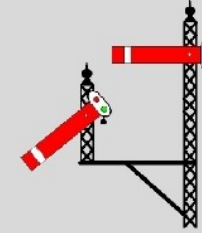


## BRANCH LINE SOCIETY

West Midlands Service Train Tracker, 14 October 2016  
Some pictures, old and new, of locations along the route



Hednesford No. 1 signal box, the last survivor of three, photographed in 2006. The signal box was removed in 2014 to Hednesford Park. It was located immediately north of the station where there were interchange sidings with a private branch to a nearby colliery. (Geoff Pick [[CC BY-SA 2.0](https://creativecommons.org/licenses/by-sa/2.0/)], via Wikimedia Commons)



Bloxwich station in 1962, looking north towards Hednesford and Rugeley (Ben Brooksbank [[CC BY-SA 2.0](#)], via Wikimedia Commons)

Ryecroft Junction in June 2009, with the Sutton Park line to the right, Rugeley to the left, and the trackbed of the Lichfield line just visible disappearing into the trees to the left of the Sutton Park line. (Row17 [[CC BY-SA 2.0](#)], via Wikimedia Commons)

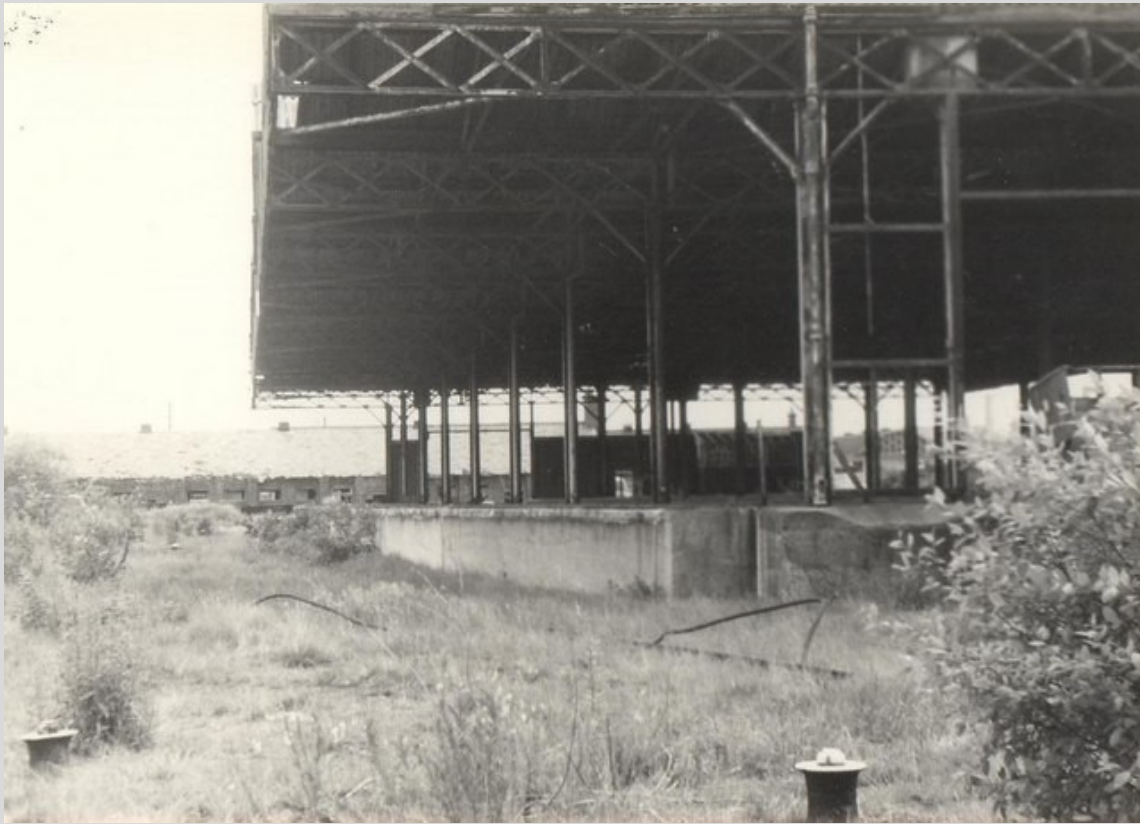




Bescot (now Bescot Stadium) station, looking towards Wolverhampton and Walsall on 4 September 1962. (Ben Brooksbank [\[CC BY-SA 2.0\]](#), via Wikimedia Commons)

The memorial constructed in 2008 to the 26 miners, one a rescuer, killed by a fire at Hamstead colliery on 4 March 1908. (By Andy Mabbett (Own work) [\[CC BY-SA 4.0\]](#), via Wikimedia Commons)





The Windsor Street Wharf goods station, in a derelict state in 1979, though not officially closed until 1980. (Michael Westley [[CC BY-SA 2.0](#)], via Wikimedia Commons)

The Birmingham Gun Barrel Proof House, seen from the road between it and the railway. (By Oosoom at en.wikipedia (Transferred from en.wikipedia) [[GFDL](#) or [CC BY-SA 3.0](#)], from Wikimedia Commons)





The eastern approach to Birmingham New Street on 24 September 2016, with a Pendolino arriving at platform 2 on the former LNWR side on the left and a Cross Country class 170 DMU leaving from the former Midland side on the right. Smallbrook Ringway and the Bull Ring Centre are in the background.



Alvechurch station in 1975...

(Michael Westley [[CC BY-SA 2.0](#)], via  
Wikimedia Commons)



... and 2015

(Nigel Thompson [[CC BY-SA 2.0](#)], via  
Wikimedia Commons)



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MIDLAND RAILWAY STATION, REDDITCH.

Redditch station in Midland Railway days

(By Kingsway Real Photo Series (Old postcard) [Public domain], via Wikimedia Commons)



The MR Redditch station site, looking in the opposite direction, on 24 September 2016



This February 2012 picture clearly shows the MR Central Goods alignment in between the Worcester & Birmingham Canal and Five Ways station, where a London Midland class 170 DMU is just leaving on a Down passenger service. (By Elliott Brown from Birmingham, United Kingdom [\[CC BY 2.0\]](https://creativecommons.org/licenses/by/2.0/), via Wikimedia Commons)



Galton Bridge, seen from the Stourbridge bound platform of Smethwick Galton Bridge station on 24 September 2016



Hockley station (and a Mk 1 Cortina, no less), just west of the present day Jewellery Quarter station, in March 1967.

(By Geoffrey Skelsey (Own work) [CC BY-SA 4.0 (<http://creativecommons.org/licenses/by-sa/4.0>)], via Wikimedia Commons)



The interior of the new Birmingham Snow Hill, on 18 August 2010.  
(By Rept0n1x (Own work) [[GFDL](#) or [CC BY-SA 3.0](#)], via Wikimedia Commons)

The interior of the old Birmingham Snow Hill on 26 April 1957, with a 'King' class 4-6-0 arriving on an Up express.

(Ben Brooksbank [[CC BY-SA 2.0](#)], via Wikimedia Commons)



*Avenue Station, Leamington Spa*



Another nice old postcard view, this time of Leamington Spa Avenue, the former LNWR/LMSR station adjacent to the GWR's Leamington Spa (later General).

(By Valentine's Series (Old postcard) [Public domain], via Wikimedia Commons)



This 1975 image suggests that Stratford-upon-Avon didn't reach the state of decrepitude of some less used stations of the time. At this point the passenger service south of Stratford had been withdrawn for some years but freight was still running through to Honeybourne, until a serious derailment the following year led to complete closure.

The siding where the DMU is standing has now been removed.

(Michael Westley [[CC BY-SA 2.0](#)], via Wikimedia Commons)



By 24 September 2016, Stratford had been spruced up, and equipped with imitation gaslights, new lifts and a second footbridge; the lift towers can be seen beyond the earlier GWR footbridge. The photograph is taken looking in the opposite direction, towards Birmingham, with the Honeybourne line extending only a very short distance behind the photographer.



Whilst Edstone Aqueduct isn't a railway feature, it's one of the more interesting sights to be seen from the North Warwick line. Situated between Bearley Jn and Wootton Wawen, it spans both the North Warwick line and an adjacent road, and used also to cross the Alcester branch until its closure.

The canal itself is contained in a cast iron trough; note the towpath on the right hand side which, unusually, is below water level.

(David Stowell [[CC BY-SA 2.0](#)], via Wikimedia Commons)

A boater's eye view of the North Warwick line seen from Edstone Aqueduct. The Alcester line would have been off to the right of the picture; the separation of the tracks is to allow them to pass either side of one of the aqueduct's supporting columns. The photograph is taken looking towards Bearley Jn and Stratford.

(Ray Folwell [[CC BY-SA 2.0](#)], via Wikimedia Commons)





Above : Stourbridge Junction Middle Signal Box (Gordon Griffiths [[CC BY-SA 2.0](#)], via Wikimedia Commons)



Above right : Stourbridge Town in March 1977; at this location a 'bubble car' ran through the wall on the right and ended up overhanging the road. (Michael Westley [[CC BY-SA 2.0](#)], via Wikimedia Commons)



Right : Parry People Mover 139002 leaving Stourbridge Town for the climb up to Stourbridge Junction. (P L Chadwick [[CC BY-SA 2.0](#)], via Wikimedia Commons)



Parry People Mover 139002 keeping well clear of the buffers at Stourbridge Town on 30 April 2010