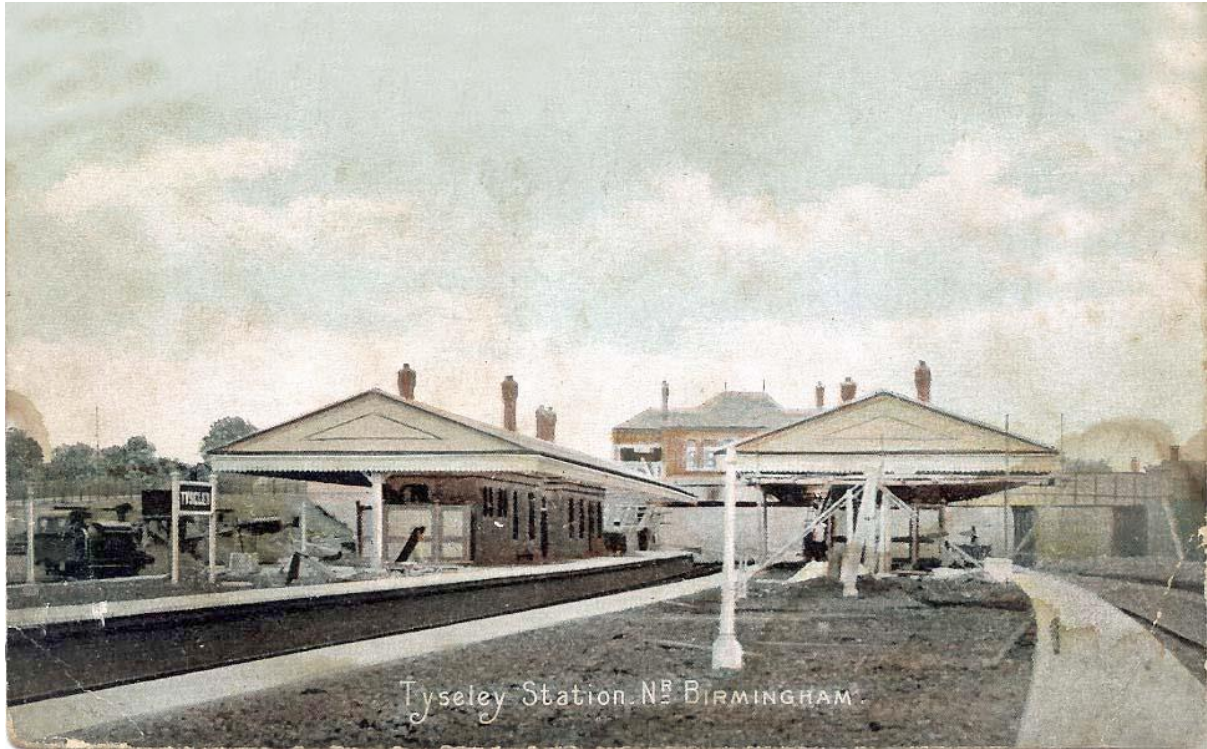


A History of Tyseley Station and Goods Yard

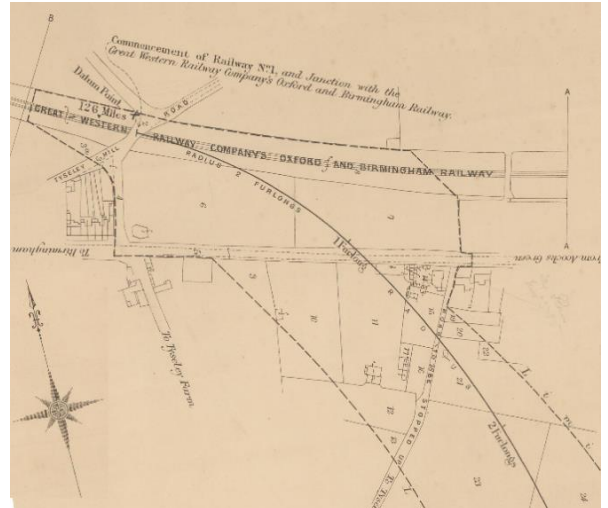


A coloured postcard showing the Great Western Railway's Tyseley Station under construction in 1906. Although the Great Western Railway line to Birmingham opened on 1st October 1852, Tyseley station was a latter addition and only opened on 1st October 1906. The GWR Magazine records that Tyseley's first Station Master, Mr F Revening transferred to there from Henley-in-Arden Station. According to GWR Service Timetable No.12 (dated October 1906), Tyseley station was served by the following weekday passenger services:

Down Trains	Train commences	Arrives Birmingham Snow Hill	Up Trains	Leaves Birmingham Snow Hill	Destination of Train
7:20	7:00 Knowle & Dorridge station	7:32	7:21	7:15	7:36 Knowle & Dorridge station
8:30	8:10 Knowle & Dorridge station	8:44	8:43	8:32 (7:45 Wolverhampton)	9:32 Leamington station
8:36	7:50 Henley-in-Arden terminus	8:52	11:51	11:40 (10:55 Wolverhampton)	12:40 Leamington station
8:51	8:40 Solihull station	9:05	13:24	13:15	13:36 Solihull station
9:26	9:15 Solihull station	9:40	14:27	14:15	14:39 Solihull station
11:02	10:10 Leamington station	11:16	15:17	15:05 (14:20 Stourbridge Junc)	16:07 Leamington station
12:09	11:20 Leamington station	12:21	16:27	16:15	17:06 Henley-in-Arden terminus
14:12	14:00 Solihull station	14:25	17:01	16:50	17:12 Solihull station
14:22	14:01 Knowle & Dorridge station	14:35	17:31	17:20	17:42 Solihull station
14:39	13:40 Leamington station	14:50	18:11	18:00 (17:05 Stourbridge Junc)	18:31 Knowle & Dorridge station Empty Stock arrives Hatton 18:43
15:34	11:10 Paddington terminus	15:47	18:42	18:30	18:53 Solihull station
16:48	16:36 Solihull station	17:00	19:21	19:10 (18:45 Wolverhampton)	20:09 Leamington station
17:18	16:20 Leamington station	17:30	20:32	20:20	21:10 Hatton station
18:01	17:18 Henley-in-Arden terminus	18:13	21:36	21:25 (20:35 Wolverhampton)	22:23 Leamington station
18:47	18:35 Solihull station	19:00	22:14	22:05	22:32 Knowle & Dorridge station
19:42	19:30 Solihull station	19:55	22:46	22:35	23:10 Lapworth Station
20:42	20:30 Solihull station	20:55			
21:47	21:36 Solihull station	22:00			
22:45	22:11 Hatton junction station	22:58			

The Great Western Railway's main line through Birmingham was being quadrupled in sections at this time, with two extra lines from Tyseley station south to Olton station opened on 12th January 1907. Tyseley was also to be the site of a new junction with a double track branch line to Stratford-upon-

Avon (The Birmingham & North Warwickshire Railway). This branch was to be part of a major new route from the Midlands to Bristol and the West Country. The junction required a new Signal Box, which opened on 13th November 1907. The contract for the branch line to Stratford-upon-Avon had been let to Messrs CJ Wills & Sons of Westminster in the autumn of 1905. It was completed and opened for freight traffic on 9th December 1907 and opened for passenger services on 1st July 1908. At the same time the contractor Henry Lovatt Ltd of Wolverhampton completed the quadrupling of another short section of the main line northwards from Tyseley towards Small Heath.



140

STRATFORD-ON-AVON, HENLEY-IN-ARDEN, AND BIRMINGHAM.

Week Days.

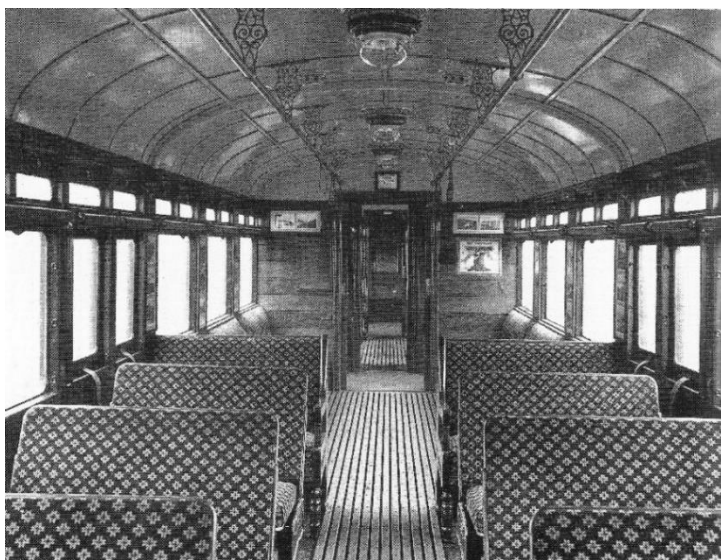
	Stratford-on-Avon	Henley-in-Arden	Leamington	Warwick	Barton	Claverdon	Henley	Wooden Wagon Platform	Henley-in-Arden	Leamington	Warwick	Barton	Claverdon	Henley	Wooden Wagon Platform	Henley-in-Arden	Leamington	Warwick	Barton	Claverdon	Henley	Wooden Wagon Platform	Henley-in-Arden	Leamington	Warwick	Barton	Claverdon	Henley	Wooden Wagon Platform	Henley-in-Arden	Leamington	Warwick	Barton	Claverdon	Henley	Wooden Wagon Platform	Henley-in-Arden	Leamington	Warwick	Barton	Claverdon	Henley	Wooden Wagon Platform	Henley-in-Arden	Leamington	Warwick	Barton	Claverdon	Henley	Wooden Wagon Platform	Henley-in-Arden	Leamington	Warwick	Barton	Claverdon	Henley	Wooden Wagon Platform	Henley-in-Arden	Leamington	Warwick	Barton	Claverdon	Henley	Wooden Wagon Platform	Henley-in-Arden	Leamington	Warwick	Barton	Claverdon	Henley	Wooden Wagon Platform	Henley-in-Arden	Leamington	Warwick	Barton	Claverdon	Henley	Wooden Wagon Platform	Henley-in-Arden	Leamington	Warwick	Barton	Claverdon	Henley	Wooden Wagon Platform	Henley-in-Arden	Leamington	Warwick	Barton	Claverdon	Henley	Wooden Wagon Platform	Henley-in-Arden	Leamington	Warwick	Barton	Claverdon	Henley	Wooden Wagon Platform	Henley-in-Arden	Leamington	Warwick	Barton	Claverdon	Henley	Wooden Wagon Platform	Henley-in-Arden	Leamington	Warwick	Barton	Claverdon	Henley	Wooden Wagon Platform	Henley-in-Arden	Leamington	Warwick	Barton	Claverdon	Henley	Wooden Wagon Platform	Henley-in-Arden	Leamington	Warwick	Barton	Claverdon	Henley	Wooden Wagon Platform	Henley-in-Arden	Leamington	Warwick	Barton	Claverdon	Henley	Wooden Wagon Platform	Henley-in-Arden	Leamington	Warwick	Barton	Claverdon	Henley	Wooden Wagon Platform	Henley-in-Arden	Leamington	Warwick	Barton	Claverdon	Henley	Wooden Wagon Platform	Henley-in-Arden	Leamington	Warwick	Barton	Claverdon	Henley	Wooden Wagon Platform	Henley-in-Arden	Leamington	Warwick	Barton	Claverdon	Henley	Wooden Wagon Platform	Henley-in-Arden	Leamington	Warwick	Barton	Claverdon	Henley	Wooden Wagon Platform	Henley-in-Arden	Leamington	Warwick	Barton	Claverdon	Henley	Wooden Wagon Platform	Henley-in-Arden	Leamington	Warwick	Barton	Claverdon	Henley	Wooden Wagon Platform	Henley-in-Arden	Leamington	Warwick	Barton	Claverdon	Henley	Wooden Wagon Platform	Henley-in-Arden	Leamington	Warwick	Barton	Claverdon	Henley	Wooden Wagon Platform	Henley-in-Arden	Leamington	Warwick	Barton	Claverdon	Henley	Wooden Wagon Platform	Henley-in-Arden	Leamington	Warwick	Barton	Claverdon	Henley	Wooden Wagon Platform	Henley-in-Arden	Leamington	Warwick	Barton	Claverdon	Henley	Wooden Wagon Platform	Henley-in-Arden	Leamington	Warwick	Barton	Claverdon	Henley	Wooden Wagon Platform	Henley-in-Arden	Leamington	Warwick	Barton	Claverdon	Henley	Wooden Wagon Platform	Henley-in-Arden	Leamington	Warwick	Barton	Claverdon	Henley	Wooden Wagon Platform	Henley-in-Arden	Leamington	Warwick	Barton	Claverdon	Henley	Wooden Wagon Platform	Henley-in-Arden	Leamington	Warwick	Barton	Claverdon	Henley	Wooden Wagon 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Platform	Henley-in-Arden	Leamington	Warwick	Barton	Claverdon	Henley	Wooden Wagon Platform	Henley-in-Arden	Leamington	Warwick	Barton	Claverdon	Henley	Wooden Wagon Platform	Henley-in-Arden	Leamington	Warwick	Barton	Claverdon	Henley	Wooden Wagon Platform	Henley-in-Arden	Leamington	Warwick	Barton	Claverdon	Henley	Wooden Wagon Platform	Henley-in-Arden	Leamington	Warwick	Barton	Claverdon	Henley	Wooden Wagon Platform	Henley-in-Arden	Leamington	Warwick	Barton	Claverdon	Henley	Wooden Wagon Platform	Henley-in-Arden	Leamington	Warwick	Barton	Claverdon	Henley	Wooden Wagon Platform	Henley-in-Arden	Leamington	Warwick	Barton	Claverdon	Henley	Wooden Wagon Platform	Henley-in-Arden	Leamington	Warwick	Barton	Claverdon	Henley	Wooden Wagon Platform	Henley-in-Arden	Leamington	Warwick	Barton	Claverdon	Henley	Wooden Wagon Platform	Henley-in-Arden	Leamington	Warwick	Barton	Claverdon	Henley	Wooden Wagon Platform	Henley-in-Arden	Leamington	Warwick	Barton	Claverdon	Henley	Wooden Wagon Platform	Henley-in-Arden	Leamington	Warwick	Barton	Claverdon	Henley	Wooden Wagon Platform	Henley-in-Arden	Leamington	Warwick	Barton	Claverdon	Henley	Wooden Wagon Platform	Henley-in-Arden	Leamington	Warwick	Barton	Claverdon	Henley	Wooden Wagon Platform	Henley-in-Arden	Leamington	Warwick	Barton	Claverdon	Henley	Wooden Wagon Platform	Henley-in-Arden	Leamington	Warwick	Barton	Claverdon	Henley	Wooden Wagon Platform	Henley-in-Arden	Leamington	Warwick	Barton	Claverdon	Henley	Wooden Wagon Platform	Henley-in-Arden	Leamington	Warwick	Barton	Claverdon	Henley	Wooden Wagon Platform	Henley-in-Arden	Leamington	Warwick	Barton	Claverdon	Henley	Wooden Wagon Platform	Henley-in-Arden	Leamington	Warwick	Barton	Claverdon	Henley	Wooden Wagon Platform	Henley-in-Arden	Leamington	Warwick	Barton	Claverdon	Henley	Wooden Wagon Platform	Henley-in-Arden	Leamington	Warwick	Barton	Claverdon	Henley	Wooden Wagon Platform	Henley-in-Arden	Leamington	Warwick	Barton	Claverdon	Henley	Wooden Wagon 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Once the Birmingham Moor Street station opened on 1st July 1909, the steam railmotors operated through to this new terminus and the GWR Timetable issued for Summer 1911 shows these changes.

150		STRATFORD-ON-AVON, HENLEY-IN-ARDEN, AND BIRMINGHAM.	
		Week Days.	
Stratford-on-Avon	dep.	4.42	5.12
Whitwick	arr.	4.58	5.28
London (Finsbury)	dep.	5.00	5.30
Leamington	arr.	5.10	5.40
Warwick	arr.	5.20	5.50
Stratford-on-Avon	dep.	5.30	6.00
Henley-in-Arden	arr.	5.40	6.10
Leamington	arr.	5.50	6.20
Warwick	arr.	6.00	6.30
Stratford-on-Avon	dep.	6.10	6.40
Henley-in-Arden	arr.	6.20	6.50
Leamington	arr.	6.30	7.00
Warwick	arr.	6.40	7.10
Stratford-on-Avon	dep.	6.50	7.20
Henley-in-Arden	arr.	7.00	7.30
Leamington	arr.	7.10	7.40
Warwick	arr.	7.20	7.50
Stratford-on-Avon	dep.	7.30	8.00
Henley-in-Arden	arr.	7.40	8.10
Leamington	arr.	7.50	8.20
Warwick	arr.	8.00	8.30
Stratford-on-Avon	dep.	8.10	8.40
Henley-in-Arden	arr.	8.20	8.50
Leamington	arr.	8.30	9.00
Warwick	arr.	8.40	9.10
Stratford-on-Avon	dep.	8.50	9.20
Henley-in-Arden	arr.	9.00	9.30
Leamington	arr.	9.10	9.40
Warwick	arr.	9.20	9.50
Stratford-on-Avon	dep.	9.30	10.00
Henley-in-Arden	arr.	9.40	10.10
Leamington	arr.	9.50	10.20
Warwick	arr.	10.00	10.30
Stratford-on-Avon	dep.	10.10	10.40
Henley-in-Arden	arr.	10.20	10.50
Leamington	arr.	10.30	11.00
Warwick	arr.	10.40	11.10
Stratford-on-Avon	dep.	10.50	11.20
Henley-in-Arden	arr.	11.00	11.30
Leamington	arr.	11.10	11.40
Warwick	arr.	11.20	11.50
Stratford-on-Avon	dep.	11.30	12.00
Henley-in-Arden	arr.	11.40	12.10
Leamington	arr.	11.50	12.20
Warwick	arr.	12.00	12.30
Stratford-on-Avon	dep.	12.10	12.40
Henley-in-Arden	arr.	12.20	12.50
Leamington	arr.	12.30	13.00
Warwick	arr.	12.40	13.10
Stratford-on-Avon	dep.	12.50	13.20
Henley-in-Arden	arr.	13.00	13.30
Leamington	arr.	13.10	13.40
Warwick	arr.	13.20	13.50
Stratford-on-Avon	dep.	13.30	14.00
Henley-in-Arden	arr.	13.40	14.10
Leamington	arr.	13.50	14.20
Warwick	arr.	14.00	14.30
Stratford-on-Avon	dep.	14.10	14.40
Henley-in-Arden	arr.	14.20	14.50
Leamington	arr.	14.30	15.00
Warwick	arr.	14.40	15.10
Stratford-on-Avon	dep.	14.50	15.20
Henley-in-Arden	arr.	15.00	15.30
Leamington	arr.	15.10	15.40
Warwick	arr.	15.20	15.50
Stratford-on-Avon	dep.	15.30	16.00
Henley-in-Arden	arr.	15.40	16.10
Leamington	arr.	15.50	16.20
Warwick	arr.	16.00	16.30
Stratford-on-Avon	dep.	16.10	16.40
Henley-in-Arden	arr.	16.20	16.50
Leamington	arr.	16.30	17.00
Warwick	arr.	16.40	17.10
Stratford-on-Avon	dep.	16.50	17.20
Henley-in-Arden	arr.	17.00	17.30
Leamington	arr.	17.10	17.40
Warwick	arr.	17.20	17.50
Stratford-on-Avon	dep.	17.30	18.00
Henley-in-Arden	arr.	17.40	18.10
Leamington	arr.	17.50	18.20
Warwick	arr.	18.00	18.30
Stratford-on-Avon	dep.	18.10	18.40
Henley-in-Arden	arr.	18.20	18.50
Leamington	arr.	18.30	19.00
Warwick	arr.	18.40	19.10
Stratford-on-Avon	dep.	18.50	19.20
Henley-in-Arden	arr.	19.00	19.30
Leamington	arr.	19.10	19.40
Warwick	arr.	19.20	19.50
Stratford-on-Avon	dep.	19.30	20.00
Henley-in-Arden	arr.	19.40	20.10
Leamington	arr.	19.50	20.20
Warwick	arr.	20.00	20.30
Stratford-on-Avon	dep.	20.10	20.40
Henley-in-Arden	arr.	20.20	20.50
Leamington	arr.	20.30	21.00
Warwick	arr.	20.40	21.10
Stratford-on-Avon	dep.	20.50	21.20
Henley-in-Arden	arr.	21.00	21.30
Leamington	arr.	21.10	21.40
Warwick	arr.	21.20	21.50
Stratford-on-Avon	dep.	21.30	22.00
Henley-in-Arden	arr.	21.40	22.10
Leamington	arr.	21.50	22.20
Warwick	arr.	22.00	22.30
Stratford-on-Avon	dep.	22.10	22.40
Henley-in-Arden	arr.	22.20	22.50
Leamington	arr.	22.30	23.00
Warwick	arr.	22.40	23.10
Stratford-on-Avon	dep.	22.50	23.20
Henley-in-Arden	arr.	23.00	23.30
Leamington	arr.	23.10	23.40
Warwick	arr.	23.20	23.50
Stratford-on-Avon	dep.	23.30	24.00
Henley-in-Arden	arr.	23.40	24.10
Leamington	arr.	23.50	24.20
Warwick	arr.	24.00	24.30
Stratford-on-Avon	dep.	24.10	24.40
Henley-in-Arden	arr.	24.20	24.50
Leamington	arr.	24.30	25.00
Warwick	arr.	24.40	25.10
Stratford-on-Avon	dep.	24.50	25.20
Henley-in-Arden	arr.	25.00	25.30
Leamington	arr.	25.10	25.40
Warwick	arr.	25.20	25.50
Stratford-on-Avon	dep.	25.30	26.00
Henley-in-Arden	arr.	25.40	26.10
Leamington	arr.	25.50	26.20
Warwick	arr.	26.00	26.30
Stratford-on-Avon	dep.	26.10	26.40
Henley-in-Arden	arr.	26.20	26.50
Leamington	arr.	26.30	27.00
Warwick	arr.	26.40	27.10
Stratford-on-Avon	dep.	26.50	27.20
Henley-in-Arden	arr.	27.00	27.30
Leamington	arr.	27.10	27.40
Warwick	arr.	27.20	27.50
Stratford-on-Avon	dep.	27.30	28.00
Henley-in-Arden	arr.	27.40	28.10
Leamington	arr.	27.50	28.20
Warwick	arr.	28.00	28.30
Stratford-on-Avon	dep.	28.10	28.40
Henley-in-Arden	arr.	28.20	28.50
Leamington	arr.	28.30	29.00
Warwick	arr.	28.40	29.10
Stratford-on-Avon	dep.	28.50	29.20
Henley-in-Arden	arr.	29.00	29.30
Leamington	arr.	29.10	29.40
Warwick	arr.	29.20	29.50
Stratford-on-Avon	dep.	29.30	30.00
Henley-in-Arden	arr.	29.40	30.10
Leamington	arr.	29.50	30.20
Warwick	arr.	30.00	30.30
Stratford-on-Avon	dep.	30.10	30.40
Henley-in-Arden	arr.	30.20	30.50
Leamington	arr.	30.30	31.00
Warwick	arr.	30.40	31.10
Stratford-on-Avon	dep.	30.50	31.20
Henley-in-Arden	arr.	31.00	31.30
Leamington	arr.	31.10	31.40
Warwick	arr.	31.20	31.50
Stratford-on-Avon	dep.	31.30	32.00
Henley-in-Arden	arr.	31.40	32.10
Leamington	arr.	31.50	32.20
Warwick	arr.	32.00	32.30
Stratford-on-Avon	dep.	32.10	32.40
Henley-in-Arden	arr.	32.20	32.50
Leamington	arr.	32.30	33.00
Warwick	arr.	32.40	33.10
Stratford-on-Avon	dep.	32.50	33.20
Henley-in-Arden	arr.	33.00	33.30
Leamington	arr.	33.10	33.40
Warwick	arr.	33.20	33.50
Stratford-on-Avon	dep.	33.30	34.00
Henley-in-Arden	arr.	33.40	34.10
Leamington	arr.	33.50	34.20
Warwick	arr.	34.00	34.30
Stratford-on-Avon	dep.	34.10	34.40
Henley-in-Arden	arr.	34.20	34.50
Leamington	arr.	34.30	35.00
Warwick	arr.	34.40	35.10
Stratford-on-Avon	dep.	34.50	35.20
Henley-in-Arden	arr.	35.00	35.30
Leamington	arr.	35.10	35.40
Warwick	arr.	35.20	35.50
Stratford-on-Avon	dep.	35.30	36.00
Henley-in-Arden	arr.	35.40	36.10
Leamington	arr.	35.50	36.20
Warwick	arr.	36.00	36.30
Stratford-on-Avon	dep.	36.10	36.40
Henley-in-Arden	arr.	36.20	36.50
Leamington	arr.	36.30	37.00
Warwick	arr.	36.40	37.10
Stratford-on-Avon	dep.	36.50	37.20
Henley-in-Arden	arr.	37.00	37.30
Leamington	arr.	37.10	37.40
Warwick	arr.	37.20	37.50
Stratford-on-Avon	dep.	37.30	38.00
Henley-in-Arden	arr.	37.40	38.10
Leamington	arr.	37.50	38.20
Warwick	arr.	38.00	38.30
Stratford-on-Avon	dep.	38.10	38.40
Henley-in-Arden	arr.	38.20	38.50
Leamington	arr.	38.30	39.00
Warwick	arr.	38.40	39.10
Stratford-on-Avon	dep.	38.50	39.20
Henley-in-Arden	arr.	39.00	39.30
Leamington	arr.	39.10	39.40
Warwick	arr.	39.20	39.50
Stratford-on-Avon	dep.	39.30	40.00
Henley-in-Arden	arr.	39.40	40.10
Leamington	arr.	39.50	40.20
Warwick	arr.	40.00	40.30
Stratford-on-Avon	dep.	40.10	40.40
Henley-in-Arden	arr.	40.20	40.50
Leamington	arr.	40.30	41.00
Warwick	arr.	40.40	41.10
Stratford-on-Avon	dep.	40.50	41.20
Henley-in-Arden	arr.	41.00	41.30
Leamington	arr.	41.10	41.40
Warwick	arr.	41.20	41.50
Stratford-on-Avon	dep.	41.30	42.00
Henley-in-Arden	arr.	41.40	42.10
Leamington	arr.	41.50	42.20
Warwick	arr.	42.00	42.30
Stratford-on-Avon	dep.	42.10	42.40
Henley-in-Arden	arr.	42.20	42.50
Leamington	arr.	42.30	43.00
Warwick	arr.	42.40	43.10
Stratford-on-Avon	dep.	42.50	43.20
Henley-in-Arden	arr.	43.00	43.30
Leamington	arr.	43.10	43.40
Warwick	arr.	43.20	43.50
Stratford-on-Avon	dep.	43.30	44.00
Henley-in-Arden	arr.	43.40	44.10
Leamington	arr.	43.50	44.20
Warwick	arr.	44.00	44.30
Stratford-on-Avon	dep.	44.10	44.40
Henley-in-Arden	arr.	44.20	44.50
Leamington	arr.	44.30	45.00
Warwick	arr.	44.40	45.10
Stratford-on-Avon	dep.	44.50	45.20
Henley-in-Arden	arr.	45.00	45.30
Leamington	arr.	45.10	45.40
Warwick	arr.	45.20	45.50
Stratford-on-Avon	dep.	45.30	46.00
Henley-in-Arden	arr.	45.40	46.10
Leamington	arr.	45.50	46.20
Warwick	arr.	46.00	46.30
Stratford-on-Avon	dep.	46.10	46.40
Henley-in-Arden	arr.	46.20	46.50
Leamington	arr.	46.30	47.00
Warwick	arr.	46.40	47.10
Stratford-on-Avon	dep.	46.50	47.20
Henley-in-Arden	arr.	47.00	47.30
Leamington	arr.	47.10	47.40
Warwick	arr.	47.20	47.50
Stratford-on-Avon	dep.	47.30	48.00
Henley-in-Arden	arr.	47.40	48.10
Leamington	arr.	47.50	48.20
Warwick	arr.	48.00	48.30
Stratford-on-Avon	dep.	48.10	48.40
Henley-in-Arden	arr.	48.20	48.50
Leamington	arr.	48.30	49.00
Warwick	arr.	48.40	49.10
Stratford-on-Avon	dep.	48.50	49.20
Henley-in-Arden	arr.	49.00	49.30
Leamington	arr.	49.10	49.40
Warwick	arr.	49.20	49.50
Stratford-on-Avon	dep.	49.30	50.00
Henley-in-Arden	arr.	49.40	50.10
Leamington	arr.	49.50	50.20
Warwick	arr.	50.00	50.30
Stratford-on-Avon	dep.	50.10	50.40
Henley-in-Arden	arr.	50.20	50.50
Leamington	arr.	50.30	51.00
Warwick	arr.	50.40	51.10
Stratford-on-Avon	dep.	50.50	51.20
Henley-in-Arden	arr.	51.00	51.30
Leamington	arr.	51.10	51.40
Warwick	arr.	51.20	51.50
Stratford-on-Avon	dep.	51.30	52.00
Henley-in-Arden	arr.	51.40	52.10
Leamington	arr.	51.50	52.20
Warwick	arr.	52.00	52.30
Stratford-on-Avon	dep.	52.10	52.40
Henley-in-Arden	arr.	52.20	52.50
Leamington	arr.	52.30	53.00
Warwick	arr.	52.40	53.10
Stratford-on-Avon	dep.	52.50	53.20
Henley-in-Arden	arr.	53.00	53.30
Leamington	arr.	53.10	53.40
Warwick	arr.	53.20	53.50
Stratford-on-Avon	dep.	53.30	54

Steam railmotors were powered by a vertical boiler at one end of the vehicle and had driving controls in compartments at both ends. This allowed them to be driven from either end, which dispensed with the need to turn the vehicle around at the end of a journey. The steam railmotor seen waiting at Tyseley Station in the postcard is a diagram 'R' type. Thirty-five of this type of seventy foot long steam railmotor were built between 1905 and 1908. Tyseley Shed had five of these allocated in December 1909 (running numbers 85, 86, 87, 88 & 95) and another was allocated to Stratford-upon-Avon Shed (running number 98). There was also an older diagram 'D' type allocated to Stratford-upon-Avon. The passenger accommodation on the diagram R type steam railmotors was all third class, but there were two saloons allowing sixteen seats for smoking passengers and thirty-six seats for non-smoking passengers. An additional nine emergency seats were also provided in the luggage / guard's compartment. If required, another special (auto-trailer) coach with its own driving compartment (to which the controls could be extended) would also be attached to increase the passenger accommodation.



Great Western Railway official photograph of the interior of non-smoking saloon of Steam Railmotor (SRM) No.87 (diagram R).

Seven of these SRMs were ordered on 28th March 1907 as lot 1140. This photograph was taken in December 1907, following completion of SRM No.87 at Swindon Works.

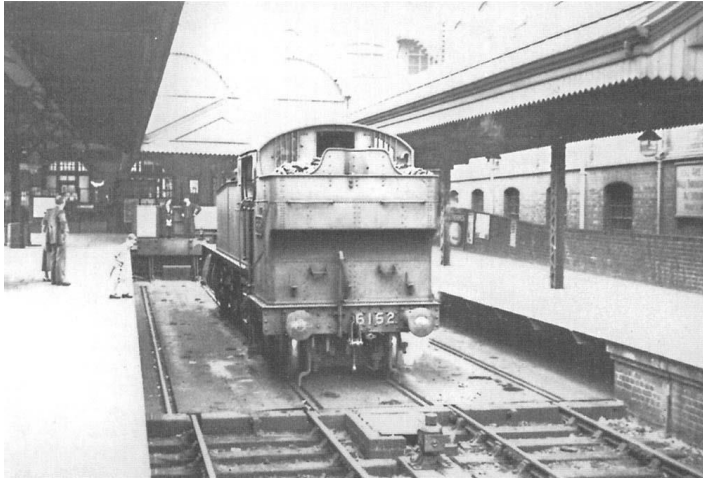
SRM No.87 was allocated to Tyseley from 22nd June 1908 until 20th September 1912.

Usage of these steam railmotors on the North Warwickshire Railway line to Stratford-upon-Avon peaked in 1912, after which they were gradually displaced by Auto-trains. The auto-trains provided a more flexible arrangement, by using modified small conventional steam locomotives (typically 0-4-2T types) with up to two of the auto-trailer coaches connected on either side. After 1915, many of the withdrawn steam railmotors were transferred to the South West and Wales before being converted to auto-trailer coaches in the 1930's.



1920's postcard of Yardley Wood Platform on North Warwickshire Railway showing an Auto-train leaving the station.

A Great Western Railway 0-4-2T class 517 tank locomotive can be seen sandwiched between two auto-trailers. The driver would sit in a driving compartment at the front of the leading auto-trailer, from where he could remotely control the Regulator and Vacuum Brake of the locomotive.



Great Western Railway 2-6-2T 51xx and 5150 class large prairie tanks became the main stay of Birmingham Division suburban services. In this photograph No.5152 is transferring between lines at Moor Street terminus in 1937.

No.5152 was built in March 1930 and allocated to various Midland sheds, including; Tyseley from February 1937 to January 1942 and from December 1943 to September 1955. No.5152 was withdrawn in November 1963.

By the 1930's, only the lightly loaded rural branches such as that to Alcester continued to operate with the auto-trains.

Tyseley Station Details



The physical arrangement of the structures on Tyseley station remains largely unchanged since they were constructed in 1906. Adjacent to the five span iron bridge, the Station's Booking Hall spanned the tracks between the two island platforms. This building also contained; the Booking Office, a Cloak Room and Parcels Office. At either end of the Booking Hall passengers could descend by one of the two covered staircases to reach their required platform. The platforms were 490 feet (149m) long by 35 feet (10.6m) wide. Initially the island platforms were labelled Up and Down, but with the completion of the quadrupling to Moor Street station in November 1913, the track was rearranged to provide two pairs of lines. These were labelled 'Main' and 'Relief' lines, as the Great Western Railway preferred to avoid the term 'Slow' line. The coloured postcard shows the station in 1913.

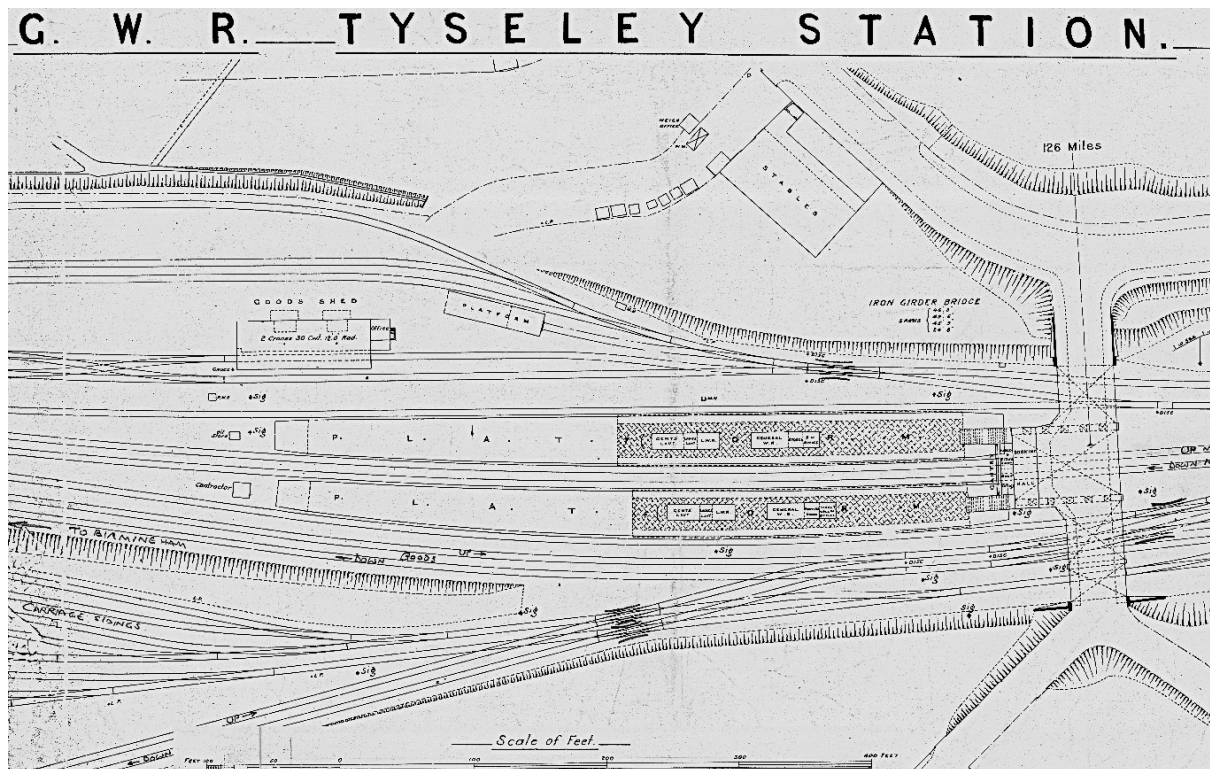
A glass and corrugated sheet roof canopy surrounded with decorative wooden dagger boards protected about half of each platform length. Under this canopy both island platforms had two buildings to provide passenger facilities. Each building furthest from the stairs had a Gentlemen's toilet, with wooden privacy screen protecting the entrance and at the opposite end of the building a Ladies Waiting room, with an internal door leading to the Ladies toilet. In each of the other buildings was a large General Waiting room and a pair of other rooms. On platforms 1 & 2, these were used as a store and the Station Master's office, while on platforms 3 & 4, these were used as a Porter's room and a private office.

All the buildings were built from red glazed brickwork in English bond, above a five brick high plinth of blue Staffordshire brick (also laid in English bond). The window sills, lintels over the windows and doors and a cornice were made from contrasting white precast concrete joggled sections, which results in a pleasing appearance. Above the concrete cornice are two courses of bonded red glazed brickwork, crowned with a projecting course of red glazed ovolo moulded bricks. Short sections of this brickwork were replaced with similarly shaped concrete bearing blocks to provide support for the roof steelwork. The wooden window casements have large fixed lower panes, with centre pivoted sash lights above for ventilation. The rainwater downpipes were enclosed in covered recesses in the walls. Externally doors, window frames and other woodwork were painted in the standard Great Western Railway architectural colour scheme of Tint No.2 and Tint No.3 (respectively warm mid stone and dark stone colours). Internally, the underside of the roof was painted Tint No.1 (a light stone colour). Internal walls were often panelled at low level and painted Tint No.3, while the plasterwork above the dado rail was painted Tint No.2 or a light distemper (typically Cambridge Blue, Dark Italian Green or Cream). Door and window frame woodwork was painted white.



Across the tracks from platform 1 was an extensive Goods Yard. Rail access to the Goods Yard was by a trailing connection to the up loop line on the south side of the station. From here a pair of sidings ran parallel with the running lines with one of the sidings passing through a Goods Shed in which there were two manually operated 30 cwt (1,524kg) at 12 foot (3.66m) radius cranes. By 1913, these two sidings had been extended to hold 51 wagons each and a trailing connection provided adjacent

to Tyseley North Signal Box to both the Down Main and Down Relief lines. A scissor crossing had also been provided at the midpoint of the sidings to increase flexibility and close to this was a manually operated fixed six ton at 12 foot (3.66m) radius yard crane. In the Goods Yard there were four mileage sidings with capacity to hold 31, 29, 21 and 25 wagons and a short end loading platform siding, which could hold 3 wagons. This end loading platform was provided with a ramp to enable road vehicles to be loaded. There was no facilities in the Goods Yard for handling Live-stock, as provision was made for these at nearby Bordesley. There was a long head shunt which ran parallel with the running lines and was capable of holding 44 wagons.



The plan shows the layout of the Station and Goods Yard, which remained largely unchanged from 1913 until 1920. The Traffic and Goods Departments at Tyseley employed about 70 staff, who worked in the passenger station, adjacent goods yard and signal boxes. This included a number of drivers, carmen, van-guards and stablemen, as the Great Western Railway employed their own staff to provide a free cartage service from Tyseley. This arrangement for the collection and delivery of both Goods and Parcels had been established from the opening of the station in October 1906. The plan shows the stable block near the road entrance to the Goods Yard.

Tyseley passenger station had a telephone when it opened and in 1911 another telephone was requested for the Goods Office. Documents show that the Goods Office was connected to the Birmingham to Leamington Omnibus Circuit for the cost of £10. By 1930 the Great Western Railway Telephone Directory listed the following telephone numbers for Tyseley Station and Goods Office:

Telephone Location	Birmingham Snow Hill GWR Private Exchange	General Post Office (GPO) Public Telephone
Booking Office, Tyseley Passenger Station	Birmingham Omnibus Telephone Circuit No.209	ACOCKS Green Exchange No.(220) 1353
Goods Office, Tyseley	Birmingham Omnibus Telephone Circuit No.211	1) ACOCKS Green Exchange No. 46 2) ACOCKS Green Exchange No. (220) 1605 (by May 1938)

The railway's omnibus telephone circuits emanated from a central private exchange, which in this case was located at Birmingham Snow Hill Station. Each omnibus circuit was effectively a party line with a number of telephones connected in parallel across a single pair of wires. Any individual telephone had to be identified either by a specific ring code or a selector switch.

Development at Tyseley after World War 1

Tyseley changed dramatically after the First World War, when the surrounding area became a thriving industrial estate, providing a home for cutting edge technology companies. Two manufacturers in particular lead these changes:

Reynolds Tube Co. Ltd. - Relocated to Hay Hall, Tyseley in 1917 and using experience gained by making aircraft frames in the First World War, started to produce manganese steel tubing for bicycle and motorcycle frames. Availability of this strong light-weight material soon attracted vehicle manufacturers to the area. Reynolds Tubes was acquired by Tube Investments (TI) Ltd in 1928 and the Reynolds 531 aluminium tubeset was introduced in 1935.



Hay Hall was a timber built Tudor house refaced in brick and stone during the 16th century. It was partially rebuilt after a fire in 1810. Hay Hall is now a grade II listed building standing in Redfern Road at the heart of the industrial estate.

The hall and surrounding estate were purchased for £5,500 by the Reynolds Tube Company Ltd. in October 1917.

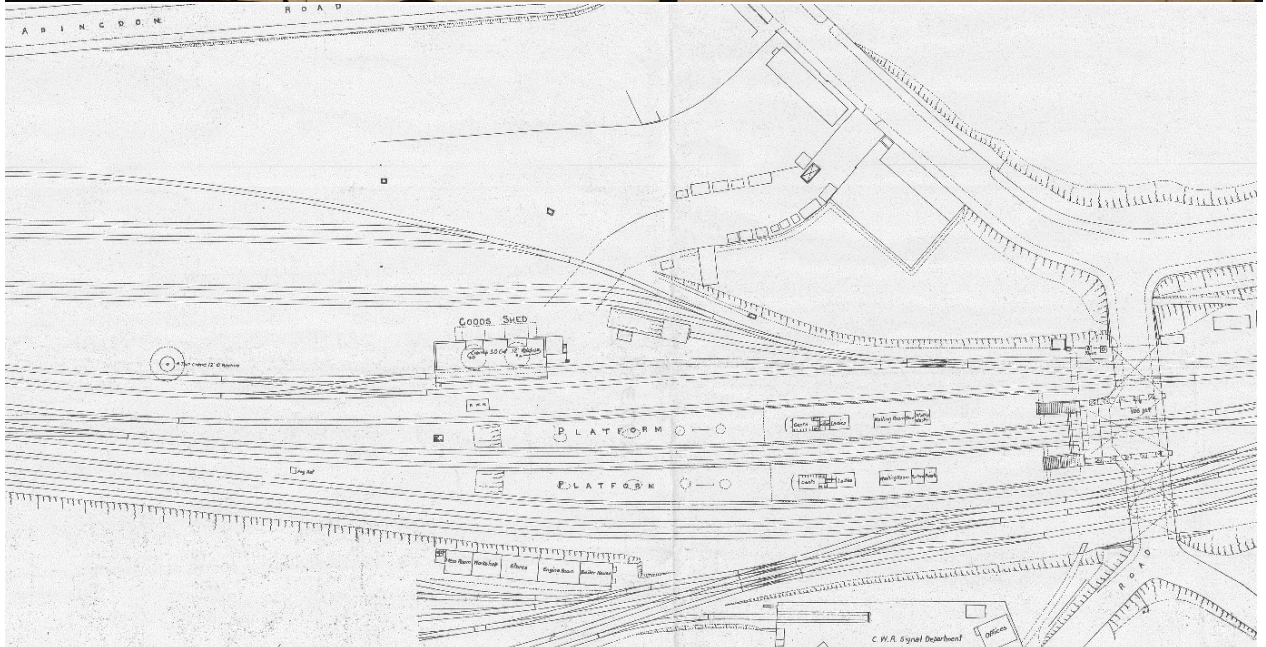
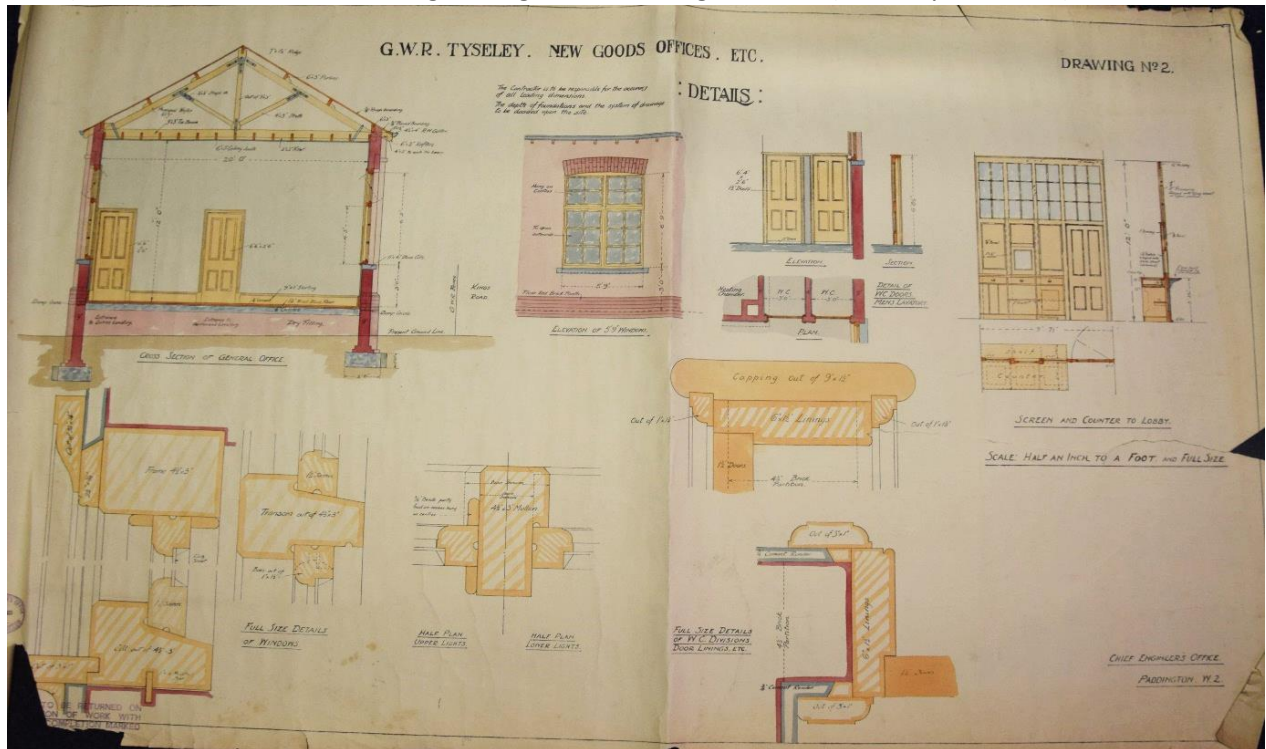
Damard Lacquer Co. - Opened a factory in Greet in 1921 to manufacture thermosetting phenol formaldehyde resin. This early synthetic plastic was called Bakelite. Bakelite was non-conductive, heat-resisting, light and could be poured into moulds. These properties made it very versatile and allowed complex shapes to be formed. It was used in a range of products; from cookware to toys. Bakelite was particularly useful as an electrical insulator and was used in the manufacture of telephones, radios and automotive components (such as distributor caps). The Damard Lacquer Company became part of Bakelite Ltd in 1926 and a new factory was built in Tyseley, opening in 1928.

These innovative companies attracted other manufacturers eager to exploit the new technologies. This included several electrical equipment suppliers and motorcycle manufacturing companies. The later included; Abingdon Motorcycles (renamed AKD Motorcycles in 1926) and the Excelsior Motorcycle Company. These two companies had premise adjacent to each other in Kings Road, Tyseley. A third motorcycle manufacturer, Rudge Whitworth had their works in Reddings Road, Tyseley. This factory was taken over by Midland Electrical Manufacturing (MEM) in 1936. The Rover Company, who had started with a cycle factory in Coventry, took over a former munitions factory adjacent to the Reynolds Tube Company and in October 1919 started production of the popular two seater Rover 8 light car (designed by Jack Sangster).

As a result of this increasing industrailisation, the railway's goods facilities were constantly being upgraded during this period:

- **1921** - £342 was paid by machine tool manufacturer 'EW Bliss & Co' for a Private Siding, but this appears to have been a short lived arrangement as there is no record of any Private Sidings being registered at Tyseley in the 1925 (or any subsequent) Railway Clearing House (RCH) Handbook.

- **1923** - £8,900 was authorised for
- 1) Building a new Goods Office with electric lighting (see drawing dated December 1923 below). The contract for this work was let to WF Drew Ltd of Chalford.
 - 2) Conversion of the six ton yard crane to electric operation. The contract for electrification of several hand cranes at sites in the midlands was let to Samuel Taylor & Sons of Brierley Hill.
 - 3) Alterations to the Stables.
 - 4) Provision of two new mileage sidings next to Abingdon Road (now Hay Hall Road).

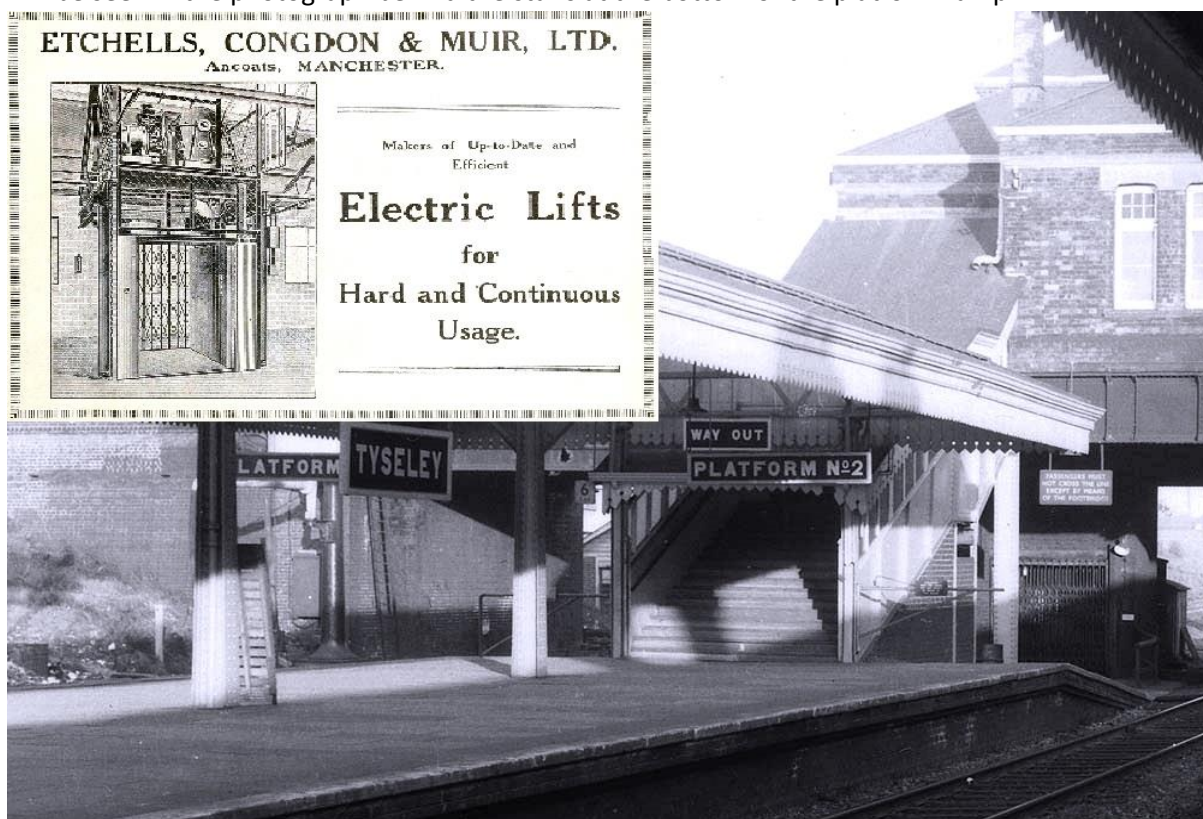


A plan of Tyseley, which includes the 1923 alterations to the Goods Yard. The plan shows a water crane at the entrance to the Goods Yard adjacent to the bridge, which had been installed before 1918. The Appendix to the Service Timetable dated March 1921 refers to a push button on a post near the water crane, which operated an electric gong to assist with shunting. The gong was fixed to a telegraph pole situated near the middle of the up shunting spur.



Ex Great Western Railway 0-6-0PT 57xx Class No.8737 shunts a rake of wagons into Tyseley Goods Yard in the summer of 1959. No.8737 was built at Swindon Works in April 1931 and finally withdrawn in December 1962. The water crane by the bridge was surmounted with a conical 3,000 gallon Pillar tank, supplied from the Hockley to Tyseley water main.

- **1924** - £3,440 was authorised to install electric lighting in the Goods Shed and Station buildings, plus the provision of an electrically operated luggage lift adjacent to the station entrance on the Wharfdale Road bridge to the main island platform. This lift was justified due to the quantity of new motorcycles being dispatched from Tyseley station platforms on passenger trains as 'Parcel Traffic'. It was announced in May 1925, that the contract to supply the lift had been placed with Messrs. Etchells, Congdon & Muir Ltd of 25 Mill Street, Ancoats, Manchester. Although this lift has been out-of-use for many years, the tower which housed the lift shaft is still evident, as is the original access at its base behind the staircase on platform 1 & 2. The lower lift gate can still be seen in the photograph behind the stairs at the bottom of the platform ramp.

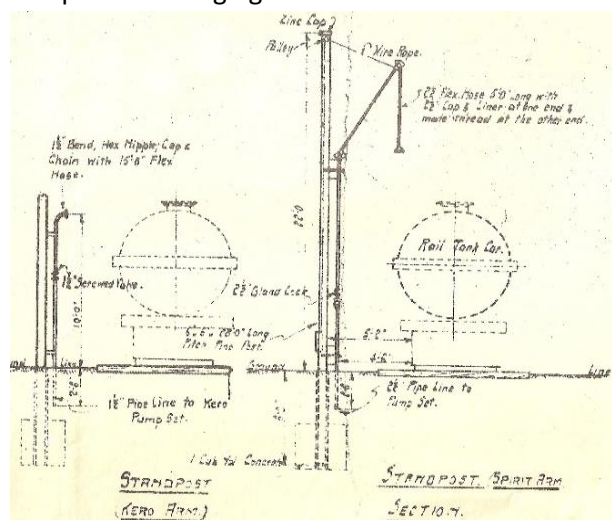


- **1928** - £124 was spent on providing bulk petrol storage facilities. The potential fire risk associated with fuel storage sites, had led to the Petroleum (consolidation) Act of 1928. This restricted storage of petroleum spirit to premise licenced by the local authority on the advice of the fire service. Standposts to discharge rail-tank wagons were erected adjacent to the new sidings at the rear of the Goods Yard. From these underground pipes ran to a segregated compound on land adjacent to Abingdon Road. This had been leased to a Fuel Distribution

Company. The compound was surrounded by an eight foot high fence and contained several buildings, including; a brick built office, a building for the fuel pumping equipment (which would typically have a sunken concrete floor to contain any oil spills) and a building to house the road-tank filling equipment (both these buildings had prefabricated curved corrugated sheet steel rooves). Within the compound there were bunded cylindrical tanks for the storage of Kerosene and part-buried tanks for storage of various grades of Motor Spirit.



An extract from a 1950's aerial photograph of Tyseley Goods Yard. The original Goods Shed with its 1930's extension is in the foreground. The six ton yard crane in the bottom left corner. The two large factories in the background belonged to Rover Cars and Girling (the Girling factory was established in 1925 to manufacture automotive brake systems. In 1938, the company was taken over by Joseph Lucas Ltd, who retained the trading name). By this date there were two fuel bulk petrol storage compounds between Abingdon Road and the sidings at the back of the Goods Yard (The original compound belonging to Shell-Mex & BP Ltd is on the left). Adjacent are a number of rail-tank



wagons in the discharge siding.

A Shell-Mex Ltd drawing dated 1926, details the typical arrangements of standposts for discharging rail-tank wagons. The type of standpost arm arrangement depended upon the type of fuel:

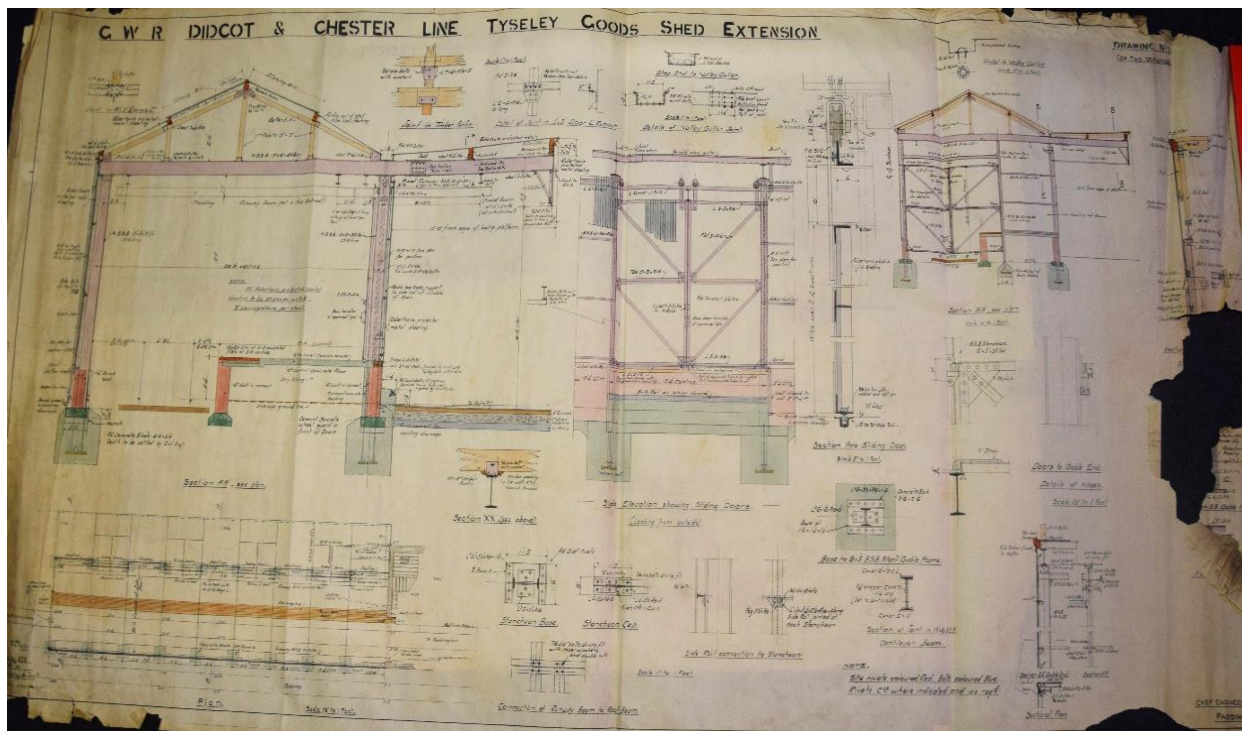
1) Low standpost arm for Kerosene (Paraffin) - typically used for heating and illumination, had a flash-point above 73°F (23°C) and was therefore classified as a Class B inflammable liquid. Rail-tanks transporting Kerosene were allowed to have a bottom discharge valve and were painted black overall.

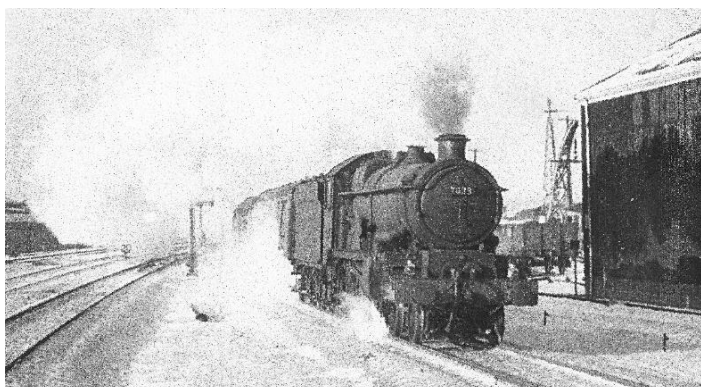
- 2) High standpost arm for Motor Spirit (Petrol) - used in combustion engines, could evaporate at ambient temperatures and had flash-point below 73°F (23°C). Classified as a Class A inflammable liquid, the rail-tanks transporting Motor Spirit were prohibited from having a bottom discharge valve and were painted a light Stone colour with a six inch wide horizontal Red stripe.

- **1929** - £431 was authorised to replace the original weighbridge in the Goods Yard with a new twenty ton weighbridge suitable for modern motor vehicles. The Great Western Railway had a long standing contract (since 1880) with Messrs Pooley & Son for testing, maintenance and repair of their weighing machines and weighbridges. In 1909 the various designs were standardised and the Pooley Catalogue No.524 weighbridge became the standard. The 20 ton weighbridge version had a 14 foot by 8 foot road plate, but by 1933 it was possible to specify longer plates (16, 18 or 20 feet). The photograph shows a 20 ton (eighteen foot by eight feet) road plate for a Pooley No.524 weighbridge.



- **1930** - £8,860 was authorised to construct a 120 foot steel framed extension to the existing Goods Shed, which would almost double the size of the shed. It was announced in July 1931 that the contract for this work had been placed with Messrs Parsons & Morrin Ltd of Birmingham. The extension's walls and roof were to be covered with 'Robertson' protected corrugated metal sheeting. Inside the new shed extension the unloading platform had the conventional elm wood edging to reduce damage when goods were being unloaded, while four double sliding doors gave direct access to a covered loading dock. Four mileage sidings were also extended.





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25, CROMWELL ROAD, ELLESMERE PORT, CHESHIRE.

*Phone: 280 Ellesmere Port (Private Branch Exchange).

*Grams: Robertroof, Ellesmere Port.

- **1932 - The Great Western Railway introduced the Railhead Distribution system to Birmingham.** This involved bulk transit and storage of goods in a warehouse, from which small consignments could be called off and delivered as required. The Birmingham Railhead Distribution system was centred on Hockley Goods Depot, with other Birmingham Goods Yards which had warehousing facilities participating to a lesser extent.

PRIVATE and not for Publication.

GREAT WESTERN RAILWAY

Chief Goods Manager's Office,
PADDINGTON STATION,
October, 1932.

Circular No. 1225.
R.T.W.

G.W.R. Re-Organisation of Tranship Arrangements.

The re-organisation of tranship arrangements on the G.W.R. had two principal aims in mind:—

1. To shorten transit time between sending and destination stations where transhipment was involved.
2. To use to the fullest advantage the loading ability of the larger stations which were already tranship points.

The established arrangements which had obtained for some years and which were principally set out upon the "map showing tranship arrangements" were based primarily upon geographical considerations.

Every junction of importance where a certain amount of "town" traffic arose was considered to be the right and proper place for transhipment of traffic for the localities served by branch lines from that junction.

In only one instance, Dursley Road, was a station maintained as a tranship point alone.

The geographical basis was inevitably regarded upon as an expedient to be resorted to only in exceptional cases but later along, arising from the stress of demand for specific transshipments and the scope for utilisation of direct loading from the larger stations, has caused us to try to be reorganised differently. It is demonstrated as being the superior alternative to strict geography when the journey to and/or from the tranship stations can be made with fewer interruptions.

Moreover the fast trunk trains between large centres give a more morning arrival and the newer arrangement of trains is time rather than mileage.

The booklet sets out in detail how tranship traffic must be loaded and unloaded what has gone before in the shape of instructions designed to meet each example of consignment and the respective details of tranship stations.

Of the 87 tranship points it remains and have proved equal to the demands of the whole of the tranship operations of the system. Subsidiary services by station motor vans being available and insurance for the disposal, supply, of traffic local to the regions served.

The brief instructions now issued appear to be sufficient for the purpose in the light of the intensive at work shown to the system during the last 2-3 years.

Special attention is directed to the necessity of periodical overhaul of station practice both at sending and intermediate points in order to prevent complaints of delay in transit from the public.

G.W.R. Tranship Arrangements.

GENERAL INSTRUCTIONS.

The tranship centres of the Great Western Railway Company are:—

**BRISTOL,
CARDIFF,
CHESTER,
HOCKLEY (Birmingham),
LLEWELLYN,
NEWPORT (HIGH ST.),
PADDINGTON,
PLYMOUTH,
WOLVERHAMPTON.**

1. Tranship services applicable to each G.W. destination (Column 1), are shown in Column 2, pages 7 to 30; they appear in alphabetical order and NOT in the order of preference for loading purposes.

Details of loadings to stations on other Companies' systems by G.W. tranship centres appear on pages 81 to 83.

The method of disposal by each tranship point, i.e., direct wagon, station motor or road vehicle, is set out on pages 31 to 80.

2. The loadings to certain tranship points established by arrangements made during the course of the re-organisation are not to be varied. Reference to these lists in such cases should be to the object of continuing present practice as right or adjusting it if it is wrong.

Geographical considerations have been made secondary to quick transit.

3. The variability in traffic for different destinations, arising particularly at small stations where the existing loading ability requires to be supplemented as occasion demands, makes it essential that in forwarding traffic for transhipment the tranship centre selected should be capable of loading the greater portion of the traffic to destination.

4. The foregoing instructions do NOT APPLY to traffic for destinations in respect of which it is the practice to load into a station truck for exchange into motor or station truck at a station en route. These stations are minor tranship points for station truck traffic exclusively.

5. These instructions do not supersede the loading instructions issued from time to time in regard to traffic for destinations included in station concentration schemes.

6. Circular No. 1128, dated October, 1928, "Instructions relating to the forwarding of Tranship Traffic for Great Western Stations," is hereby CANCELLED.

GREAT WESTERN RAILWAY.

Railhead Distribution—Birmingham.

As a result of the increasing popularity of railhead services at Bristol, Cardiff, Exeter, and Swansea, and in response to widespread demands from traders to introduce similar services at Birmingham, a Railhead Distribution Scheme serving towns and villages within a twenty-mile radius of that City has now been established.

The advantages of Railhead Schemes are widely known, and briefly embrace the following services:—

Consignments to all customers within the area (see Map, page 2) are consigned in bulk by rail to the railhead.

Low bulk rates are chargeable.

Through bulk loads secure fastest transit.

Bulking renders economies in packing possible.

Motor lorries deliver throughout railhead area on day of arrival, giving next day deliveries in remote villages from all important towns.

Empties collected and credit notes issued.

Stock maintained in modern G.W.R. warehouses.

Orders executed by G.W.R. Company.

Traders' colours and uniform adopted for lorries and men by arrangement.

Detailed information of all Railheads is obtainable from the Chief Goods Manager, Great Western Railway, Paddington Station, London, W.2.

Ask for booklet entitled "Railhead Distribution for Speed and Satisfaction."

Paddington Station,
London, W.2.

JAMES MILNE,
General Manager.

Tranship arrangements were also re-organised in 1932. Small consignments would now be sent direct to Hockley Goods Depot and then distributed from there by the company's road cartage service. Full truck loads, coal, minerals and fuel traffic were unaffected.

- **1934** – In this year, the Great Western Railway introduced a number of innovations to help win more goods traffic:

- 1) In co-operation with the other railway companies they started a Cash on Delivery (COD) service, which would prove popular.
- 2) The Great Western Railway's increasingly popular registered transit scheme for consignments was officially named the 'Green Arrow' service. This had been inaugurated in March 1929. For an extra 2s/6d, customers were quoted the specific date and time of delivery and were also provided with proof of delivery.



RAILWAY "C.O.D." SERVICE

Commencing July 1st, 1934.

A New Facility to help the Trader

The British Railways have established a new and simplified "Cash on Delivery" System under which

CUSTOMERS can place orders without sending cash in advance.

VENDORS are assured of cash collection upon delivery of Goods.

The arrangement, which operates on and from July 1st, 1934, applies to all consignments not exceeding £40 in value with the following exceptions:—

- Wet Fish and Ice.
- Highly Perishable Traffic with continental Ports.
- Live Stock.
- Explosives and other Dangerous Goods.

Any Traffic which, under the Companies' Regulations, is excluded from conveyance by Passenger, Goods or Sea Services respectively.

Traffic under this arrangement may be collected from Senders or handed in at Railway Stations, Town Offices or Auxiliary Offices bearing a special "C.O.D." address label. The value of the Goods must be declared by Senders on a "Value Contract" form in terms of Sterling Currency. Commission Fees will be charged the Sender by the Railway Companies at the following scale:—

Value not exceeding	Commission per cent.	Value not exceeding	Commission per cent.
£ s. d.	£ s. d.	£ s. d.	£ s. d.
10 0 0	6	10 0 0	1 4
1 0 0	8	15 0 0	1 6
2 0 0	1 0	20 0 0	1 8
5 0 0	1 2	25 0 0	1 10

Over £25, but not exceeding £40.—2s.

This facility applies between all railway stations in England, Scotland, Wales, Jersey and Guernsey, also to and from certain continental Ports.

Further details, special "Value Contract" forms and "C.O.D." address labels, may be obtained at any Railway Station, Office or Agency.

G.W.R. - LMS - L.N.E.R. - S.R.

B. 19327

- **1937** - Tyseley Goods Yard handled 157,000 tons of freight, comprising coal, minerals, fuel and general merchandise. Of this, 45,000 tons used the local cartage service. This compared with freight totals at; Hockley 919,199 tons, Handsworth & Smethwick 189,537 tons, Moor Street 160,628 tons, Small Heath & Bordesley 133,000 tons, Soho & Winson Green 38,314 tons and Hall Green 37,000 tons.
- **1940** - During the Second World War many Birmingham factories were turned over to the production of aircraft components, munitions and other war materials. The German air-force (Luftwaffe) identified industrial and transport infrastructure around Tyseley for bombing. Towards the end of 1940 a series of major night-time air-raids over Birmingham caused extensive damage and major disruption to the railway services. Tyseley Station and Goods Yard were fortunate to avoid serious damage during this period.
Tyseley South Signal Box had been originally built as an all timber construction, which was now considered vulnerable to air attack. Substantial brick walls were therefore erected around the lock room in the ground floor of the signal box to provide this with extra protection.

Decline and Renaissance

In the years immediately after nationalisation in 1948 nothing appeared to change, but on 17th June 1957 Diesel Multiple Units were introduced on the Birmingham suburban passenger services from Snow Hill and Moor Street. This was part of British Railways Modernisation Plan, which would prove to be an expensive failure. It was followed by a period of rationalisation to reduce costs. Proposals were made to cut both services and routes. The Great Western Main Line to London was seen as unnecessary duplication and once the Euston route had been electrified it was downgraded. In 1962 British Railways reorganised, with Tyseley Station and Goods Yard becoming part of the London Midland Region.

In May 1966, British Railways announced that the North Warwickshire line from Tyseley to Bearley would close on 10th October 1966. Following considerable public opposition, the Midlands Transport

Users Consultative Commission concluded that the line should be retained. This decision was overruled by the Minister of Transport, who announced that closure would now occur on 5th May 1968. There followed more public objections and a High Court injunction which prevented British Rail from withdrawing services. The old Great Western Railway's Main Line through Tyseley was down-graded In March 1967 and in May 1967 Moor Street Station closed. The remaining passenger services were gradually diverted into New Street Station. This allowed Snow Hill Station to also be closed in 1972 and after several years as a car-park, it was demolished in 1977. At Tyseley Station, the main line island platform (platforms 1 & 2) was considered superfluous and taken out of use.

Preserved Great Western Railway 4-6-0 King Class No.6000 'King George V' about to enter Tyseley Station on 1st October 1971.

The track layout at the junction with the North Warwickshire Line was rationalised in April 1968.

Tyseley South Signal Box was closed on 1st September 1969 and removed soon after. From that date switches and signals were controlled from Saltley Power Box.

Photograph courtesy of Michael Whitehouse



Unlike the North Warwickshire line, Tyseley's Goods Yard had no reprieve, the north end connection was taken out of use in July 1966. The Goods Yard was officially closed on 9th September 1968, but the infrastructure was retained temporarily. Eventually the closed Goods yard layout was rationalised in 1976, with four sidings being lifted, including the discharge siding for the fuel depot. The goods shed was also demolished. Little remains on the site now, these photographs show remnants of the stable buildings and a section of the weighbridge frame.



At the end of the 1970's road congestion in the region had resulted in a revival in public transport. Rail passenger numbers slowly increased and the train services were improved. The number of trains now resulted in congestion at New Street Station and to alleviate this, Moor Street Station was reopened as a suburban service terminus on 8th May 1978. This was followed by the opening of a replacement Snow Hill Station in 1987. London to Birmingham express services were reinstated on the main line through Tyseley in 1993, followed by cross-city services between Stourbridge and Leamington in 1995.

A fire gutted the interior and roof of the booking office at Tyseley Station in 2001, but its restoration could be justified from the growth in passenger usage. By 2008 passenger numbers had increased sufficiently to require the abandoned platform at Tyseley Station to be brought back into service with new 60mph cross-over junctions constructed at each end of the station to facilitate passing of non-stopping services between Solihull and Birmingham Snow Hill.



The passenger usage numbers for Tyseley Station continues to increase, with 226,000 passengers starting or terminating their journey at the station in 2017/18.

In 2020, Vintage Trains adopted Tyseley Station from West Midlands Trains and plans to make the station more inviting as well as showcasing Vintage Trains. Volunteers have started by planting the platform flower beds and it is hoped that some of the original platform buildings can be refurbished.



By Robert Ferris (Volunteer Archivist at Tyseley) - November 2020



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