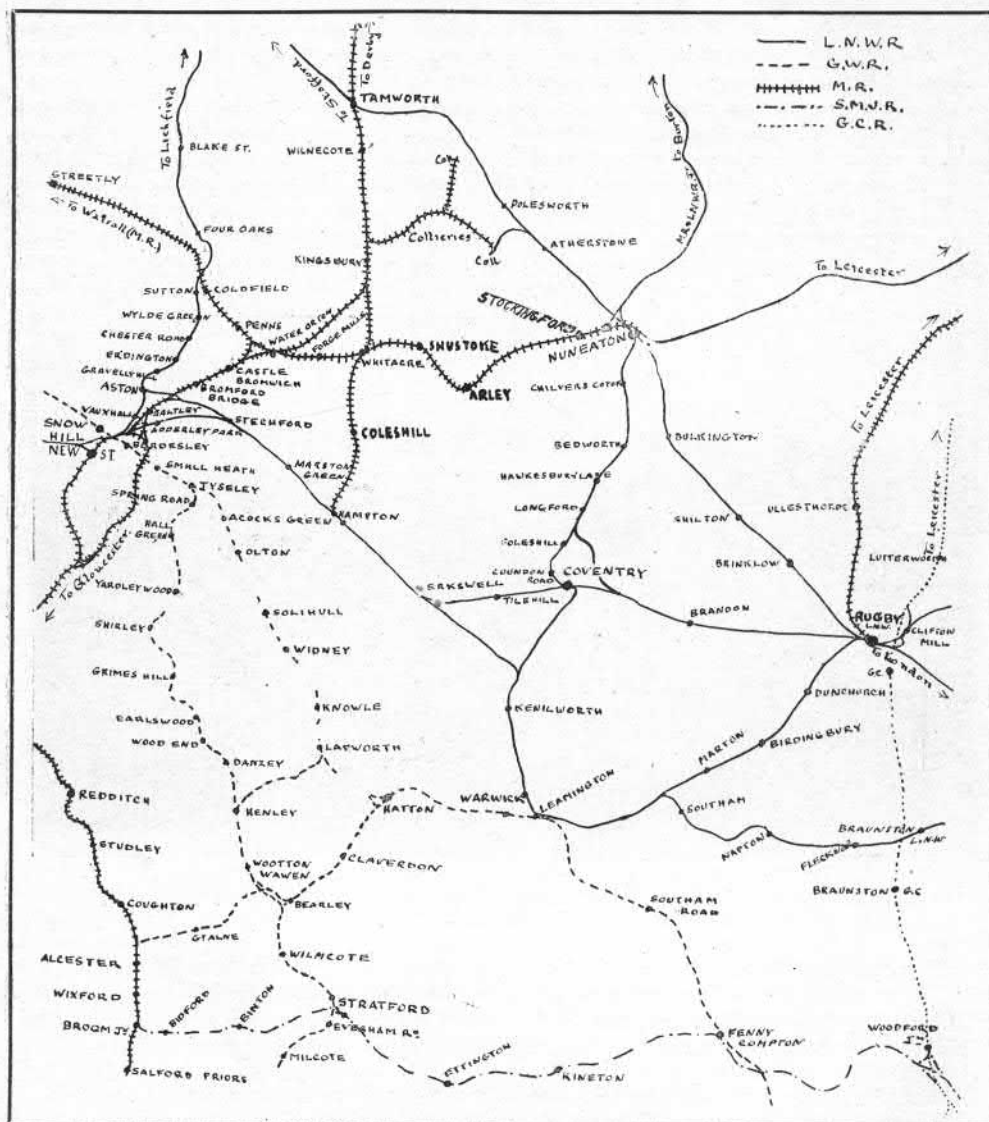
following table, which gives full particulars of the mileage owned by the five railways serving Warwickshire within that county. To these figures may be added

TABLE SHOWING THE MILES OF LINE OWNED BY THE RESPECTIVE RAILWAYS
IN THE COUNTY OF WARWICKSHIRE, WITH NUMBER OF STATIONS.

Company.	1 line. Miles.	2 lines. Miles.	4 lines. miles.	No. of Stations.	Total Mileage. Miles.
London and North-Western Railway ..	15	78½	27¼	42	120¾
Great Western Railway	11	74½	3	32	88½
Midland Railway	19	37½	5½	24	62
Stratford and Midland Junction Railway ..	25½	—	—	6	25½
Great Central Railway	—	8¾	—	2	8¾
	70½	199	35¾	106	305¼

approximately another fifteen miles to make up for various loops, etc., whose mileage is not reckoned within this table. I refer to such lines as the one connecting the Great Western Railway and Stratford and Midland Junction Railway at Stratford-on-Avon, the London and North-Western

The main line of the London and North-Western Railway is in Warwickshire between Tamworth and Rugby, 27½ miles. Between these places the intermediate stations are Polesworth, Atherstone, Nuneaton, Bulkington, Brinklow, and Shilton. In the neighbourhood of Polesworth,



RAILWAY MAP OF WARWICKSHIRE.

Railway with the Midland Railway at Nuneaton, etc.

Of the five railways mentioned in the table on the previous page, only the first and last-named have their main lines within the county.

itself an unimportant little place, are many collieries, connected with both the London and North-Western Railway and Midland Railway by branches, one of these, to be mentioned further later, being over five miles long. Pooley Hall Colliery is one

of the principal pits, and trucks bearing this company's name are a familiar sight in most parts of the Midlands. Several of the pits have their own locomotives.

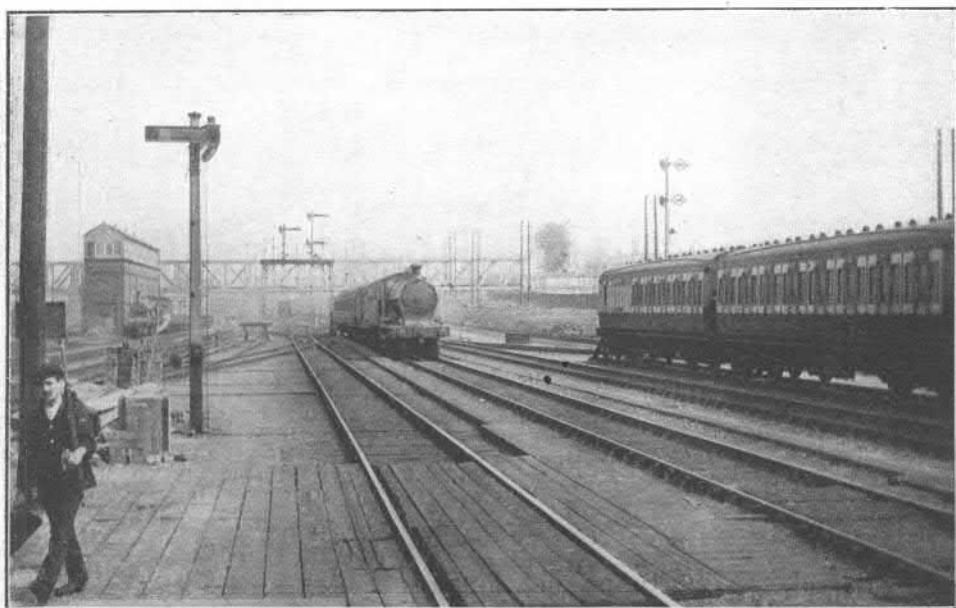
The Midland Railway's Derby, Birmingham and Bristol main line crosses over the London and North-Western Railway's main line at Tamworth. Just north of the former company's station at Tamworth there are some water troughs.

The platforms of the Midland Railway station are immediately over those of the London and North-Western Railway and, the line being exceedingly straight here, people on the high-level station can

ways, so placed as to permit a through run from Stafford to Derby. It is, however, only used for shunting.

There was once a line permitting a through run from Nuneaton to Derby, but it is now overgrown with grass, and only the earthworks and a viaduct remain. If rails were ever laid here, which is a matter of some doubt, they have long since been removed.

Nuneaton, an important manufacturing and mining town, is also a railway junction. Here the Midland Railway from Birmingham to Nuneaton and Leicester enters on to London and North-Western Railway



VIEW FROM SOUTH END OF RUGBY JUNCTION (LONDON AND NORTH-WESTERN RAILWAY).

Girder bridge carrying Great Central Railway can be seen in background.

follow the London and North-Western Railway trains for some distance before they disappear from sight.

Just south of Tamworth (or more correctly, south-east) is the scene depicted on the London and North-Western Railway's well-known poster announcing that it has the "best permanent-way in the world." Atherstone is a thriving little town, with a good train service, better, in fact, than that at Tamworth, but the former town is only served by one railway company.

At the north end of Tamworth station there is a junction between the two rail-

territory, exercising running powers over the London and North-Western Railway Nuneaton and Leicester branch between these two places. The stations, however, are over a mile apart, and as far as the Leicester traffic is concerned, each railway uses its own station. The two railways are exceedingly well interconnected by a maze of loops and junctions, and much traffic is exchanged at Nuneaton. A branch jointly owned by the London and North-Western Railway and Midland Railway runs to Burton-on-Trent from Nuneaton, and from Shackerstone, about midway between these two towns, another jointly-owned

branch runs to Coalville and Loughborough. The through London and North-Western Railway coaches from Euston to Buxton are detached from the main line trains at Nuneaton, sent forward over this Burton branch as far as the "Brewery Town," and are taken on from Burton to Ashbourne by the North Staffordshire Railway before passing on to London and North-Western Railway metals again.

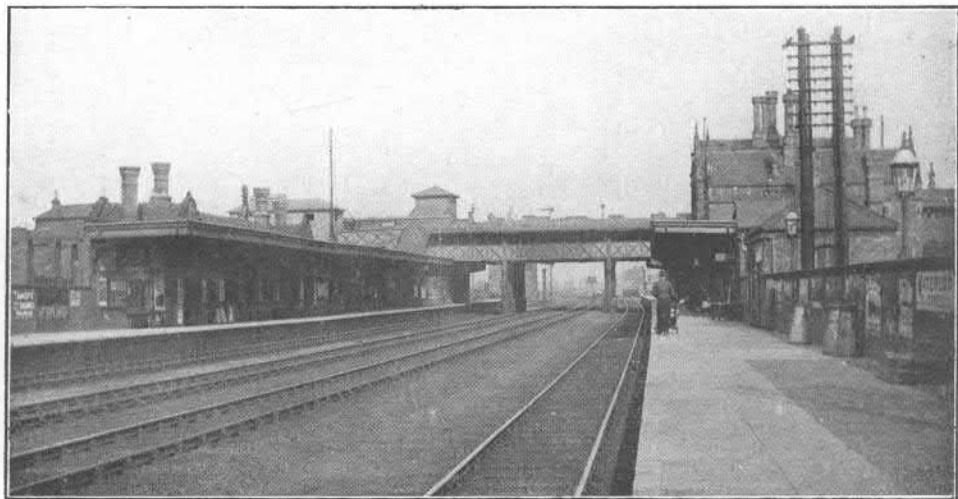
From Nuneaton there is another branch serving several mining and manufacturing villages—Bedworth and Foleshill are the chief ones—to Coventry on the London and Birmingham line.

Through services are provided from Coventry and Leamington to Leicester and Nottingham (Midland Railway) *via*

until the first of three branch lines which join the main line north of Rugby station is seen on the down side. This is the line from Stafford, Wolverhampton, and Birmingham, and is a most important stretch of line. It will be fully described later. A little beyond the junction of this line with the main line, a branch (double line) comes in on the same side as the Birmingham line, from Leamington, and on the opposite side of the main line the Midland Railway's branch from Leicester comes in, crossing over a viaduct just before its junction.

Between Nuneaton and Rugby the railway runs beside the Nuneaton, Rugby, and Oxford canal for some distance.

The main line of the Great Central



TAMWORTH STATION (LONDON AND NORTH-WESTERN RAILWAY).

Midland Railway train can be seen in High Level Station, in background.

this branch and the Nuneaton-Leicester line.

There are several stations between Nuneaton and Leicester, but except Hinckley, the principal one (just over the Warwickshire border) they are served only by the trains of the London and North-Western Railway, to which company they belong, as previously stated. All the Midland Railway trains except one, however, call at Hinckley. One or two Midland Railway trains call at Elmes Thorpe also for passengers to or from Leicester or Birmingham and beyond.

There is nothing of interest on the London and North-Western Railway main line between Nuneaton and Rugby

Railway crosses that of the London and North-Western Railway by a very substantial girder bridge, just south of the latter company's station. The Great Central Railway Rugby station is about $\frac{3}{4}$ mile on the south-west of this bridge. It will be convenient here to describe the few miles of line in Warwickshire owned by the

GREAT CENTRAL RAILWAY

which has just under nine miles of railway in this county.

This stretch of line extends from three miles north of Rugby station to where the county boundary recrosses the line about a mile north of the long Catesby

tunnel, between Braunston and Charwelton stations. This tunnel is 2,997 yards long, and is the seventeenth longest tunnel in Great Britain. One of the Great Central Railway's two sets of water-troughs are situated near Charwelton station, which, however, is in Northamptonshire. Braunston and Rugby are the only Great Central Railway stations in Warwickshire, and Braunston has but four trains one way and five the other, daily. This station is really at Willoughby, and its full name is "Braunston and Willoughby," but the village of Braunston has a station of its own on a single-line London and North-Western Railway branch, which runs from Leamington to Weedon, on the main line, some miles south of Rugby, passing through the little Northamptonshire town of Daventry *en route*. There are only four trains each way on this branch, though Daventry has some others to connect at Weedon with main line trains. Braunston London and North-Western Railway station is outside Warwickshire, and the boundary crosses this branch between it and Flecknoe station, just east of where the Great Central Railway crosses the branch. There is no more to be said about the Great Central Railway's Warwickshire lines, so we will resume our consideration of the

LONDON AND NORTH-WESTERN RAILWAY.

On the single line between Leamington and Weedon, the stations in order are Southam and Long Itchington, Napton and Stockton, Flecknoe, Braunston and Daventry. Of these Southam and Daventry are crossing-places.

Returning to Rugby, we find that the main line passes out of the county of Warwickshire three miles south-east of the station. On the Birmingham line, Brandon and Wolston, $6\frac{1}{2}$ miles from Rugby, is the first station reached. Between this station, conspicuous owing to the amount of whitewash used in its decoration—especially on the up platform—and Coventry, one of the London and North-Western Railway's ballast pits is passed, and the line passes through the middle of Coventry Cemetery, the two portions of which are connected by two or three foot-

bridges over the line. Immediately before reaching Coventry station, a single-line branch joins the main line on the down side. This comes from Leamington, Warwick and Kenilworth, and in the fork between it and the Rugby line are Coventry locomotive sheds, No. 8C. The branch is nine miles long and is single track from Kenilworth Junction, five miles distant. Some twenty trains run in each direction daily between Coventry and Leamington, in connection with trains to and from Birmingham, Rugby, and Nuneaton. A few of the fast trains between Leamington and Birmingham use a double line, which leaves the Coventry branch at Kenilworth Junction, a mile from the station of that name, and four miles from Coventry, and joins the Coventry and Birmingham at Berkswell station, four miles from



OVERBRIDGE ON NEW COVENTRY RAILWAY.

The *permanent* way was not laid when this photo was taken.

Coventry towards Birmingham. This removes a little of the congestion that takes place at Coventry station, but the number of trains using this line is very small, the total, counting goods and passenger trains in both directions, being only eleven in the summer. To avoid the necessity for trains from the Nuneaton branch (see above), which comes in on the Birmingham side of Coventry station, to Rugby passing through the station, which as I stated above is very congested, a new avoiding line has just been constructed. This leaves the Nuneaton Branch near Foleshill station, about $2\frac{1}{2}$ miles from Coventry, and joins the Rugby line just north of where it passes through the cemetery. It takes most of the heavy mineral traffic from the collieries on

the Nuneaton branch to the south, away from Coventry station, and so facilitates the better working of the heavy traffic at that station.

Kenilworth and Warwick both possess castles, the former in ruins. Warwick London and North-Western Railway station is in Leamington, and is $1\frac{1}{4}$ miles from Warwick Great Western Railway station. The two railways' stations at Leamington adjoin, however. This Leamington branch is double line from Leamington to Kenilworth Junction, where it becomes single line as far as Coventry.

There is a direct line (double) from Leamington to Rugby, which does away with the necessity of changing trains at Coven-

wickshire, except in one case on the Stratford and Midland Junction Railway which will be mentioned later.

It is a curious fact that on the three lines—Rugby branch, Daventry branch, and the Great Western Railway Banbury and London line—which leave Leamington in an easterly direction, the first station is in every case $6\frac{1}{2}$ miles from Leamington. The stations referred to are Marton, Southam and Long Itchington, and Southam Road, and this fact shows how thinly populated is the country in this neighbourhood compared with what it is in other parts of the county, as the average distance between the stations in the county (including the above) is 2.88 miles.

Returning to Coventry, and continuing thence by London and North-Western Railway towards Birmingham, we find that the line runs for four miles to Tile Hill, the first station west of Coventry, mostly on a low embankment through flat country, the Nuneaton branch curving off sharply to the north soon after leaving the station.

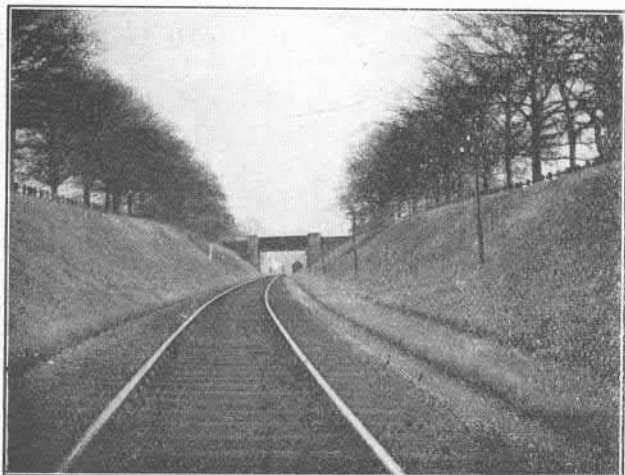
Near the junction a good view of the town with its famous "Three Spires" may be obtained.

Tile Hill station serves several scattered hamlets, at many of which the making of bricks is carried on.

From Tile Hill to Berkswell, the next station, is slightly over two miles, and between these places there is a short tunnel, known as "Beechwood."

Berkswell is where the main line from Kenilworth and Leamington joins the Rugby and Birmingham line.

Berkswell station has recently been reconstructed, the up (from Birmingham) platform being now opposite the down one, whereas formerly the east end of the down platform was opposite the west end of the up platform, and the two were connected by a level crossing, which is now replaced by a footbridge. The level crossing was dangerous, as both the London and Leamington lines approach the station on a slight curve, and a heavy express traffic, including the two-hour Birmingham and London expresses, is carried over the



VIEW ON SINGLE LINE OF THE LONDON AND NORTH-WESTERN RAILWAY, BETWEEN COVENTRY AND KENILWORTH.

It will be seen that sufficient land has been acquired and the overbridge constructed for a double line of railway.

try when travelling between these two towns. The intermediate stations are Marton, Birdingbury, and Dunchurch, and there is a siding at Bilton, between the last-named station and Rugby. The line is $10\frac{3}{8}$ miles long from Rugby to Marton Junction, where it joins the previously mentioned Daventry branch, the two lines running together for the remaining $4\frac{1}{2}$ miles into Leamington. There is no station, but only a signal-box at Marton Junction, Marton station being two miles away. Marton and Leamington, a distance of $6\frac{1}{2}$ miles, are without an intermediate station, this being the longest stretch of line without a station in War-

former line. It was owing to the death of a man who was run over on this crossing that the bridge was built.

Alongside the Leamington line there is a refuge siding for down goods trains.

Berkswell and Hampton-in-Arden stations (Hampton is four miles from Berkswell towards Birmingham) both deal with a considerable amount of the Birmingham "Outer Suburban" traffic, though the latter station has more of this than the former. The country near these stations is very beautiful, and as the stations are only thirteen and nine miles respectively from New Street, and are both provided with an excellent service of trains both fast and slow, Berkswell and Hampton are ideal places of residence for the business men of Birmingham. Some of the expresses to and from London call at Hampton for London passengers, thus adding to the convenience of this station.

A few hundred yards west of Hampton London and North-Western Railway station, the tiny station and equally diminutive signal-box of the Midland Railway is seen on the up side. There is a connection here between the lines of two railways, and a small amount of goods traffic is exchanged.

The spire of the very prominent Coleshill church is seen on an eminence about two miles from the railway. Though almost large enough to be called a small town, Coleshill has its only station on the Midland Railway's Hampton branch, and so, after 9 a.m., when the passenger traffic on the branch is over for the day, its inhabitants have to go either to Forge Mills (Midland Railway) or Marston Green (London and North-Western Railway) stations to catch their trains, though both these stations are nearly two miles from the village.

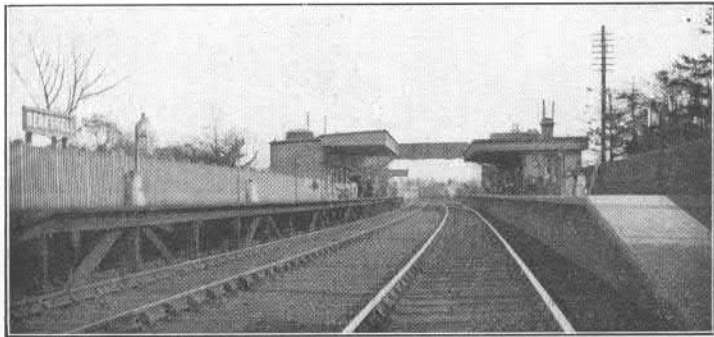
The Midland Railway Hampton branch will be fully described in the Midland Railway section of this article.

Marston Green station is two miles nearer Birmingham than Hampton, and it

serves a similar, though much less populous, district, and, consequently, it has an inferior service of trains to that at Hampton. After a run of three miles from Marston Green, Stechford station is reached, with its numerous sidings and other indications of our approach to the city of Birmingham.

Stechford is the junction for a line used for goods traffic which runs to Aston Junction, a station on the branch from Birmingham to Lichfield, Burton, and Derby, which branch will be further mentioned later. Three miles from Stechford, New Street station is reached, there being an intermediate station called Adderley Park. This portion of the line runs through the "East End" of the city, and factories and slum houses surround it on every side.

For the last $1\frac{1}{4}$ miles into Birmingham



BERKSWELL NEW STATION LOOKING EAST.

The awning of old up platform can be seen beyond overbridge to left. Leamington direct line in right background.

the Midland Railway runs parallel to the London and North-Western Railway, though the two companies' lines are independent, the only connections being at New Street station and Exchange sidings, the latter being situated just where the two lines commence to run parallel. The tracks over which the Midland Railway trains run belong to the London and North-Western Railway however, though the latter company's trains never use them. The approach to New Street on its east side is rather peculiar, there being three tunnels and gradients in both directions of 1 in 51, 58, and 113.

New Street station is 113 miles from London, $30\frac{1}{4}$ from Rugby, and 19 from Coventry.

The only other portion of the "Premier"

line situated within the county is the previously-mentioned branch, or rather part of it, which runs from New Street station to Lichfield, etc. The trains for this line travel over the Rugby line as far as Proof House Junction, a mile from New Street. Here they ascend an incline until sufficiently elevated to enable them to be carried over a viaduct across the sidings of the London and North-Western Railway Curzon Street goods station, which is on the same level as the Rugby line.

The Lichfield line passes through Vauxhall and Aston stations, the latter being the junction for a line to Walsall and Wolverhampton, and also for the line which, as previously stated, runs to Stechford.

tween them rises at 1 in 107 from Erdington. Both these stations have goods accommodation, but Gravelly Hill and Wyld Green (the next station to Chester Road) have none. Besides these two stations, Adderley Park and Aston are the only stations so far mentioned which have no goods accommodation. Wyld Green station is at the top of the long rise out of Birmingham, and from the former station to Sutton Coldfield the line descends at 1 in 125.

Sutton Coldfield, though usually reckoned as one of the suburbs of Birmingham, is really a separate town, with town hall, etc., but Wyld Green, etc. stations serve districts which are only



FOLESHILL STATION ON THE COVENTRY-NUNEATON BRANCH OF THE LONDON AND NORTH-WESTERN RAILWAY.

From Aston to Gravelly Hill, the first of the suburban stations served by this line, the trains ascend a gradient of 1 in 95 for about $1\frac{1}{2}$ miles, which calls for much fine work on the part of the splendid 4-6-2 and 4-4-2 tank locomotives which perform most of the work on this line, though the smaller 0-6-2 and 2-4-2 tank engines still take a fair share in the working of this line.

The trains used on this branch are very long, as an enormous suburban traffic is carried on. Erdington and Chester Road stations follow closely, and the line be-

parts of either Birmingham or Sutton. Sutton Coldfield station has two through platform lines and a bay, but the other stations have only the usual two lines. Sutton station is on a sharp curve, followed by a short tunnel, carrying the line beneath the main road and the Midland Railway's Wolverhampton branch.

The Birmingham Corporation's trams run as far as Erdington, and motor omnibuses are run by a private company from the tram terminus to Sutton and Four Oaks.

(To be continued.)

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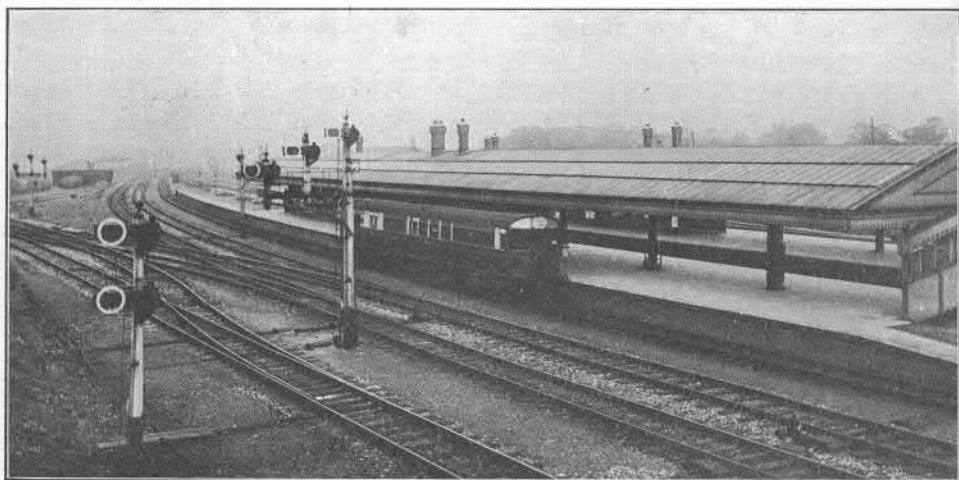
(Continued from page 40.)

FOUR Oaks station is the terminating point of most of the Birmingham suburban trains, though a few terminate at Sutton, but only eight trains in each direction run over this line north of Four Oaks. Blake Street station is just within the Warwickshire boundary, after which the line passes into Staffordshire, running past Shenstone station to the Cathedral City of Lichfield (16½ miles from New Street station). Lichfield City station is the junction for a line which runs from Burton-on-Trent to Walsall, which

of the "Premier" railway in Warwickshire.

We will now proceed to consider the Great Western Railway, which, as will be seen from the table on page 33 (July number) has the second largest amount of line in the county.

Leaving Snow Hill station, Birmingham, by a tunnel about ¾ mile long, the Great Western Railway crosses over the London and North-Western and Midland Railways after emerging from this tunnel, just over the mouth of the tunnel by which the other two railway lines leave New Street station.



TYSELEY STATION, WITH GREAT WESTERN RAILWAY RAIL MOTOR ALONGSIDE PLATFORM.

connects at that Staffordshire town for Birmingham and Wolverhampton. This is the outlet to the North of much of the enormous amount of coal which comes from the collieries round Walsall, and from Lichfield City the Sutton and Walsall lines run together to Wichnor Junction, south of Burton-on-Trent, at which former place the Midland Railway's Derby and Birmingham line is entered upon, the London and North-Western Railway having running powers over it to Burton and Derby.

This completes my account of the lines

At this point the Great Western Railway line is running in a south-easterly direction, and the London and North-Western Railway due east. On the right-hand (down) side of the Great Western Railway we almost immediately pass Moor Street station, the Birmingham terminus for nearly all the Motor Trains which work the North Warwickshire line to Stratford-on-Avon. A few ordinary trains also use Moor Street, which, however, is closed on Sundays, when the North Warwickshire line is worked from Snow Hill.

A large new goods station has been constructed at Moor Street, in which there are to be two levels of rails, the trucks being transferred from one to the other by means of truck hoists. An electric locomotive traverser is provided at Moor Street for the use of the few locomotives using the station which are not permanently coupled to motor trains, as there is not sufficient room for points to be laid to cross the engines from one line to another.

Moor Street station is a terminus used only by trains to and from the south, and immediately south of it is the junction connecting it with the main line.

From this junction to Bordesley station is about $\frac{1}{2}$ -mile, and the line is carried all the way on a viaduct, over the worst part of the city.

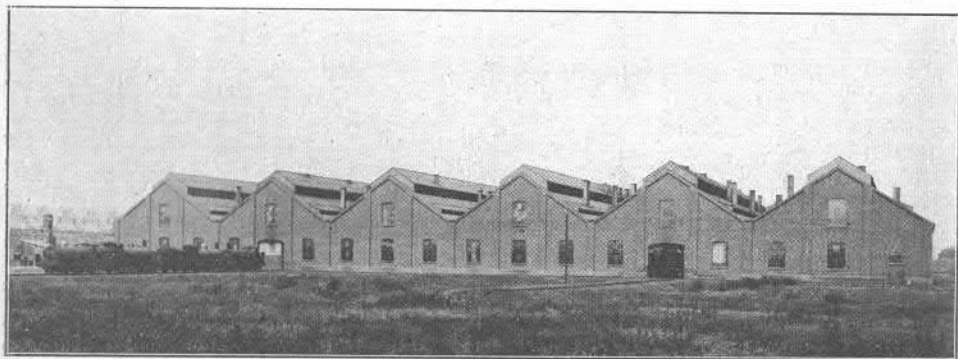
Beyond the rows of slum houses in the

further on, was recently altered. Formerly the two up and two down tracks were next to each other, but now they are arranged alternately.

South of Small Heath station there is a perfect maze of points and signals, for, besides several crossovers, there is also a junction here leading to the Tyseley Locomotive and Carriage Depôts, the largest of their kind in the county—Rugby, perhaps, excepted. Tyseley, the junction for the North Warwickshire line, is the next station.

Practically all the motors and trains on this line, however, start from, or terminate at, Moor Street, running over the main line from and to Tyseley and Moor Street.

Rail motors are not used on the main line beyond Tyseley. Acock's Green and Olton stations are one and two miles from Tyseley, respectively (four and five from



EXTERIOR OF THE GREAT WESTERN RAILWAY'S GIGANTIC LOCOMOTIVE SHED AT TYSELEY.

immediate foreground, passengers by Great Western Railway may see on the up side the miles of sidings comprising the Lawley Street and Curzon Street goods stations (Midland Railway and London and North-Western Railway, respectively), and on the down side the trees and houses of the pleasant suburb of Moseley are seen in the distance, in marked contrast to the wretched neighbourhood through which the line runs.

Leaving Bordesley the trains pass under a branch of the Midland Railway, and alongside the Small Heath goods yard, where much traffic is exchanged between the Midland and Great Western Railways. Small Heath station follows, and here the arrangement of the quadruple track, which commences here and continues till it becomes double three miles

Birmingham), and they serve a growing suburban district, already very extensive.

Just before reaching Olton station the four lines merge into two, and continue so till they join the lines to London at Didcot or Old Oak. Olton reservoir is passed on the down side, and Solihull station is reached, about seven miles from Snow Hill. Many of the Birmingham suburban trains start from or terminate at Solihull, but many are also continued to Knowle and Dorridge and Lapworth, whilst some of the trains serving these stations are ordinary main line slow trains. The 1.3 p.m. from Snow Hill is one of these latter, for it stops at every station but one all the way from Birmingham to Oxford, where it arrives at 3.52! It is an interesting train, for at the time of writing it was being worked by one of



SOLIHULL, A BIRMINGHAM SUBURBAN STATION ON THE GREAT WESTERN RAILWAY'S MAIN LINE TO LONDON.

the three remaining 2-2-2 "single" locomotives then at work on the line, but since all scrapped—sometimes a 2-6-2 tank engine hauls this train, whilst a 4-4-0 express locomotive is no infrequent sight on it, and sometimes a 0-6-0 goods engine takes it. The "single" locomotive referred to was No. 1128, and No. 165 of the same type, formerly named *Cobham*, was not infrequently seen in this part of the country. Yet many can remember the time when *Cobham* and her sister engines performed most of the express work between London and Birmingham, on which traffic the very newest and

largest engines, such as the 4-6-0 four-cylinder "Kings," "Queens," or the newer "Princes," are now engaged.

The one station at which the 1.3 does not call is Widney Manor, a fairly recently-built station between Knowle and Dorridge and Solihull stations. There are only seven trains each way at this new station, but on Saturdays, when even the 1.3 calls "to set down on information to the guard at Solihull," the number is increased, but the service appears all the smaller when it is remembered that its immediate neighbours have daily between forty and fifty trains each way.



HATTON STATION, GREAT WESTERN RAILWAY, WHERE THE STRATFORD-ON-AVON LINE *via* CLAVERDON DIVERGES FROM THE MAIN LINE.

Solihull is the last of the Birmingham suburban stations, and Knowle is "Outer Suburban," like Hampton-in-Arden on the London and North-Western Railway, only five miles away by road.

Widney Manor is much the same sort of place as Napsbury, between Radlett and St. Alban's, on the Midland Railway, though it has a somewhat better train service, and does not serve a Lunatic Asylum like the former station does! This distinction is reserved for Hatton, a junction station nine miles south of Widney Manor.

Knowle and Lapworth stations are situated between Hatton and Widney, the former station having a better service than Lapworth, including a slip coach off one of the London two-hour expresses,

longer, and the next station to Lapworth on the main line, Hatton, is $4\frac{1}{2}$ miles from the former place.

Hatton is the junction for the branch running to Stratford-on-Avon and Honeybourne (on the Oxford, Worcester, and Wolverhampton Railway). There is a triangular junction at Hatton, permitting through runs from both Birmingham and Leamington to Stratford.

This was the only practicable Great Western Railway route to Stratford until the North Warwickshire Railway was opened in 1908, though the Midland Railway had, and still has, a route to Stratford *via* Broom and the South Midland Joint Railway, which will be mentioned later.

Between Hatton and Stratford there are three stations, Claverdon, Bearley, and Wilmcote. Then Stratford-on-Avon is reached, and Chambers Crossing and Evesham Road Crossing halts are passed before Milcote station is reached, where the Great Western Railway leaves the county. Milcote is served, like the other stations, by several trains, as well as the very few rail-motors which call at the halts.

I have several times referred to the North Warwickshire Railway, which leaves the main line to Leamington and London at Tyseley, and runs to Henley and Stratford, and I will now proceed to describe it. It is 18 miles long from Tyseley to where it joins the last-mentioned branch between Bearley and Wilmcote stations by spur junctions.

The stations, etc. in order from Tyseley are as follows: Spring Road Halt, Hall Green, Yardley Wood Platform, Shirley, Grimes Hill Halt, Earlswood Lakes, Wood End Platform, Danzey (for Tanworth), Henley-in-Arden, and Wootton Wawen (pronounced "worn") Halt.

The line presents no features of special interest. There is only one short tunnel south of Wood End Platform, and, as



YARDLEY WOOD PLATFORM, ON THE NORTH WARWICKSHIRE LINE.

and a conditional stop to take up by one in the other direction.

Lapworth is $2\frac{1}{2}$ miles from Knowle, and 13 from Birmingham, and it is the junction for a rail-motor worked branch to Henley-in-Arden, a little town four and a-half miles away on the North Warwickshire line. There were formerly six cars to Henley, and five the other way, daily, though previous to the opening of the North Warwickshire Railway it was the only means of approach by railway to Henley-in-Arden. This line has been closed since the commencement of the war. The branch is single line, and it leaves the main line about a mile south of Lapworth station, at Kingswood Junction, just north of the watertroughs of that name. As we get out into the country, the distance between the stations grows

before stated, Henley is the junction for the branch to Lapworth.

In the neighbourhood of Grimes Hill Halt the line is in Worcestershire for about a mile.

The local service is worked by rail-motors, and is fairly frequent. The cars do not all run the whole distance, some terminating at and starting from Hall Green, Shirley, Danzey, Henley, and Bearley, as well as Stratford, and some cars run to Bearley, and reverse there to go on to Stratford, instead of running direct from Wootton Wawen to Wilmcote. Besides the "Shakespeare Expresses" (Birmingham and Wolver-

for a locomotive's water. Returning to the main line at Hatton, where the Warwick County Lunatic Asylum is situated, and continuing thence in a south-easterly direction, Warwick (Conventry Road) station is reached. It is about $1\frac{1}{4}$ miles from the London and North-Western Railway Milverton station, which is really in the adjoining town of Leamington.

Warwick has many historical relics and associations, chief amongst which are the Castle, Guy's Hospital, and the Beauchamp Chapel in the Parish Church; but I will not stop here to describe the town, as this article is only intended to consider



THE GREAT WESTERN RAILWAY STATION AT STRATFORD-ON-AVON.

hampton to Cheltenham, Bristol, and the south-west of England) few trains use this line daily.

Besides being the junction of the North Warwickshire and Hatton-Stratford lines, Bearley is the junction for a single line branch, $6\frac{1}{2}$ miles long, which runs to the little town of Alcester, on the Midland Railway (referred to later). The one intermediate station is Great Alne, which is $4\frac{1}{4}$ miles from Bearley. The line passes under an aqueduct carrying a canal between Bearley and Great Alne, and it used to be the practice for the branch engine to take water from the canal by means of a hose connection, but I do not know whether this still takes place. One would imagine the purity of the water could hardly be as great as that required

the county of which it is the county town, from the railway point of view.

Two miles beyond Warwick we reach "Royal Leamington Spa," as the borough proudly styles itself. The station is twenty-three miles from Birmingham (Snow Hill), and 87 from Paddington, *via* Bicester. The Great Western Railway station is known as Warwick Old Road station, to distinguish it from the adjoining Avenue station of the London and North-Western Railway. On the London side of these stations the two companies' railways are connected by a double-line junction.

For a short time through services were in operation between Barry, Cardiff, and South Wales generally and the Eastern Counties, *via* Cheltenham, Stratford-on-

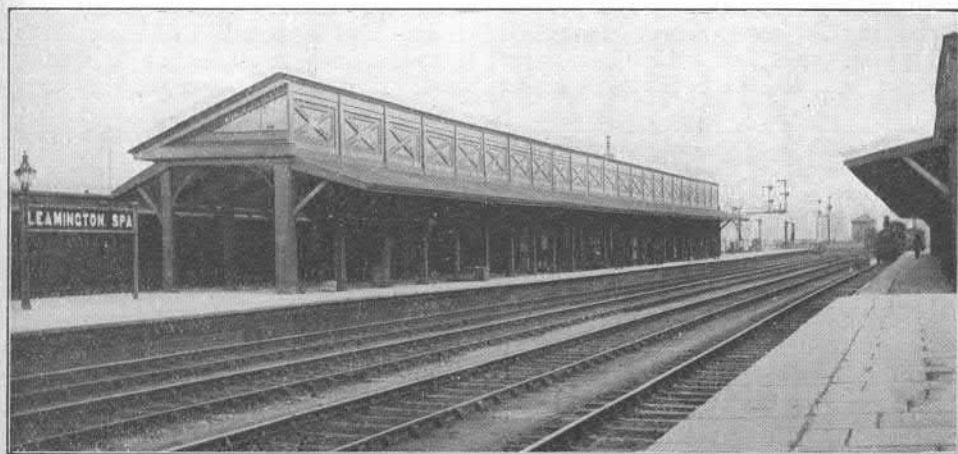
Avon, and Leamington, the coaches travelling from Leamington, where they had arrived by Great Western Railway, over the London and North-Western Railway to Rugby and Peterborough, where they were handed over to the Great Eastern Railway.

I may here mention that Leamington is the only place in Warwickshire where there is a connection between the London and North-Western and Great Western railway companies, there being no junction at Birmingham.

Six and a-half miles from Leamington, we reach Southam Road and Harbury station, passing through a short tunnel

station adjoins the Great Western Railway, and there is a junction between the two railways, which run parallel for about a mile south of Fenny Compton station, the Stratford and Midland Junction Railway line rising gradually until it is sufficiently high up to enable it to curve round and cross over the Great Western Railway just before the lines of both the railways pass out of Warwickshire, 37 miles from where the Great Western Railway entered it at Birmingham.

The next station to Fenny Compton, though in Oxfordshire, deserves some mention here. I refer to Cropredy, a somewhat lonely little station with beau-



LEAMINGTON SPA STATION, GREAT WESTERN RAILWAY.

approached by exceedingly deep cuttings just before reaching it. Southam Road serves the large village of Southam, which also has a station on the London and North-Western Railway Daventry branch, though both the stations are two miles from the village.

The large lime and cement works of Messrs. Greaves are passed soon after leaving Southam Road, and from here the line travels on a low embankment through very sparsely-populated country for some four miles, at the end of which Fenny Compton station is reached. The Stratford and Midland Junction Railway's

tiful station gardens, roses being trained along the platform railings, etc. It is one of the best kept stations on the "Holiday Line," and reflects great credit on those in charge of it.

To students of history the name Cropredy will be familiar, as a battle was once fought there, and also at Edge Hill not far away. Edge Hill is clearly visible from the railways just north of Fenny Compton station, and may easily be recognised by its windmill.

This completes my account of the Great Western Railway line in this county of Warwick.

(To be continued.)



Railways in Warwickshire.

By PHILIP F. GROVES.

(Continued from page 123.)

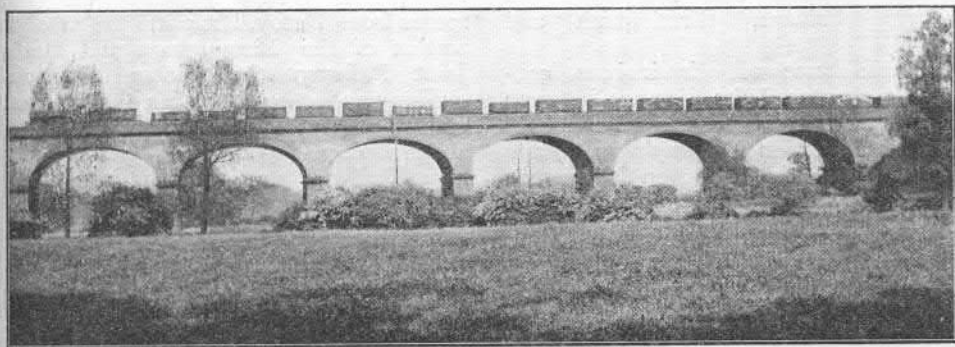
THE Midland Railway next claims our attention.

In describing it I will commence at Tamworth, where it crosses the main line of the London and North-Western Railway, as before stated.

About midway between Tamworth and Wilnecote (the first station towards Birmingham) there are extensive sidings known as Kettlebrook sidings, where some months ago a fire occurred which destroyed eighteen wagons and their contents, though it was happily unattended by any loss of life.

Wilnecote is two miles from Tamworth and $16\frac{3}{4}$ from Birmingham. Between

this branch is jointly performed by the Midland Railway locomotives and those of the colliery companies. South of the junction of this branch with the Birmingham and Derby line is Kingsbury Junction station, where the line branches into two, the old main line going round through Whitacre and Forge Mills to Water Orton and Birmingham. The new line makes a bee-line for Water Orton, where it joins the old one, thus avoiding the sharp curve through Whitacre Junction and effecting a saving in distance of about $1\frac{1}{4}$ miles. Whitacre is an important junction, as the line from Leicester and Nuneaton to Birmingham comes in here, but since the Hampton branch fell into



THE AVON VIADUCT ON MIDLAND RAILWAY NEAR RUGBY.

Wilnecote and Kingsbury, the next station, there are no less than four different sidings or groups of sidings. These are, in order, Tame Valley, Whateley Colliery, Dost Hill Colliery (these two together), Cliff siding, and Kingsbury branch sidings. At the last mentioned place a branch about five miles diverges from the main line, serving some of the afore-mentioned collieries which abound in this district.

The Midland Railway run workmen's trains to and from Tamworth for the convenience of the men employed at these pits, and these trains are the only passenger traffic on this branch—the Kingsbury branch, as it is officially called. Work on

its present almost derelict state, the importance of Whitacre has grown somewhat less than formerly. This statement needs some explanation, so, at the cost of a digression, for which I hope I may be pardoned, I will proceed to relate the Hampton branch's 'tale of woe' for the benefit of those readers of the RAILWAY AND TRAVEL MONTHLY who are not already acquainted with it.

Previous to the construction of this branch in 1844, passengers from the Birmingham and Derby Junction Railway and the other parts of the Midland Railway system (the amalgamations constituting it, however, had not then been effected) who wished to travel to London had to

go to Birmingham, and there change on to the London and Birmingham (now London and North-Western) Railway, as what is now the Midland Railway's line from Derby to London was not then constructed.

However, soon after its formation the Birmingham and Derby Junction Railway built the Whitacre and Hampton branch, having come to an agreement with the London and Birmingham Railway to convey its traffic from Hampton to Rugby and London over their line. It will be remembered that Hampton-in-Arden is situated on the London and North-Western Railway between Birmingham and Rugby.

The avoidance of Birmingham considerably shortened the distance between Derby and London by the Birmingham and Derby Junction Railway's route, and it shortened the time taken on the journey still more. Consequently, at this time, the Hampton branch was an important line with a large express traffic, and there were two pairs of metals. Now, of course, there are insufficient trains to warrant the

upkeep of both pairs, so the down line is now disused and in places removed, except at Coleshill, where it is used as a siding. When the Midland Counties Railway had reached Leicester, a branch was constructed from there to Rugby, and great competition ensued between the two routes from Derby, but upon the amalgamation of the Birmingham and Derby Joint Railway, the Midland Counties' Railway and other lines, as the Midland Railway, the Hampton route was abandoned. The London and Birmingham Railway was used onwards from Rugby to London.

This Rugby line is in Warwickshire for six miles between Ullesthorpe and Rugby stations.

The construction of the Midland Railway to Bedford and Hitchin, and the obtaining of running powers over the Great Northern Railway from Hitchin to London in turn took away the importance of the Rugby branch, and when finally the Midland Railway was completed through from Bedford to London, the Hitchin branch lost most of its importance, as the trains then



WHITACRE JUNCTION, WITH THE HAMPTON COACH IN THE SIDING WHERE IT SPENDS OVER 23 OUT OF EVERY 24 HOURS.



HOURS 8.15 A.M. TO 8.52 A.M., WEEK-DAYS ONLY!

COLESHILL STATION, WHICH HAS BUT ONE PASSENGER TRAIN EACH WAY DAILY.

travelled to the Metropolis direct by Midland Railway.

The result is that the Rugby and Hitchin branches now have but very meagre train services, but their former glory has not departed so completely as has that of the Hampton branch.

To resume after this digression, the Act of Parliament empowering the construction of the Whitacre and Hampton Railway put the Midland Railway under statutory obligation to run at least one passenger train per day in each direction, which fact only probably saves the Hampton branch from being entirely closed.

It is very probable that the expense of obtaining powers to close the line would be greater than that of running a "train" of one coach in each direction once daily.

The coach in use is a six-wheeler, with guard's and luggage compartment, and a smoking and ordinary compartment of each class. The train leaves Whitacre at 8.10 a.m. daily, arrives at Hampton, $6\frac{1}{2}$ miles away, 15 minutes later, waits there a quarter of an hour and arrives back at Whitacre at 8.55.

The carriage, after its 45 minutes' "Day's" work, is shunted into a siding, there to stand for $23\frac{1}{2}$ hours until 8.10 the following morning. The line is usually worked by 0-6-0 goods engines, and besides this passenger train there are two goods trains daily in each direction, one being conditional. They leave Whitacre at 9.30 a.m. and 2.0 p.m. respectively, arriving back at 11.50 and 3.15 respectively. The last is the conditional one, and it does not call at Coleshill on its return journey to Whitacre, but the other five goods and passenger trains do.

The passenger and the 3.0 "non-stop conditional" goods are allowed 15 minutes for the journey from Hampton, but the stopping goods trains are allowed 30 or 35 minutes.

The day's work is over on this branch at 3.15 p.m., and at 11.50 a.m. when the goods from Whitacre at 2.0 p.m. does not run!

The line is very pretty, and the leaves of the trees in summer almost brush against the windows of the "train" as it passes.

The inhabitants of Coleshill fondly imagine that their station is the smallest in the kingdom. I am unable to state whether it is the smallest in size, and it would be interesting to hear if (excluding rail-motor platforms) there is a smaller station in the kingdom, but there are plenty of stations which are worse off as far as the number of trains is concerned. Some, like Arddleen (Cambrian Railways) or Mickley (North-Eastern Railway), have trains on certain days of the week only.

Returning to Whitacre Junction after this somewhat lengthy description of the



THE MIDLAND RAILWAY STATION AT HAMPTON, AN IMPORTANT JUNCTION ABOUT 75 YEARS AGO.

Hampton branch, we notice the Leicester line coming in on the north side of the station.

This enters Warwickshire north of Nuneaton station, a mile south of which Stockingford station is reached.

There are a locomotive shed and dépôt here, where many of the Midland Railway's American "Moguls" were formerly stationed, but all of these ugly locomotives, except No. 2235, stationed at Wellingborough, are scrapped, and she will probably be no more by the time this appears in print.

Nos. 2235 and 2236 used regularly to work between Wellingborough and Birmingham on mineral trains, and they were the only "Yankees" ever seen at the latter place except on very rare occasions.

The Stockingford "Moguls" never worked to Birmingham, and there were none stationed there, the strangers always coming from Derby. Their tenders are often seen about, being used as oil or tar tanks, some with the old engine-number in large figures still on the sides.

The line ascends steeply for some way out of Nuneaton, passing through a tunnel about half a mile long between Stockingford and Arley and Fillongley, which is the next station. The cuttings which abound near here are very prettily clothed with vegetation of all kinds.

There are a considerable number of collieries and brickworks in the district, though the country is very pretty in spite of these. Workmen's trains are run for

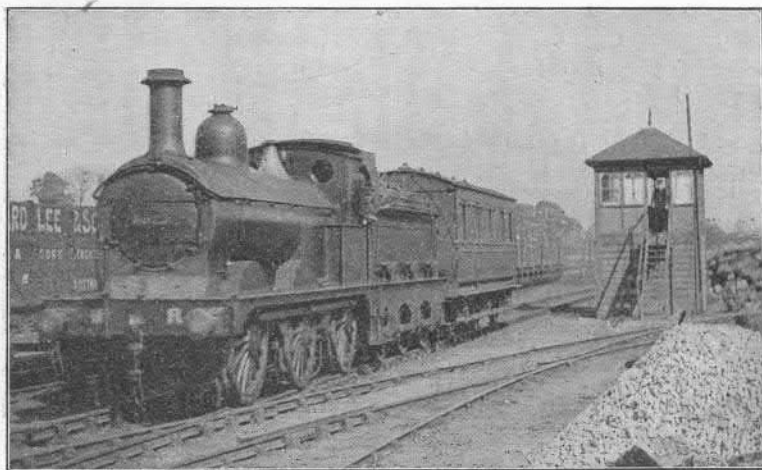
passenger trains on this line terminate or start their journeys at Birmingham, running over the Derby and Birmingham line from Whitacre to the Midland capital.

Forge Mills station is $1\frac{1}{4}$ miles south of Whitacre, and it is the nearest station to Coleshill with a proper train service.

A mile and a-half from Forge Mills, the old line from Whitacre meets the new Kingsbury and Water Orton direct line at Water Orton station. Here there are extensive sidings, apparently more extensive than is necessary, to judge from the rusty and unused appearance of some dozen of the sets of rails. The line here becomes quadruple, the two outer pair of metals being the up and down goods lines, the two inner ones the up and down passenger lines.

Between Water Orton and Castle Bromwich station there is a triangular junction, leading to the Midland Railway's Sutton Coldfield and Wolverhampton branch. Nearly all the passenger trains on this line run to and from Birmingham, so that the side of the triangle facing towards Whitacre is used for goods traffic only.

The goods lines run behind the platforms at



"HALF TIME!"

THE WHITACRE-HAMPTON BRANCH TRAIN LEAVING HAMPTON ON THE RETURN
HALF OF ITS DAILY JOURNEY OF 13 MILES.

the convenience of the miners at these collieries, as they are also at Tamworth.

Shustoke is the only other station on this branch, and it is two miles from both Arley and Whitacre. The total distance from Whitacre to Nuneaton Junction, where the Midland Railway begins to exercise running powers over the Nuneaton and Leicester branch of the London and North-Western Railway, is $11\frac{1}{4}$ miles, and from Whitacre to Tamworth it is $9\frac{1}{4}$ miles. The Nuneaton branch is by no means direct, for soon after Arley Tunnel it changes from an almost due westerly course to a south-westerly one, and at Arley station it curves round and runs north-west for some distance, resuming its westerly direction at Shustoke. All the

Castle Bromwich station, but at Bromford Bridge station, used only on the days of the Birmingham races (when, by the by, a Great Eastern Railway engine regularly runs to Birmingham on an excursion), the platforms are on the goods lines, so that the race traffic must presumably considerably upset the goods traffic on those days.

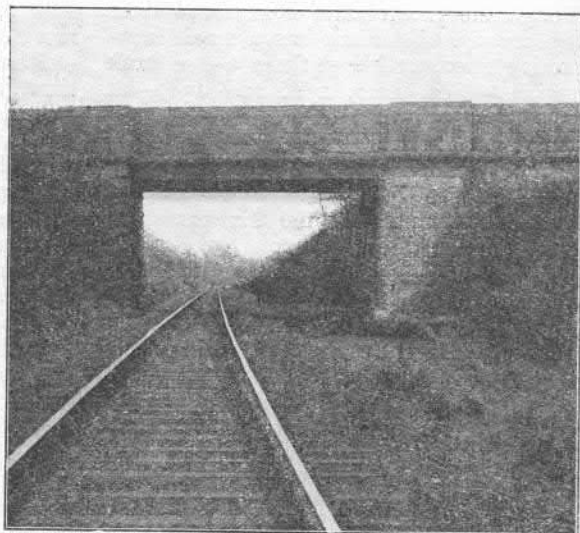
On January 14th, 1913, a local train was crossing from the passenger line into the Bromford Bridge sidings to fetch a horsebox left there from the previous day's races, when, in a fog, an express dashed "side-on" into the front carriage of the local train, killing three people. The carriage was, of course, shattered, and the colliding engine (No. 507, 4-4-0

superheater rebuild) was damaged, but No. 2037 (0-6-4 tank engine), on the local train, was undamaged. No. 507 had to be sent to Derby for repairs, but is back at Saltley shed, where she was stationed before the accident.

Her sister engine, No. 508, is conspicuous owing to her beautifully kept cab fittings, due primarily to the care lavished on her by her driver (Jones, of Saltley), who spends much time and money in keeping her fittings bright with vaseline and aluminium paint, and secondly, to the efforts of the cleaners at Saltley, who keep their engines on the whole as clean as any other such set of men in the kingdom, though, as there are very few locomotive cleaners "in the field" just now, their number is sadly depleted, and the usual standard of locomotive cleanliness can hardly be maintained, the unfortunate goods locomotives having to suffer.

Their foreman cleaner, Mr. E. J. Powell, has several times received gratuities from the Midland Railway for promptitude, etc., and the above-mentioned accident gave him an opportunity of showing his mettle, which he did with success.

Soon after Bromford Bridge, sidings, factories and other indications of the proximity of the city of Birmingham appear. The city boundary is crossed at



BRIDGE OVER THE HAMPTON BRANCH, SHOWING SPACE (TO RIGHT) WHERE SECOND TRACK WAS LAID.

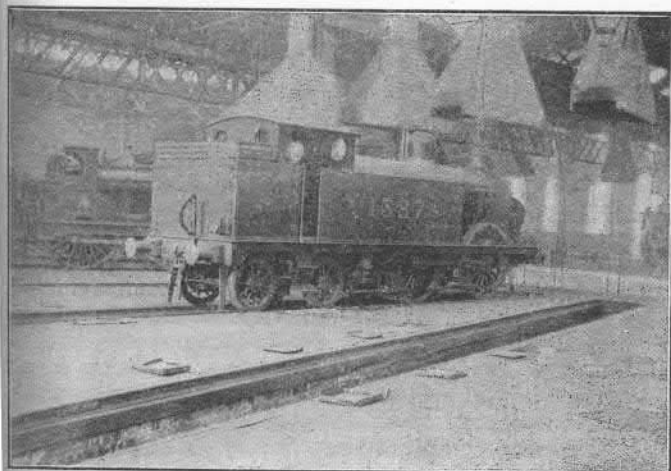
Castle Bromwich station, though the district is very rural for some distance into the city.

After passing Saltley station, locomotive sheds and gasworks, the goods stations of the Midland Railway and London and North-Western Railway appear, after which the Midland Railway rises to the same level as the London and North-Western Railway's London line, running parallel to it for the rest of the way into Birmingham.

On that portion of the Wolverhampton branch of the Midland Railway, which is in Warwickshire, there are four stations, Penns, Sutton Coldfield, Sutton Park and Streetly. The line presents no features of note.

The Midland Railway passes out of Warwickshire just south of Cofton Tunnel (about $\frac{1}{4}$ mile long), nine miles from New Street, on the Birmingham and Bristol line. From here to Redditch it is in Worcestershire.

At Redditch a branch, which leaves the main line at Barnt Green, enters Warwickshire,



Photo]

[Mr. H. Saunders.]

INTERIOR OF MIDLAND RAILWAY ENGINE SHED AT SALTLEY.

though the Bristol line does not re-enter the county. Redditch has a small locomotive shed, stabling three 0-4-4 tank engines—Nos. 1327, 1386 and 1387—at the time of writing.

Studley and Astwood Bank station is $3\frac{1}{4}$ miles from Redditch along this branch, both villages being a mile from the station, at which all the six passenger trains in each direction stop.

At Studley there is a castle and a horticultural college.

Coughton is the next station, and is $2\frac{1}{2}$ miles from Studley, $5\frac{3}{4}$ miles from Redditch, and 21 miles from Birmingham.

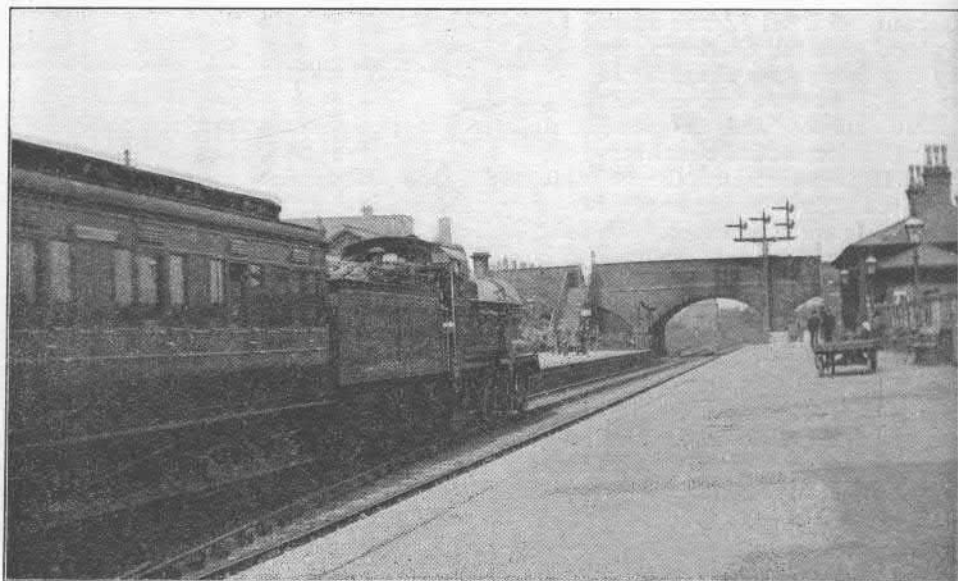
Some of the branch trains do not call at Coughton, there being only four per day

The Arrow is then a tributary of the river Avon.

After crossing the Arrow for the second time, Wixford station, one of the smallest in the county, is reached, and $\frac{3}{4}$ mile beyond this Broom Junction (25 miles from Birmingham) is reached.

Three miles south of this station, between Harvington and Salford Priors stations, the Midland Railway passes out of Warwickshire.

The line from Barnt Green to Evesham and Ashchurch (to which places this branch runs after leaving Warwickshire) is single line from Barnt Green to Evesham, with passing places at Redditch, Alcester, and Broom.



MIDLAND RAILWAY BIRMINGHAM-CROMER EXPRESS IN NUNEATON STATION.

from Birmingham and six in the opposite direction.

A mile and a-half from Coughton station the previously described Great Western Railway branch from Bearley joins the Midland Railway, running over it from the junction to Alcester station, $1\frac{3}{4}$ miles from Coughton.

Alcester is a small market town of no particular importance.

Soon after leaving Alcester, the Midland Railway crosses over the little river Arrow, close to the village of the same name (which has no station), and near the confluence of the Arrow and the Alne.

A shunting engine leaves Redditch at 9.50 p.m. every weekday except Saturdays, arriving at Studley five minutes later, where it shunts till 12.1 a.m. the following morning. On Saturdays the engine is at Studley from 8.30 for 65 minutes only, instead of 2 hours 6 minutes as on other days. I cannot state why this little station has these special arrangements of its goods traffic, which do not apply at any other station in the neighbourhood.

Broom Junction is where the Stratford and Midland Junction Railway at its eastern extremity joins the Midland Railway.

(To be continued.)