SLUG News – 2019

15 December 2019

The SLUG Christmas Quiz – Answers

1 Carry On Girls

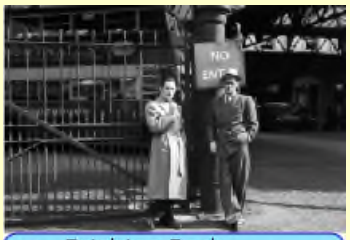
2 Robbery

3 The Ghost Train

4 Butch Cassidy and the Sundance Kid

5 A Hard Day's Night

6 The Bridge On The River Kwai



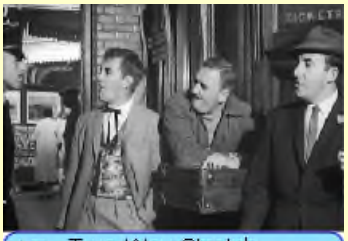
7 Brighton Rock

8 Paddington

9 Back To The Future III

10 Get Carter

11 Trainspotting



12 Two Way Stretch

13 The 39 Steps

14 The Elephant Man

15 10 Rillington Place

16 Passport To Pimlico

17 Clockwise

18 The Good, The Bad and The Ugly

14 December 2019

A Lack of Service

To put it kindly, the current train service offered by West Midlands Railway on the Snow Hill lines is a disgrace. While the major problems suffered by passengers on the Chase Line can be put down to an over-ambitious timetable change in May that saw trains extended all the way to London Euston with the inherent delays at the south of the line leading to frequent cancellations between Birmingham New Street and Rugeley Trent Valley, the same excuse cannot be used for Snow Hill line services where the changes merely consisted of a few extra rush hour services and improved evening services.

So, why have we seen so many cancellations on our line over the past couple of months. The fact is the situation has not been remotely as bad as it is now since the days of Central Trains. We are seeing an average of nearly 12 services a day being cancelled, with some days seeing as many as 40 cancelled services.

Of over 600 cancellations since 23 October, nearly half are officially due to “Train Crew issues”. However, this figure is lower than it should be as this example will demonstrate.

The departure board above shows that the 1033 service to Kidderminster has been cancelled. This service was due to arrive at Kidderminster at 1110 and return as the 1125 service to Whitlocks End. On some occasions, this return service is correctly shown as cancelled because of “Train Crew Issues”. However, on many occasions, the return service is shown as cancelled because of “the late arrival of the inbound service”. Of course it was late - it didn’t even run!.

The cancellations have led to huge gaps in service, especially south of Stourbridge Junction where gaps of over 2 hours between services at Worcester and 3 hours between services at Hartlebury have been experienced. In addition, there have been days when the rush hour services from Birmingham have been decimated because of the cancellations.

SLUG has been accumulating data on the cancellations and intend to write to the Metro Mayor and every MP along the line. We are also trying to arrange meetings with West Midlands Railway and the West Midlands Rail Executive as soon as possible to express our disgust at the current situation and demand that immediate action is undertaken to resolve this issue.

13 December 2019

Worcestershire Community Rail Partnership Formed

On Friday 8 November, the new Worcestershire Community Rail Partnership (CRP) was officially launched at Worcester Guildhall. The new partnership will encourage communities, businesses and tourist attractions to work with the rail industry and local councils to promote rail services across Worcestershire.

Stourbridge Line User Group is a member of the CRP, which also includes the West Midlands Rail Executive, West Midlands Railway, Worcestershire County Council, CrossCountry Trains, Great Western Railway, Cotswold Line Promotion Group and Bromsgrove Rail User Group. It covers all eighteen stations in Worcestershire including the stations on our line from Hagley to Great Malvern.

SLUG Chairman William Whiting is the Chairman of the new CRP and Peter Chapman has been appointed as the community rail officer and starts in his new role on Monday 16 December.

Previously, Peter worked for West Midlands Railway in the booking office at Smethwick Rolfe Street station. There he was instrumental in placing the award-winning mural on Platform 1 and in turning a disused store room into an associated Exhibition and Community Room.

Peter is looking forward to combining his knowledge of the workings of the local railway system and his passion for community involvement at local stations and on local train services. He said : “There is so much good work being led by the various rail user groups in the county that it will be a pleasure to build upon and develop further the opportunities for enhanced community involvement in the county’s railway system”.

Peter will be working with the three TOCs, the County and District Councils, West Midlands Rail Executive, and the established rail user groups under the guidance of a steering group. ACoRP – the Association of Community Rail Partnerships – will be providing him with invaluable expertise as he starts his new role.

Peter will be formally based in the Community Rail Hub at the WMRE’s offices in Birmingham but expects to spend most of his time out and about in the County, working with local volunteers and community groups around the 20 stations in his ‘patch’. He looks forward to meeting and working with members of SLUG!

22 September 2019

A Little Bit Overcrowded

Concern about overcrowding at certain times of the day on the Stourbridge Town shuttle led to SLUG organising a meeting, kindly hosted by the Assistant Principal at King Edward VI College, which also involved West Midlands Railway and Pre Metro Operations (who operate the Town Branch Shuttle). Major congestion occurs just after 4 pm when the college students descend on Stourbridge Town station to travel home and the meeting sought to find solutions to this problem. As a result, actions have been identified and a follow-up meeting will be organised.

The following photographs were taken over a 25 minute period on Tuesday 10 September and demonstrate how overcrowded the station gets at this time.

The advance guard of about 15 students has arrived at Stourbridge Town as the 1555 service from Stourbridge Junction arrives.

About 40 people alight from the 1555 service from Stourbridge Junction, the majority being from the school at Hagley.

The number of students waiting for the service has greatly increased with the queue back to the path as the 1605 service from Stourbridge Junction arrives.

Passengers alighting from the 1605 service from Stourbridge Junction have to walk single file along the edge of the platform past the queue of students.

As the students move forward to board the train, the gentleman in the green top is inching his way sideways along the edge of the platform to get out.

As the 1610 service from Stourbridge Town departs, full and standing, a large number of intending travellers wait for the next service.

The queue of students already stretches back alongthe entrance path 5 minutes before the next train is due to depart.

The 1615 service from Stourbridge Junction arrives. The queue to board is still long although about 12 students decided to walk to the Junction.

There is hardly any room for the passengers alighting from the 1615 service to squeeze along the platform towards the exit.

Alighting passengers squeeze past the students waiting to board and are perilously close to the platform edge as they walk to the exit.

As the last few passengers alight, about 50 students squeeze aboard the 1620 departure from Stourbridge Town.

The 1620 service from Stourbridge Town departs with about 50 people on board (21 seated) while a similar number wait for the next service.

21 September 2019

140 Years of Stourbridge Town Branch Celebrated

The railway line from Stourbridge Junction to Stourbridge Town opened on 1 October 1879, although, from 1879 to 1901, the service used the original Stourbridge Junction station which was situated close to the divergence of the Dudley and Birmingham lines at Junction Road.

To celebrate the 140 years of operation of the line, Pre-Metro Operations (who operate the Town Car on behalf of West Midlands Railway) and the newly formed Friends of Stourbridge Stations (FoSS) have organised some events.

The first train left the original Stourbridge Junction Station at 0742 without any ceremony as a local band, which was due to send the train off to a rousing tune, failed to show owing to very heavy rain that morning! To right this wrong, FoSS arranged for the B J Concert Band to welcome passengers travelling by the Stourbridge Shuttle by playing on Platforms 1 and 2 at Stourbridge Junction between 1030 and 1200 on a beautiful, warm and sunny 21 September. At 1100, local poets the Prattlers read a special poem that they had written.

In addition, FoSS produced commemorative Stourbridge 140 badges and a limited edition of 139 individually numbered Class 139 badges which were sold at the event.

On the actual anniversary, Tuesday 1 October 2019, every passenger travelling on the Town Shuttle will receive a special commemorative ticket as a souvenir.

The FoSS mission statement says that “We’re passionate about our local stations in Stourbridge. Very soon, you’ll be able to join us and help keep our stations looking lovely! We want to add beautiful splashes of colour to the station scene, in the form of flowers and floral displays. Maybe inspire someone with a book from our station library, or keep our stations looking spick and span with litter picks.”

24 August 2019

Worn Out Canopies at Stourbridge Junction Being Replaced

The worn out canopies at Stourbridge Junction station, which have be the subject of much adverse comment over the past few years, are finally being replaced. This follows a long campaign by Stourbridge Line User Group committee members, who have regularly approached the train operator to take action to improve the look of the station. The following photographs show the progress being made to improve the look of the station.

Before

Work in Progress - 24/08/2019

15 April 2019

SLUG Public Meeting And Annual General Meeting On 14 May

The 2019 Annual General Meeting of the Stourbridge Line User Group will take place on Tuesday 14 May 2019 at the Severn Valley Railway Station at Kidderminster. The event will be held in the Refreshment Room (at the rear of the King and Castle Public Bar) and will commence at 7.30 pm.

2018 was the first full year of the West Midlands Railway franchise and the first tranche of timetable improvements will start the week after the meeting (details on the previous web page). Eight 2-car units have transferred from the London Overground franchise and will enter service at the same time. Brand new Class 196 units are due for delivery next year and, although they will be used primarily on Birmingham to Hereford and Shrewsbury services, may be used on the Stourbridge line.

On the Dudley line, the good news is that final approval has been given to building the Metro line from Wednesbury to Brierley Hill and work is due to start this year with completion in 2003. The bad news is that proposals to extend rail services from Stourbridge Junction to Brierley Hill seem to have been scuppered.

The West Midlands Rail Executive has recently published its 30 year Rail Strategy Document with its proposals for improving services over that period.

Work on redeveloping Kidderminster station has started with the new station building scheduled to be completed later this year.

So, there is a lot going on at present and you, the travelling public will be able to listen to guest speakers from the rail industry and regional travel planning departments with the developments listed above featuring strongly in the presentations. Whether you have praise or criticism of the rail service on our line or you have a suggestion to make or a question to ask, you are most welcome to take part.

Confirmed speakers are as follows :-

Brenda Lawrence, Head of Stations, West Midlands Railway
Alan Riley, Customer Services Executive, Chiltern Railways
Peter Sargant, Head of Rail Development, West Midlands Rail Executive
Ian Baxter, Rail Strategy and Operations Expert, SLC Rail for Worcestershire County Council

Hopefully, we'll see you there.

24 March 2019

Stourbridge Line Timetable Improvements From 19 May

Having been postponed from December 2018 on the instructions of Secretary of State Chris Grayling, the first tranche of service improvements promised in the West Midlands Trains franchise award will take place from 19 May. The improvements to West Midlands Railway Stourbridge line services can be summarised as follows :-

Changes to Monday to Friday daytime services

- Additional service at 06:19 from Kidderminster to Whitlocks End
- 06:38 from Stourbridge Junction to London Marylebone departs at 06:41 and will not stop at Smethwick Galton Bridge
- Additional service at 06:45 from Stourbridge Junction to Leamington Spa
- 06:35 from Worcester Foregate Street to Dorridge departs at 06:30 and operates about 5 minutes earlier
- Additional service at 07:09 from Stourbridge Junction to Whitlocks End
- 07:05 from Kidderminster to London Marylebone departs at 07:10 and will not stop at Cradley Heath and The Hawthorns
- 06:46 from Whitlocks End to Stourbridge Junction departs at 06:36 and is extended to Kidderminster
- 07:57 from Stourbridge Junction to Stratford-upon-Avon starts at Kidderminster at 07:49
- Additional service at 08:23 from Whitlocks End to Stourbridge Junction
- Additional service at 09:15 from Stourbridge Junction to Birmingham Snow Hill, calling at Cradley Heath, Rowley Regis and Galton Bridge
- 12:40 from Whitlocks End to Stourbridge Junction is extended to Kidderminster
- 13:37 from Stourbridge Junction to Whitlocks End starts at Kidderminster at 13:25
- Additional service at 17:06 from Whitlocks End to Stourbridge Junction (17:30 from Snow Hill)
- Additional service at 18:07 from Stourbridge Junction to Whitlocks End
- Additional service at 18:24 from Dorridge to Stourbridge Junction (18:53 from Snow Hill)
- 17:42 from Whitlocks End to Kidderminster is extended to Great Malvern

Changes to Monday to Friday evening services

On the Stourbridge Town branch, the 23:00 service from the Junction and the 23:05 service from the Town will operate 5 minutes later.

On the main Stourbridge line, the current evening pattern sees two trains per hour – Stratford-upon-Avon to Stourbridge Junction and Dorridge to Worcester/Great Malvern - both calling at all stations from Birmingham to Stourbridge. From May, there will be three trains per hour – Stratford-on-Avon to Kidderminster, Whitlocks End to Worcester or Great Malvern, and Dorridge to Kidderminster – with the last of these not stopping at Langley Green, Old Hill and Lye. This means an increase in service at Kidderminster from 1 to 3 trains per hour, in addition to the through Chiltern Railways services from London Marylebone.

The downside is that these services are spaced irregularly, with gaps between Kidderminster arrivals ranging from 6 to 51 minutes. Details of all services after 19:00 are shown below (Chiltern services in pale blue) and illustrate the irregular pattern of services. SLUG will be discussing this with both West Midlands Railway and West Midlands Rail Executive to get these issues resolved in a future timetable.

Moor Street to Stourbridge Jct	1900	1904	1924	1935	1954	2002	2012	2050	2056	2118	2138	2154	2204	2218	2257	2303
Gap between services		4	20	11	19	8	10	38	6	22	20	16	10	14	39	6

Moor Street to Kidderminster	1900	1904	1924	1935	1954	2002	2012	2050	2056	2118	2138	2154	2204	2257
Gap between services		4	20	11	19	8	10	38	6	22	20	16	10	53

Kidderminster to Birmingham	1907	1945	2005	2010	2044	2105	2113	2145	2213	2248
Gap between services		38	20	5	34	21	8	32	28	35

Stourbridge Jct to Birmingham	1906	1919	1957	2015	2025	2057	2115	2125	2157	2225	2256	2300
Gap between services		13	38	18	10	32	18	10	32	28	31	4

Changes to Saturday services

07:00 from Stratford-upon-Avon to Stourbridge Junction is extended to Kidderminster
07:43 from Stratford-upon-Avon to Stourbridge Junction is extended to Kidderminster

On the Stourbridge Town branch, a restricted service operates on the Town branch before 07:00 on Saturdays. However, the May timetable will see a full 10-minute service in operation from 05:45 as on Mondays to Fridays.

Daytime services on the main line are unchanged, although evening services will be increased in line with those on Mondays to Fridays. Details of all services after 19:00 are shown below.

Moor Street to Stourbridge Jct	1900	1924	1939	1947	2021	2039	2054	2118	2128	2138	2152	2218	2256	2319
Gap between services		24	15	8	34	18	15	24	10	10	14	26	38	23

Moor Street to Kidderminster	1900	1924	1939	1947	2021	2039	2054	2118	2128	2138	2152	2218	2256
Gap between services		24	15	8	34	18	15	24	10	10	14	26	38

Kidderminster to Birmingham	1913	1943	2006	2013	2046	2105	2113	2146	2213	2245	2305
Gap between services		30	23	7	33	19	8	33	27	32	20

Stourbridge Jct to Birmingham	1909	1925	1957	2017	2025	2057	2115	2125	2157	2225	2256	2318
Gap between services		16	32	20	8	32	18	10	32	28	31	22

Changes to Stourbridge Town branch services on Sunday.

On Sundays, the first round trip is currently the 09:43 from the Junction returning at 09:48 from the Town. The May timetable will see this replaced by two round trips – at 09:35 and 09:45 from the Junction, returning at 09:40 and 09:50. These journeys were originally timed to operate 5 minutes later, but SLUG approached West Midlands Rail Executive and pointed out that the original timings missed connections with main line services at Stourbridge Junction, particularly as the first train from Stourbridge Town missed the connection with the 09:48 service to London Marylebone. WMRE contacted West Midlands Railway and the journeys were retimed - a triumph for localised management of the franchise, and a small win for SLUG!

At the end of service, the 19:53 service from the Junction returning at 19:58 from the Town, will be replaced by two round trips – at 19:40 and 19:55 from the Junction, returning at 19:45 and 20:00.

Extra Capacity

The arrival of eight 2-car Class 172 DMUs from London Overground will enable some rush hour services to be strengthened. Two of these sets will be used on Nuneaton - Coventry - Leamington Spa services, leaving up to six units available for Snow Hill line services. The trainset diagrams for the May timetable have been finalised. The number of carriages for each service are shown below with those services with an increase in the number of carriages shown in yellow and those with a decrease in pink.

Current Timetable

From	KID	SBJ		SBJ		WOS	WOS		KID	WOS	KID	WOF	SBJ	WOS	SBJ	KID	WOF	SBJ	SBJ
Time at Stourbridge Junction	0618	0624		0638		0649	0708		0714	0728	0738	0748	0757	0807	0815	0823	0835	0844	0853
To	MYB	LMS		MYB		SAV	DDG		MYB	WTE	MYB	DDG	SAV	DDG	WTE	MYB	WTE	DDG	SAV
Number of Carriages	6	3		6		3	4		6	4	4	4	3	6	4	4	3	4	6

May 2019 Timetable

From	KID	SBJ	KID	SBJ	SBJ	WOS	WOS	SBJ	KID	WOS	KID	WOF	KID	WOS	SBJ	KID	WOF	SBJ	SBJ
Time at Stourbridge Junction	0618	0624	0628	0641	0645	0650	0704	0709	0721	0728	0738	0748	0757	0807	0815	0823	0835	0844	0857
To	MYB	LMS	WTE	MYB	LMS	SAV	DDG	WTE	MYB	WTE	MYB	DDG	SAV	DDG	WTE	MYB	WTE	DDG	SAV
Number of Carriages	6	3	3	6	3	3	4	6	6	4	4	3	3	6	4	4	3	4	5

Current Timetable

From	WTE	DDG	SAV	DDG	WTE	SAV	WTE	DDG	SAV		DDG	WTE	DDG	MYB	WTE	SAV	DDG	SAV
Time at Birmingham Snow Hill	1603	1613	1623	1633	1643	1654	1703	1713	1723		1736	1743	1753	1759	1808	1823	1831	1843
To	KID	WOF	SBJ	KID	WOF	SBJ	KID	WOS	SBJ		WOF	KID	WOF	KID	KID	KID	SBJ	WOF
Number of Carriages	3	4	3	3	4	4	3	6	3		5	4	3	6	3	4	4	3

May 2019 Timetable

From	WTE	DDG	SAV	DDG	WTE	SAV	WTE	DDG	SAV	WTE	DDG	WTE	DDG	MYB	WTE	SAV	DDG	SAV	DDG
Time at Birmingham Snow Hill	1603	1613	1623	1633	1643	1654	1703	1713	1723	1730	1736	1743	1753	1759	1808	1823	1831	1844	1853
To	KID	WOF	SBJ	KID	WOS	SBJ	KID	WOS	SBJ	SBJ	WOF	KID	WOS	KID	GMV	KID	SBJ	WOF	SBJ
Number of Carriages	3	3	3	4	4	3	6	4	5	6	3	4	5	6	3	3	4	4	4

Improved Connecting Services at Smethwick Galton Bridge

The current basic service pattern on Mondays to Saturdays on the Birmingham New Street to Wolverhampton line for services stopping at Smethwick Galton Bridge will change as follows :-

Current Pattern

xx:07 Wolverhampton to Walsall
xx:07 Birmingham New Street to Liverpool Lime Street
xx:16 Walsall to Wolverhampton

xx:21 Aberystwyth/Pwllheli or Holyhead to Birmingham International

xx:31 Birmingham International to Aberystwyth/Pwllheli or Holyhead
xx:37 Wolverhampton to Walsall
xx:41 Liverpool Lime Street to Birmingham New Street
xx:47 Walsall to Wolverhampton

Pattern from May

xx:06 Wolverhampton to Walsall
xx:10 London Euston to Liverpool Lime Street
xx:15 Walsall to Wolverhampton
xx:17 Crewe and Stoke-on-Trent to London Euston
xx:21 Aberystwyth/Pwllheli or Holyhead to Birmingham International
xx:27 London Euston to Crewe via Stoke-on-Trent
xx:31 Birmingham International to Aberystwyth/Pwllheli or Holyhead
xx:39 Wolverhampton to Walsall
xx:43 Liverpool Lime Street to London Euston
xx:47 Walsall to Wolverhampton

On Sundays, a few extra services will stop at Smethwick Galton Bridge, the majority being services on the Birmingham New Street to Shrewsbury service.

Improved Sunday Services at Droitwich Spa and Worcester.

The Birmingham New Street – Bromsgrove – Droitwich Spa – Worcester - Hereford service currently operates approximately every 2 hours on Sundays. From May, this service will be supplemented by extra services between New Street and Worcester to form an hourly service on this section of the route.

A full set of timetables and arrivals/departures boards for all stations are available on this website under the Timetables and Stations tabs.

20 March 2019

Vision For Moor Street Station Revealed

The West Midlands Rail Executive (WMRE) has released images of proposals to redevelop Birmingham Moor Street station to create a station that will cater for the expected growth in passengers, linking seamlessly with Birmingham New Street and HS2 services at Curzon Street. Passenger numbers at Moor Street are expected to grow from 7 million to 12 million a year by 2043. Further increases are also expected as a result of the arrival of HS2 at the adjacent Curzon Street station in 2026 and the Midlands Rail Hub, which will see chords built at Bordesley to connect Moor Street with the lines towards Leicester and Derby in the east, and towards Cheltenham and Worcester in the west.

The plans include a new transfer deck, which will more than double the size of the concourse from 910 square metres to 2000 square metres and provide access to every platform as well as a link to new footbridge taking passengers directly to HS2 services from Curzon Street via a new public square.

Two new platforms are proposed to allow extra services to stop at Birmingham Moor Street from across the region using the Bordesley Chords.

A second entrance to the south of the station is proposed to improve passenger flow, avoid overcrowding and create better access to the Digbeth area and proposed £1.5 billion Smithfield development.

At present, these proposals are unfunded, but images of what is proposed can be viewed below. It is hoped that the plans will be subject to public consultation because the question of whether the new distribution bridge is in keeping with the 1930s character of the existing station must be asked.

20 February 2019

Clun Castle To Make Its Main Line Return On The Stourbridge Line

Great Western “Castle” Class locomotive 7029 “Clun Castle” will make its first appearance hauling a passenger train on the main line network for over 30 years with a return trip over the Stourbridge line on the evening of Thursday 28 February.

The engine was one of the last of over 160 Castles designed by Charles Collett and introduced by the Great Western Railway from 1923 onwards. In fact, this engine was not built until 1950, over 2 years after nationalisation. It spent the majority of its working life based in Devon at Newton Abbot and Laira (Plymouth) sheds before being retired and bought for preservation in 1966. It gained fame by running the final steam trains out of London Paddington and Birmingham Snow Hill before steam operation by British Railways ceased in 1967, as well as hauling the final train from Birmingham Moor Street before the terminus was closed (albeit temporarily) in 1987.

The engine last operated in preservation on the main line in 1988 but, after extensive overhaul, is ready to grace the main line network again.

If all goes to plan, the engine will be operating on a number of occasions over the Stourbridge line over the next three months as the following proposed schedule demonstrates. Please note that all times below are subject to confirmation and may possibly change.

Thursday 28 February - An evening tour from Birmingham Moor Street to Worcester and back, operating via Stourbridge Junction and Kidderminster in both directions. The train is currently scheduled to leave Moor Street at 17:42 and is expected to pass Stourbridge Junction at 18:41 and 20:12, and Kidderminster at 18:57 and 20:01.

Thursday 7 March - An evening tour from Birmingham Moor Street to Worcester and back, operating via Stourbridge Junction and Kidderminster in both directions. The scheduled is expected to be the same as above.

Saturday 9 March - “The Cotswold Explorer” - A day excursion from Birmingham Moor Street to Oxford via Stourbridge Junction, Worcester Shrub Hill, Cheltenham Spa, Swindon, Oxford, Evesham, Worcester and Stourbridge Junction. This train will pick up and set down at both Stourbridge Junction (08:52 / 19:32) and Worcester Shrub Hill (10:04 / 18:59) and will allow 4 hours in Oxford.

Saturday 6 April - “The Cotswold Explorer” - A repeat of the 9 March excursion with the same proposed timings.

Saturday 18 May - “The Cotswold Explorer” - A repeat of the 9 March excursion with the same proposed timings.

Saturday 25 May - “The Welsh Marches Explorer” - A day excursion from Dorridge to Hereford following a circular route via Snow Hill, Stourbridge Junction, Worcester Shrub Hill, Cheltenham Spa, Chepstow, Abergavenny, Hereford, Shrewsbury, Wolverhampton and Birmingham New Street. The train is scheduled to depart Snow Hill at 08:45 so should pass through Stourbridge Junction just after 09:00.

2 January 2019

Footfall Totals for 2017/2018 Revealed

The Office of Rail and Road has today announced the estimated footfall totals at all railway stations in the UK and the figures for the stations along the Stourbridge line are as follows :-

Station Code	Station Name	Entries and Exits 2017-2018	Entries and Exits 2016-2017	Interchanges 2017-2018	Percentage Change
JEQ	Jewellery Quarter	425,896	421,106	0	1.14%
THW	The Hawthorns	434,838	436,562	0	-0.39%
SGB	Smethwick Galton Bridge	673,870	664,254	568,639	1.45%
LGG	Langley Green	197,072	188,642	0	4.47%
ROW	Rowley Regis	1,085,910	1,060,276	0	2.42%
OHL	Old Hill	196,114	193,902	0	1.14%
CRA	Cradley Heath	788,376	788,408	0	0.00%
LYE	Lye	95,026	89,588	0	6.07%
SBT	Stourbridge Town	608,648	575,406	0	5.78%
SBJ	Stourbridge Junction	1,495,242	1,466,966	529,622	1.93%
HAG	Hagley	618,022	529,504	0	16.72%
BKD	Blakedown	111,770	95,164	0	17.45%
KID	Kidderminster	1,700,966	1,613,640	0	5.41%
HBY	Hartlebury	57,944	49,450	0	17.18%
DTW	Droitwich Spa	568,074	550,094	82,613	3.27%
WOS	Worcester Shrub Hill	847,756	818,070	119,203	3.63%
WOF	Worcester Foregate Street	2,177,060	2,100,826	195,433	3.63%

As can be seen, footfall at all but two of our stations has increased over the past year, with only Cradley Heath and The Hawthorns showing small decreases, the latter possibly being due to smaller crowds at West Bromwich Albion due to the standard of football they produced during their relegation season.

The biggest increases are at the three village stations, and the increase of over 17% at Hartlebury proves that the Stourbridge Line User Group were right when they campaigned for off-peak services to serve the station.

1 January 2019

A Single Brand For West Midlands Public Transport

Anybody using public transport in London will recognise the iconic London Transport roundel which has graced underground stations, bus stops, London street maps, the sides of Underground and Overground trains, and the sides of buses over the years since 1907 when it was first designed. In addition, the red London bus is recognised worldwide as a symbol of London.

Now, over a century later, the West Midlands has introduced its own distinctive logo which will be used on trains, trams and buses. Here in the West Midlands, the logo will be a hexagon, made up of individual triangles and diamonds, with the central diamond indicating the mode of transport - orange for rail, blue for tram and red for bus.

The train livery for West Midlands Railway is currently being finalised but will be orange and purple, and it is hoped that the first units will be repainted into the new livery from August.

On 24 June, the Midland Metro, previously operated by National Express West Midlands, will be taken over by Transport for West Midlands and trams will be repainted from the current pink and white into a two-tone blue livery over the next year or so. From the same date, it will be known as the West Midlands Metro.

It is intended that buses operated by all companies will be repainted from the individual company colours into a corporate two-tone red livery.

Finally, there has been a lot of confusion between the names West Midlands Trains (WMT), West Midlands Railway (WMR) and West Midlands Rail (WMR). To reduce confusion, West Midlands Rail (the consortium of 16 local authorities) will be renamed West Midlands Rail Executive (WMRE) and will adopt a turquoise logo in the same style as the other three logos.