

(PRIVATE and not for publication)

SECTION A

BRITISH RAILWAYS
LONDON MIDLAND OPERATING AREA
(WESTERN DIVISION)

WORKING TIME TABLE
OF
PASSENGER TRAINS
BETWEEN
EUSTON AND CREWE
BIRMINGHAM
AND BRANCHES

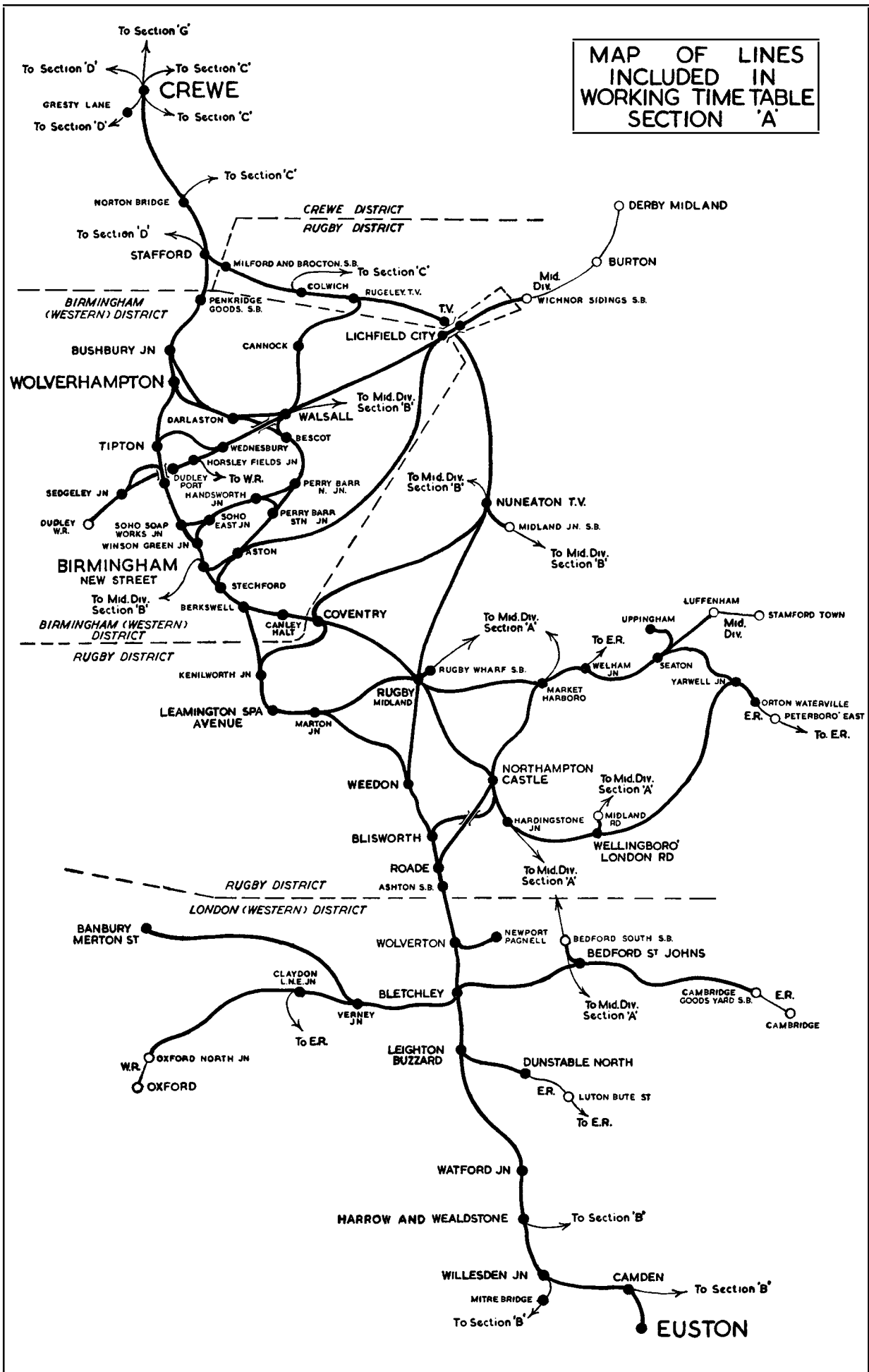
21st SEPTEMBER 1953, until further notice

When passenger trains are running late, drivers (and motormen) must endeavour to make up time, with due regard to speed restrictions and the braking power of engine and train.

CREWE

H. F. PALLANT
Acting Divisional Operating Superintendent

**MAP OF LINES
INCLUDED IN
WORKING TIME TABLE
SECTION 'A'**



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NOTES

- (i) Letters inserted in columns over train titles indicate the classification of the trains and the head codes to be carried.
- (ii) Figures inserted in columns immediately below train titles indicate train reporting numbers.
- (iii) Where no separate time is shown for arrival and departure, the time indicated is the departure time.
- (iv) Trains must leave at the advertised times whenever practicable. Where the advertised departure times of passenger trains are slightly earlier than those shown in the Working Time Table, the former must be used in all quotations to the public.
- (v) A half minute is allowed for station duties in the case of steam trains unless separate arrival and departure times are provided or more time is specified by letter indications.

A4

WEEKDAYS

EUSTON TO CREWE

| DOWN | | A | C | A | A | A | A | A | A | A | A | C | C | C | |
|--------------------------------------|----|----------------------|--------------------|----------------------|-------------------|-----------------|----------------------|----------------------|----------------------|-------------------|-----------------|-----------------|-----------------|----------------------------------------|--------------------------------------|
| | | To Holyhead | Pels to Manchester | To Holyhead | News to Liverpool | To Manchester | To Blackpool N. | | | News to Liverpool | To Shrewsbury | To Manchester | Pels to Preston | 9.55 pm SX Pels Willesden Jn. to to to | 10.0 pm SX Pels Euston to Manchester |
| | | I | 203 | I | 231 | 207 | 183 | 189 | 189 | 231 | | 207 | 167 | 167 | 185 |
| EUSTON dep | 1 | MX ↑ am | MX am | MO ↑ am | MX am | MO am | MX ↑ am | MO ↑ am | MX ↑ am | MO am | MX am | MO am | MX am | MX am | |
| Camden | 2 | .. | .. | .. | .. | .. | .. | 12 2 FL | 12 2 FL | .. | .. | .. | .. | .. | |
| Kilburn High Road | 3 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | |
| Willesden Jn. arr | 4 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | |
| Wembley Central dep | 5 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | |
| Harrow and Wealdstone arr | 6 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | |
| Hatch End | 7 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | |
| Bushey and Oxhey dep | 8 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | |
| WATFORD JN. arr | 9 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | |
| dep | 10 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | |
| dep | 11 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | |
| dep | 12 | .. | .. | .. | .. | .. | .. | 12 26 | 12 26 | .. | .. | .. | .. | .. | |
| King's Langley and A.L. arr | 13 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | |
| Apsley | 14 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | |
| Hemel Hempsted and arr | 15 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | |
| Boxmoor dep | 16 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | |
| Bourne End | 17 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | |
| Berkhamsted arr | 18 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | |
| dep | 19 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | |
| TRING arr | 20 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | |
| dep | 21 | .. | .. | .. | .. | .. | .. | 12 43 | 12 43 | .. | .. | .. | .. | .. | |
| Cheddington arr | 22 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | |
| dep | 23 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | |
| Leighton Buzzard arr | 24 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | |
| dep | 25 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | |
| BLETCHLEY arr | 26 | .. | .. | .. | .. | .. | .. | 12D 58 | 12D 58 | .. | .. | .. | .. | .. | |
| dep | 27 | .. | .. | .. | .. | .. | .. | IN 0 | IN 0 | .. | .. | .. | .. | .. | |
| Wolverton arr | 28 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | |
| dep | 29 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | |
| Castlethorpe dep | 30 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | |
| ROADE arr | 31 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | |
| dep | 32 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | |
| Middleton | 33 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | |
| Blisworth arr | 34 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | |
| dep | 35 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | |
| Weedon | 36 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | |
| Welton | 37 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | |
| Duston Jn. North arr | 38 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | |
| NORTHAMPTON C arr | 39 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | |
| dep | 40 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | |
| Althorp Park | 41 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | |
| Long Buckby | 42 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | |
| Kilsby and Crick | 43 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | |
| RUGBY MIDLAND arr | 44 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | |
| dep | 45 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | |
| Brinklow | 46 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | |
| Shilton | 47 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | |
| Midland Jn. | 48 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | |
| NUNEATON T.V. arr | 49 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | |
| dep | 50 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | |
| Atherstone | 51 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | |
| Polesworth | 52 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | |
| Tamworth L.L. arr | 53 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | |
| dep | 54 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | |
| Lichfield T.V. arr | 55 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | |
| dep | 56 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | |
| Armitage | 57 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | |
| Rugeley T.V. arr | 58 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | |
| dep | 59 | Mails | .. | Mails | Mails | Mails | .. | .. | .. | Mails | Mails | .. | .. | .. | |
| Colwich | 60 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | |
| Milford and Brocton | 61 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | |
| Stafford No. 1 | 62 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | |
| STAFFORD arr | 63 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | |
| dep | 64 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | |
| Norton Bridge | 65 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | |
| Whitmore | 66 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | |
| CREWE arr | 67 | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | .. | |
| dep | 68 | 2 5 | 2 9 | 2 10 | 2 10 FL | 2 22 | 2 25 FL | .. | .. | 2 35 FL | .. | 2 42 | 2 45 FL | .. | |