

(PRIVATE and not for publication)

SECTION **C**

BRITISH RAILWAYS
LONDON MIDLAND OPERATING AREA
(WESTERN DIVISION)

WORKING TIME TABLE
OF
PASSENGER TRAINS
BETWEEN
CREWE AND MANCHESTER
STOKE-ON-TRENT DERBY
AND BRANCHES

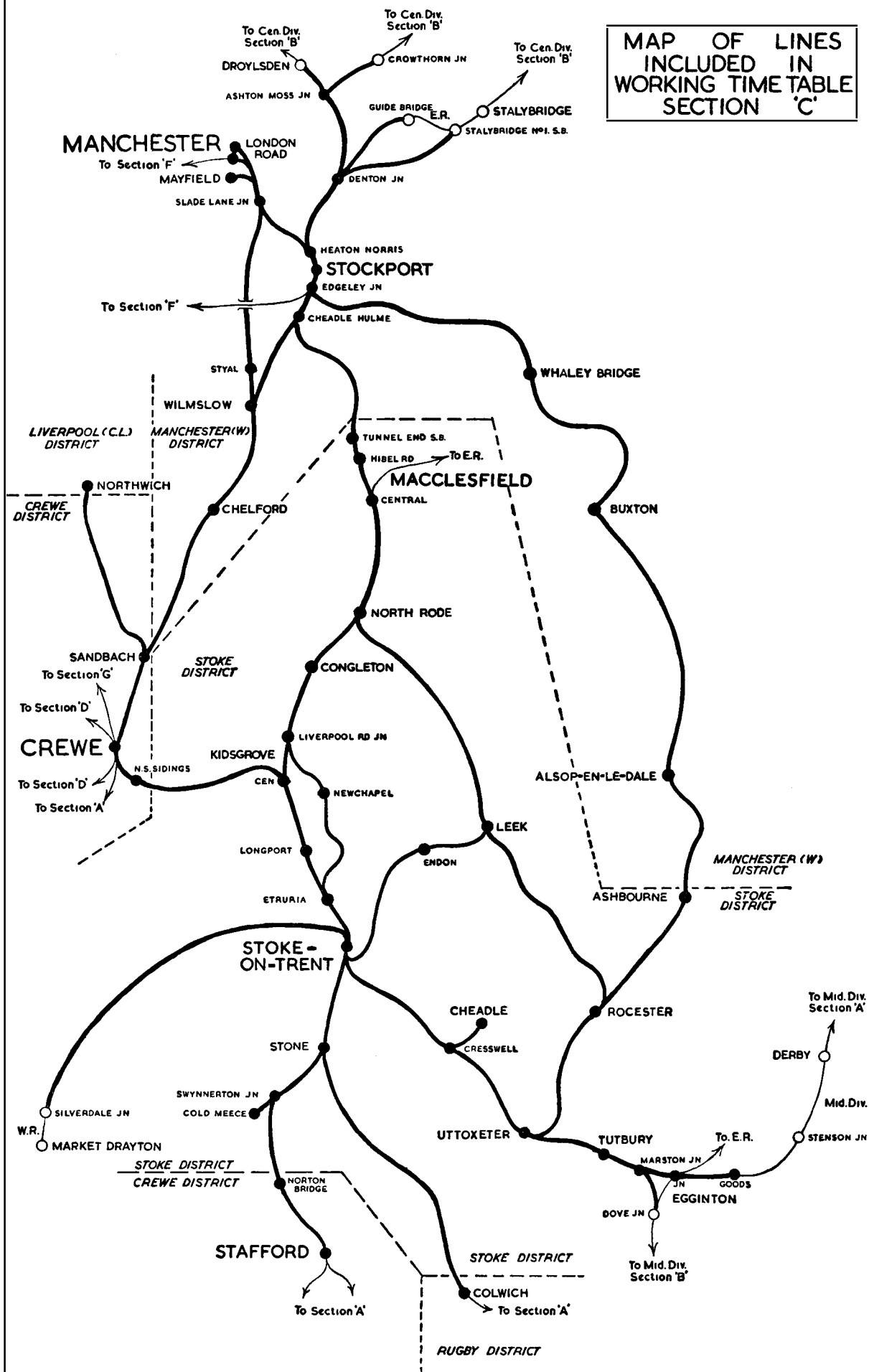
8th JUNE to 20th SEPTEMBER inclusive, 1953

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 'C'



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Ashbourne and Buxton	74
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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.

		A	A	G	A	C	A	A		C	C	A	C	A	C	B
DOWN				LE	10.45 pm SX from Euston	Pds				Pds to Manchester Victoria	Pds to Manchester Victoria	12.40 am from Euston	Pds	4.40 pm FO from Penance	10.0 pm FSX Pds from Euston via Stoke	
		293	293		283	203	207	207				9		463	185	
		MX am 12.41	MO am 12.41	MO am ..	MX am 1 43	MX am 2 9	MO am 2 22	MX am 2 42		MO am ..	MX am ..	am 3 45	MX am ..	SO am 3 54	MSX am ..	am ..
CREWE	dep	1														
Sydney Bridge	2															
Sandbach	arr	3														
Middlewich	dep	4	12 48	12 48	1 50	2 17	2 30	2 50				3 52		4 2		
	arr	5														
NORTHWICH	dep	6	12.40 am	12.40 am												
	arr	7							Mails							
Holmes Chapel	dep	8	+	+												
Goostrey	9															
Chelford	10															
Alderley Edge	arr	11														
	dep	12														
Wilmslow	arr	13														
	dep	14	1 3	1D6	2 5	2 33	2 46	3 6				4 8		4 23		
Handforth	15													4 26		
Cheadle Hulme	16	1 7	1 12		2 9	2 38	2 51	3 11				4 13		4 32	4 28	
BUXTON	17															
Dove Holes	18															
Chapel-en-le-F. South	19															
Whaley Bridge	arr	20														
	dep	21														
Furness Vale	22															
New Mills Newtown	23															
Disley	24															
Middlewood Lower	25															
Hazel Grove	26															
Davenport	27															
Edgeley Jn.	28	1 9	1 14		2X11 SL	2X41 SL	2 53	3 13				4 15		4 34	4X31 SL	
STOCKPORT	arr	29	1 11	1 16	2 13	2 43	2 55	3 15				4 17		4 36	4 33	
EDGELEY	dep	30	1 19	1 24	1 40 SL	2X23 FL	3 7	3 27		3 35 FL	3 55 FL	4 25	4 30 FL	4 40	4X50 FL	5 15 SL
Heaton Norris	31	1 21	1 26	1 42	2 25	3 2	3 9	3 29		3 37	3 57	4 27	4 32	4 42	4 52	5 17
Reddish South	32															
Denton	33															
Denton Jn.	34									3 44	4 4		4 40			
Dukinfield and Ashton	35												4 48			
Guide Bridge	36															
Dukinfield	37															
Ashton Park Parade	38															
STALYBRIDGE	arr	39											4 55			
Crowthorn Jn.	40															
Droylsden	41									3 48	4 8					
Heaton Chapel and H. Moor	42															
Levenshulme North	43															
Scyal	44															
Heald Green	45															
Gatley	46															
East Didsbury and P.W.	47															
Burnage	48															
Mauldeth Road	49															
Slade Lane Jn.	50															
Longsight	51	1 25	1 30	1 50	2 29	3 6	3 13	3 33				4 31		4 46	4 56	5a28
Manchester Lon. Rd. No. 1	52															
MAN-CHESTER	M'field arr	53														
	Lon.Rd. arr	54	1 28	1 33	2 32	3 10	3 17	3 37				4 35		4 50	5 0	5 32

C29

	B	B	B	G	A	A	A	B	B		B	B	B	B	B	B	B	B	A
		11.30 am from Oldham C. St.		LE	To Plymouth	To Cardiff	To Euston via Stoke				To Macclesfield								To Birmingham via Stoke
					228	314	64												194
1	am 11 10 FL	SO	am ..	SO	am 11 55 FL	noon 12 0 FL	PM 12 5 FL	PM 12 8 FL	PM 12 10 FL	..	PM 12 10 SL	PM 12 18 FL	PM 12 20 SL	PM 12 24 FL	PM 12 27 SL	PM 12 30 FL	PM 12 38 FL	PM ..	PM 12 45 FL
2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
3	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
4	11 15	..	..	11 40 FL	11 59	12 5 SL	12 9	12 12	12 14	..	12 15	12 23	12 25	12 28	12 31	12 34	12 42	..	12 49
5	..	..	..	11 41	..	..	..	..	..	..	..	..	12 26	12 29	..	..	12 43	..	..
6	..	..	..	11 44	..	..	..	..	..	..	..	..	12 29	..	..	..	12 47	..	..
7	..	..	..	..	..	..	..	..	..	..	..	..	12 32	..	..	..	12 50	..	..
8	..	..	..	..	..	..	..	..	..	..	..	..	12 35	..	..	..	12 53	..	..
9	..	..	..	..	..	..	..	..	..	..	..	..	12 39	..	..	..	12 57	..	..
10	..	..	..	..	..	..	..	..	..	..	..	..	12 43	..	..	..	12 57	..	..
11	..	..	..	..	..	..	..	..	..	..	..	..	12 48	..	..	..	12 57	..	..
12	..	..	..	..	..	..	..	12 16	..	..	12 19	..	..	..	12 35	12 38	12 38	..	..
13	..	..	..	..	..	..	..	12 20	..	..	12 23	..	..	..	12 39	12 42	..	..	Limited Load
14	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
15	..	11 40	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
16	..	..	..	11 40	..	..	..	..	..	..	..	..	..	..	..	..	..	12 22	..
17	..	..	..	11 44	..	..	..	..	..	..	..	..	..	..	..	..	..	12 26	..
18	..	..	..	11 47	..	..	..	..	..	..	..	..	..	..	..	..	..	12 29	..
19	..	..	..	11 50	..	..	..	..	..	..	..	..	..	..	..	..	..	12 32	..
20	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	12 34	..
21	..	11 43	11 52	..	..	..	..	..	..	..	..	..	..	..	..	..	..	12 34	..
22	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	12 36	..
23	11 45	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	12 36	..
24	11 50	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	12 42	..
25	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	12 42	..
26	11 19	11 54	11 59	..	12 3	12 9	12 13	12 23	12 18	..	12 25	12 27	..	12 33	12 42	12 45	12 48	12 53	..
27	11 21	11 56	12 1	..	12 5	12 11	12 15	12 25	12 20	..	12 27	12 29	..	12 35	12 44	12 47	12 50	12 55	..
28	11 26	..	..	..	12 11	12 16	12 21	..	12 22	..	12 29	12 31	..	12 37	..	12 48	..	12 57	..
29	11 28	..	..	..	12 13	12 18	12 23	..	SL	..	12 31	12 33	..	12 39	..	12 50	..	12 59	..
30	..	..	..	..	..	..	..	..	12 24	..	12 31	..	..	..	..	12 52	..	..	..
31	..	..	..	..	..	..	..	..	12 25	..	12 33	..	..	..	..	12 56	..	..	..
32	..	..	..	..	..	..	..	..	12 30	..	12 37	..	..	..	..	12 57	..	..	..
33	..	..	..	..	..	..	..	..	12 36	..	12 43	..	..	..	..	12 58	..	..	..
34	..	..	..	..	..	..	..	..	12 41	..	12 48	..	..	..	..	12 59	..	..	..
35	..	..	..	..	..	..	..	..	12 45	..	12 52	..	..	..	..	12 59	..	..	..
36	..	..	..	..	..	..	..	..	12 48	..	12 55	..	..	..	..	12 59	..	..	..
37	..	..	..	..	..	..	..	..	12 52	..	12 59	..	..	..	..	12 59	..	..	..
38	..	..	..	..	..	..	..	..	12 53	..	12 59	..	..	..	..	12 59	..	..	..
39	..	..	..	..	..	..	..	..	12 54	..	12 59	..	..	..	..	12 59	..	..	..
40	..	..	..	..	..	..	..	..	12 55	..	12 59	..	..	..	..	12 59	..	..	..
41	11a32	..	..	..	12 15	12 20	12 25	..	..	..	12c38	..	12a43	..	..	..	..	12 57	..
42	11a37	..	..	..	12 15	12 20	12 25	..	..	..	12c38	..	12a43	..	..	..	..	12 57	..
43	11 40	..	..	12 0	12 20	12 28	12 31	..	..	..	12c38	..	12a48	..	..	..	..	12 57	..
44	11 41	..	..	..	12 23	12 31	..	..	..	..	12c38	..	12a48	..	..	..	..	12 57	..
45	11 45	..	..	..	..	..	..	..	..	..	12c38	..	12a48	..	..	..	..	12 57	..
46	11 46	..	..	..	..	..	..	..	..	..	12c38	..	12a48	..	..	..	..	12 57	..
47	11 52	..	..	..	..	..	..	..	..	..	12c38	..	12a48	..	..	..	..	12 57	..
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49	12 4	..	..	..	..	..	..	..	..	..	12c38	..	12a48	..	..	..	..	12 57	..
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52	..	..	..	..	..	..	..	..	..	..	12c38	..	12a48	..	..	..	..	12 57	..
53	12 11	..	..	..	..	..	..	..	..	..	12c38	..	12a48	..	..	..	..	12 57	..
54	12 12	..	..	..	..	..	..	..	..	..	12c38	..	12a48	..	..	..	..	12 57	..
55	..	..	..	..	..	..	..	..	..	..	12c38	..	12a48	..	..	..	..	12 57	..
56	12 20	..	..	..	..	..	..	..	..	..	12c38	..	12a48	..	..	..	..	12 57	..