

(PRIVATE and not for publication)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

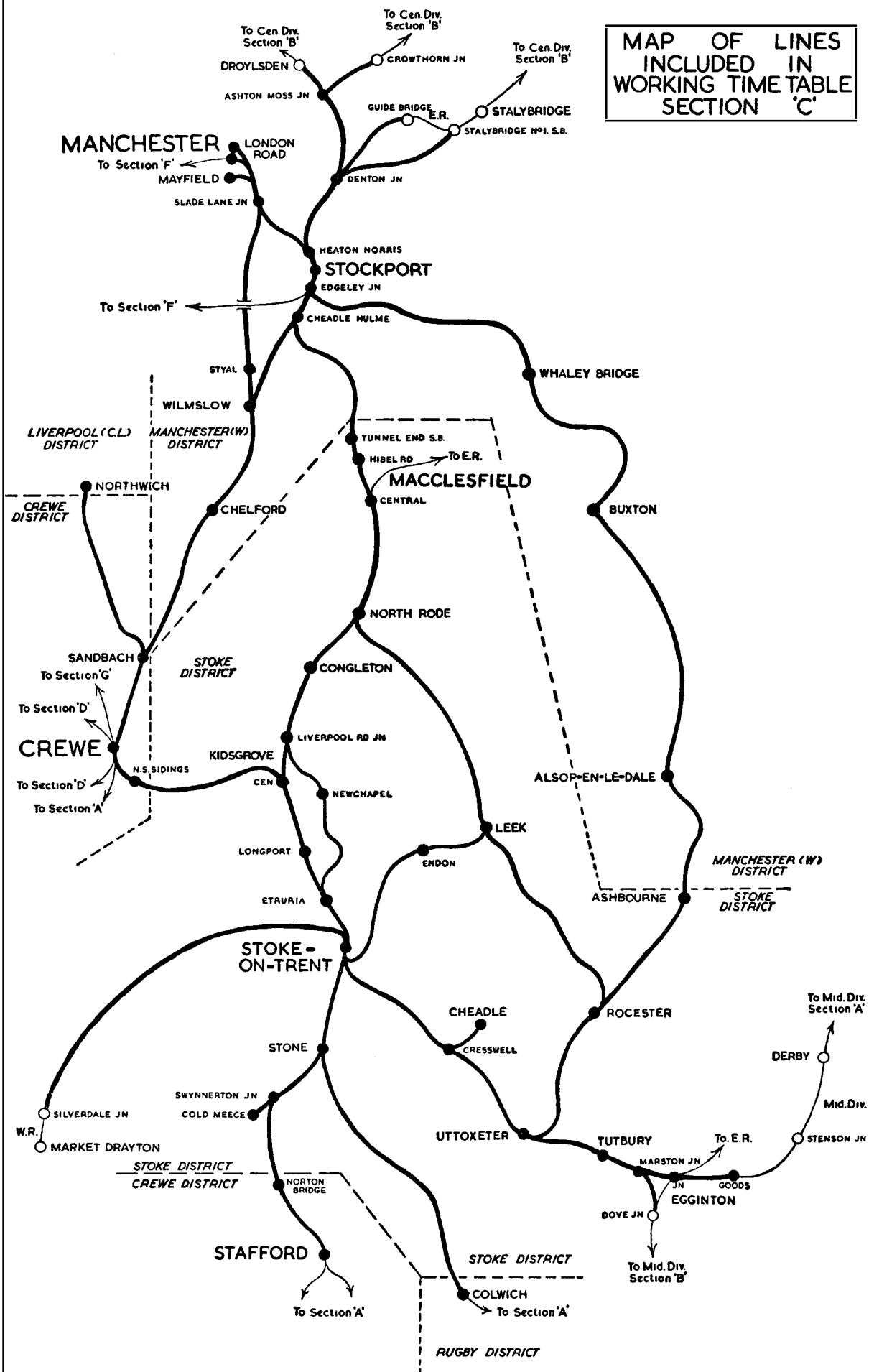
21st SEPTEMBER, 1953 until further notice

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 'C'



INDEX

	Pages
Ashbourne and Buxton	64
Crewe and Cheadle Hulme to Stoke, Colwich, Stafford and Derby	48 — 59
Crewe and Buxton to Manchester	3 — 18
Derby, Stafford, Colwich and Stoke to Cheadle Hulme and Crewe	35 — 47
Manchester to Buxton and Crewe	19 — 34
Uttoxeter and Macclesfield	60 — 63

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.

DOWN		A	A	G	A	C	A		A	C	C	A	C	C	C	
				LE	10.45 pm SX from Euston	Pcls				Pcls to Manchester Victoria	Pcls to Manchester Victoria	12.40 am from Euston	Pcls	10.0 pm SX Pcls from Euston	1.35 am E C S from Birmingham Central	
		293	293		283	203	207		207			9		185		
		MX	MO	MO	MX	MX	MO		MX	MO	MX		MX	MX	SO	
		am	am	am	am	am	am		am	am	am	am	am	am	am	
CREWE	dep	1	12:41	12:41	1 43	2 9	2 22		2 42			3 45			4L22	
Sydney Bridge	2															
Sandbach	arr	3														
Middlewich	dep	4	12 48	12 48	1 50	2 17	2 30		2 50			3 52			4 30	
NORTHWICH	arr	5														
	dep	6														
	arr	7														
Holmes Chapel	dep	8														
Goostrey	9															
Chelford	10															
Alderley Edge	arr	11	12.40 am	12.40 am												
Wilmslow	dep	12														
Handforth	dep	13		ID 4												
Headle Hulme	14	1 3	ID 6		2 5	2 33	2 46		3 6			4 8			4 48	
	15															
	16	1 7	1 12		2 9	2 38	2 51		3 11			4 13			4 28	
BUXTON	17															
Dove Holes	18															
Chapel-en-le-F. South	19															
Whaley Bridge	arr	20														
Furness Vale	dep	21														
New Mills Newtown	22		Limited Load	Limited Load												
Disley	23															
Middlewood Lower	24															
Hazel Grove	25															
Davenport	26															
Edgeley Jn.	27															
	28	1 9	1 14		2X11 SL	2X41 SL	2 53		3 13			4 15		4X31 SL		
STOCKPORT	arr	29	1 11	1 16	2 13	2 43	2 55		3 15			4 17		4 33		
EDGELEY	dep	30	1 19	1 24	1 40 SL	2X23 FL	3X0 FL	3 7	3 27	3 35 FL	3 55 FL	4 25	4 30 FL	4X50 FL		
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 52		
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.	dep	40														
Droylsden	41									3 48	4 8					
Heaton Chapel and H. Moor	42															
Levenshulme North	43															
Styal	44															
Heald Green	45															
Gatley	46															
East Didsbury and P.W.	47															
Burnage	48															
Mauldeth Road	49															
Slade Lane Jn.	50														5 0 SX	
Longsight	51	1 25	1 30	1 50	2 29	3 6	3 13		3 33			4 31		4 56	5 1 5 SL	
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		5 0		

MANCHESTER TO CREWE

WEEKDAYS

C21

	C	B	B	G	B	G	G	G	B		G	B	B	B	B	B	B	B
	ECS			LE		Three LE (MO), Two LE (MSX), One LE (SO)	6.55 am LE from Stockport Shed	LE	To Safford		LE	6.44 am from Manchester Victoria	6.43 am from Lees					7.23 am from Oldham C. St.
	Q		MX				SX	SO			MO							
1	am	am	am	am	am	am	am	am	am	..	am	am	am	7 5	7 15	am	7 27	7 37
2	..	..	5 50 SL	5 58 FL	..	..	..	..	6 50 FL	..	..	..	..	7 5 FL	7 15 FL	..	7 27 FL	7 37 FL
3	..	..	..	..	..	..	..	..	..	..	..	..	..	7X7 SL	..	..	7X39 SL	..
4	5 40 SL	..	5 55	6 2	..	6 38 SL	..	..	6X54 SL	..	7 5 SL	..	..	7 10	7 19	..	7X32 SL	7 41
5	5 42	..	..	..	..	6 39	..	..	..	..	7X6 FL	..	..	7 11	..	..	..	7 42
6	5 45	..	..	..	..	6 42	..	..	..	..	..	..	..	7 14	..	..	..	7 46
7	..	..	..	..	..	..	..	..	..	..	..	..	..	7 17	..	..	..	..
8	..	..	..	..	..	..	..	..	..	..	..	..	..	7 20	..	..	..	7 52
9	..	..	..	..	..	..	..	..	..	..	..	..	..	7 24	..	..	..	7 56
10	..	..	..	..	..	..	..	..	..	..	..	..	..	7 28	..	..	..	8 0
11	..	..	..	..	..	..	..	..	..	..	..	..	..	7 33	..	..	..	8 5
12	..	..	5 59 6 3	After working 3.35 am from Safford	..	..	..	..	6 58 7 2	..	To work 7.45 am to Heaton Norris	..	..	..	..	..	7 35	..
13	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
14	..	..	..	..	..	..	..	..	..	..	..	6 59	..	..	..	..	..	..
15	..	..	..	..	..	..	..	..	..	..	..	..	7 5	..	..	..	..	7 35
16	..	..	..	..	6 15	..	..	..	..	..	..	..	..	..	..	7 13	..	..
17	..	..	..	..	6 19	..	..	..	..	..	..	..	..	..	..	7 17	..	..
18	..	..	..	..	6 22	..	..	..	..	..	..	..	..	..	..	7 20	..	..
19	..	..	..	..	6 25	..	..	..	..	..	..	..	..	..	..	7 23	..	..
20	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
21	..	..	..	..	6 27	..	..	..	..	..	..	7 4	7 10	..	..	7 25	..	7 38
22	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
23	..	..	..	..	6 30	..	..	..	..	..	..	7 6	7 13	..	..	7 27	..	7 40
24	..	..	..	..	6 35	..	..	..	..	..	..	7b12	7 18	..	..	7 32	..	7 45
25	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
26	..	..	6X6 FL	6 9	6 40	..	..	..	7X5 FL	..	7 13	7 17	7X23 SL	..	7 24	7 37	7 39	7 50
27	..	..	6 8	..	6 42	..	..	..	7 7	..	7 15	7 19	7 25	..	7 26	7 39	7 42	7 52
28	..	6 0 SL	6 14	6 11	..	7m0 FL	7 2	7 0 FL	7 9	..	..	..	..	..	7 31	..	7 46	..
29	..	6 2	6 16	6 13	..	..	..	..	7 11	..	..	..	..	..	7 33	..	7 48	..
30	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	7 50	..
31	..	6e 9	..	..	..	..	..	..	..	..	..	..	..	..	..	..	7b55	..
32	..	6N15	..	..	..	..	..	..	..	..	..	..	..	..	..	..	8 1	..
33	..	6b21	..	..	..	..	..	..	..	..	..	..	..	..	..	..	8 6	..
34	..	6b26	..	..	..	..	..	..	..	..	..	..	..	..	..	..	8 10	..
35	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	8 13	..
36	..	6 31	..	..	..	..	..	..	..	..	..	..	..	..	..	..	8 17	..
37	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	8 18	..
38	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	8b29	..
39	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	8f38	..
40	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	8e 5	..
41	..	..	6a20	..	B	..	7 5	7 5	7a15	..	..	..	..	..	7c38	..	..	..
42	..	..	6a25	..	..	..	..	..	..	..	..	..	..	..	7c44	..	..	..
43	5 56	..	6 28	..	..	7m0	7 3	7Lm12	7 12	..	..	..	..	7 37	7 47	..	8 9	..
44	6 0	..	6 29	..	..	7 8	7L20	7 25	..	..	..	..	..	..	7 49	..	..	..
45	..	..	6 33	..	..	..	..	..	..	..	..	..	..	..	7 53	..	..	..
46	..	..	6 34	..	..	..	..	..	..	..	..	..	..	..	7 54	..	..	..
47	..	..	6 40	..	..	..	..	..	..	..	..	..	..	..	8 0	..	..	..
48	..	..	6 47	..	..	..	..	..	..	..	..	..	..	..	8 7	..	..	..
49	..	..	6 52	..	..	..	..	..	..	..	..	..	..	..	8 12	..	..	..
50	..	..	..	..	6 59	..	..	..	..	..	..	..	..	..	..	..	..	..
51	..	..	..	..	7X8	..	..	..	..	..	..	..	..	..	..	..	..	..
52	..	..	..	..	7 9	..	..	..	..	..	..	..	..	..	..	..	..	..
53	..	..	6 59	..	7 16	..	..	..	..	..	..	..	..	..	8 19	..	..	..
54	6 25	..	7 0	..	7 17	..	..	..	..	..	..	..	..	..	8 20	..	..	..
55	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
56	6 35	..	7 8	..	7 25	..	..	..	..	..	..	..	..	..	8 28	..	..	..