

BUILTH ROAD (H.L.) TO CRAVEN ARMS

[illegible]

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[illegible]

**LONGVILLE, COALBROOKDALE AND WELLINGTON
UNCTION, MADELEY JUNCTION, SHIFNAL AND HOLLINSWOOD**

or Horsehay.

WESTWOOD SIDING (PRESTHOPE).—Situate between Presthope and Much

WESTWOOD CROSSING.—Situating between Rich Wenlock and Presthope. A Whistle Board is provided about 500 yards on the Presthope side of the Crossing.

[illegible]

WEEKDAYS SHREWSBURY, WELSHPOOL AND MINSTERLEY

The SINGLE LINE between Hanwood and Buttington is worked under the Electric Train Staff and Token Regulations.

Electric Token working is in operation between Hanwood and Westbury and Electric Train Staff between Westbury and Breidden and Breidden and Buttington. When Breidden is switched out, through Electric Token in use between Westbury and Buttington.

Crossing stations: Westbury and Breidden.

The SINGLE LINE between Hanwood and Minsterley is worked by Wooden Staff, under the "One engine in Steam" working. Shape Round; Colour, Oak.

Mileage from Shrewsbury		Mile Post Mileage (N—From Sutton Bridge) (Z—From Hanwood)		DOWN		Ruling Gradient 1 in	H	H	K	K	G	H
							7942	7967	T67	9435	T62	7974
M	C	M	C	SHREWSBURY	L R		am	SX	SO	am	PM	SX
—	—	—	—					am	am	am	PM	PM
0	52½	2 N	16½	Coleham Goods ... dep	127 R	4 30	8 35	8 35	10 40	11 10	12 30	11 50
3	4			Hookgate ... arr	—	..	8 45	8 45	10 40	11 20	12 40	..
4	74	4 N	6½	Hanwood ... dep	100 R	..	9 0	8 56	10 57	..	..	MX
				Hanwood ... arr	100 R	..	..	..	..	..	..	am
—	—	—	—	Shorthill Crossing ... dep	—	4 48	9 8	9 3	11 7	..	..	12 4
6	75	2Z	1½	Plealey Road ... arr	100 R	..	..	..	11 13	..	..	..
8	35	3Z	41½	Pontesbury ... dep	100 R	..	..	..	11 18	..	..	..
—	—	4Z	37½	Pontesbury ... arr	100 R	..	..	..	11 21	..	..	..
10	13	5Z	14½	Malehurst Siding ... dep	275 F	..	..	..	11 26	..	..	..
				Malehurst Siding ... arr	275 F	..	..	..	11 32	..	..	..
10	13	5Z	14½	Minsterley ... dep	106 R	..	..	..	11 50	..	..	..
				Minsterley ... arr	106 R	..	..	..	11 54	..	..	..
7	36	6 N	18½	Yockleton ... dep	100 R	..	9 17	R	12 3	..	..	..
11	10	10 N	22	Westbury ... arr	100 R	5 11	9 27	R	12 3	..	..	..
14	9	13 N	20½	Breidden ... dep	187 F	5 18	10 18	9 26	10 24	..	..	12 24
17	3	16 N	15	Buttington ... dep	136 R	5 38	10 37	10 36	10 36	..	..	12 42
19	64	—	—	WELSHPOOL ... arr	101 F	5 51	10 50	11 0	11 0	..	..	12 57

A—Starts from Coton Hill 4.0 a.m. MO—See pages 15 and 46.

B—To be regulated when 7.55 a.m. SO Birmingham to Aberystwyth runs.

WEEKDAYS GOBOWEN AND OSWESTRY

SINGLE LINE, worked in accordance with the Standard Block Regulations for Single Lines worked on the Electric Train Token System.

Mileage.		DOWN		Ruling Gradient 1 in	H	H	G	H	H	H	H	G	H
					8906	7941	0223	8906	8906	8906	8908	8906	8906
M	C	GOBOWEN	OSWESTRY		am	MX	MO	am	am	PM	PM	PM	PM
—	—			100 R	1 50	4 0	4 52	6 45	11 45	3 55	9 29	9 9	11 32
2	31	Park Hall Halt ... dep	..	2 0	4 10	5 0	6 55	11 55	4 5	9 41	9 19	11 42	11 42

Y—On Saturdays runs E.B.V., Class "G".

Z—Runs Mondays to Fridays; Q Saturdays.

WELSHPOOL, MINSTERLEY AND SHREWSBURY

WEEKDAYS[illegible]

A—Traffic for Crewe and beyond to be worked through to Coton Hill for connection with 7.10 p.m. trip Coton Hill to Crewe Bank.

B—Attaches traffic ex Hookagate (off 8.35 a.m. Coleham to Welshpool) if required **SO**.

WEEKDAYS

OSWESTRY AND GOBOWEN

UP	G	H	H		G	H	H			F	H		H		
	LE				EBV					To Halfof Empties			To Saltney		
	0067	8907	8907		0067	8907	8907			6941	8907		7903		
		MX	MO							SX					
OSWESTRY dep	am 11:20	am 5 0	am 5 50	.....	am 11:8	PM 2 0	PM 6 15	.....		PM 8 0	PM 9 55	.....	PM 11 50	.....
Park Hall Halt															
GOBOWEN arr	11:30	5 10	6 0	11:18	2 10	6 25		8 10	10 5	12 0	

WEEKDAYS

RUABON, LLANGOLLEN, CORWEN, DOLGELLEY AND BARMOUTH

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The SINGLE LINE between Llangollen Goods Junction and Corwen East and between Corwen West and Bala Junction is worked by Electric Train Token, and from Bala Junction to Drws-y-Nant by Electric Train Token, see note §. The SINGLE LINE between Corwen West and Bala Junction is worked by Electric Train Token, and from Bala Junction to Drwsynant by Electric Train Staff, see note §. Drwsynant to Dolgelley by Electric Token, Dolgelley to Penmaenpool by Token, and thence to Barmouth Junction by Electric Token. When Deside is switched out, Token working will be in operation between Llangollen Goods Junction and Glyndyfrdwy. The DOUBLE LINE between Ruabon South and Llangollen Goods Junction, and between Corwen East Box and Corwen West Box, is worked by the Double Line Disc Telegraph. The Crossing Stations are as follows: Llangollen Goods Junction, and between Corwen East Box and Corwen West Box, is worked by the Double Line Disc Telegraph. Garneddwen Loop, Drws-y-Nant, Bontnewydd, Dolgelley, Penmaenpool.

§—When Garneddwen Loop Signal Cabin is switched out, Token working is in operation between Llanuwchllyn and Drws-y-nant.

Mileage from Llangollen Line Jn.		DOWN		C	H	K	K	K	H	K	K	K
M	C		Ruling Gradient 1 in 54	3.15 am Chester to Barmouth (via Bala Town)	7947 Croes Newydd 4.50 am	9403 Croes Newydd 5.50 am	9467 Croes Newydd 5.50 am	9423 Croes Newydd 8.15 am	7953 Croes Newydd 8.50 am	9467 am	9467 am	9467 am
54	1	RUABON	dep 314 F	am 4 7	am 5 10	am 6 25	am 6 34	am 8 35	am 9 10	am 11 30	am 11 30	am 11 30
54	1	Ruabon South	... 314 F	4 10	5 13	6 28	6 37	8 37	9 12	11 35	11 35	11 35
65	1	Acrefair	... 54 R				7 6					
65	1	Trefor	... 85 R									
40	5	LLANGOLLEN	arr 330 R	4 24								
40	5	(Passenger Station)	... dep 4 27	4 27								
72	8	LLANGOLLEN (Goods Jn.)	... dep 110 R	4 29								
62	5	Deside	... L									
57	10	Glyndyfrdwy	... arr 80 R		5 29							
67	12	Carrog	... dep 352 R									
12	14	Bonwm Halt	... 792 R									
15	15	CORWEN	arr 276 R	4 52	5 55	7 31		9 57	10 45	12 50	12 50	12 50
15	15		... dep 4 56	4 56	6 10	8 20		10 53	11 5			
56	17	Cynwyd	... dep 200 R									
31	20	Llandrillo	... arr 200 R	5 7								
8	23	Llandderfel	... dep 150 R	5 8								
42	26	BALA JUNCTION	arr 150 R	5 16								
43	31	Llanuwchllyn	... dep 71 R	5 23								
32	34	Garneddwen Halt	... dep 64 R	5 46								
60	37	Loop and Stop Board	... dep 58 F									
35	41	Bontnewydd	... dep 50 F									
36	44	DOLGELLEY	arr 91 F	6 12								
52	46	Penmaenpool	... dep 200 F	6 19								
51	51	Arthog	... dep 132 RF									
17	52	Barmouth Junction	... L									
61	53	BARMOUTH	arr 222 R	6 40	8 26							
			... dep 6 57	6 57								
			... arr 7 4	7 4								

From Ruabon

WEEKDAYS

BARMOUTH, DOLGELLEY, CORWEN, LLANGOLLEN AND RUABON

Trains of more than 20 wagons Mineral, 25 Mineral and Freight, 30 Freight or 40 Empties, must stop dead at Glyndyfrdwy end of Berwyn Tunnel and pin down brakes before descending the incline to tunnel.

UP	Ruling Gradient in	K										H	K	H	K	H	H	H
		9457	9457	9457	9457	9457	9457	9457	9457	9457	9457							
BARMOUTH.....	dep	SO	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am
Barmouth Junction	arr																	
Arthog	dep																	
Penmaenpool	arr																	
DOLGELLEY	arr																	
Bontnewydd	dep																	
Dwys-y-Nant	arr																	
Garneddwen Halt	arr																	
Loop and Stop Board	arr																	
Llanuwchllyn	dep																	
BALA JUNCTION	arr																	
Llandderfel	dep																	
Llandrillo	arr																	
Cynwyd	arr																	
CORWEN	arr																	
Carrog	dep																	
Glyndyfrdwy	dep																	
Deeside	arr																	
Stop Board	arr																	
LLANGOLLEN	arr																	
(Goods Junction)	arr																	
LLANGOLLEN	arr																	
(Passenger Station)	arr																	
Trevor	arr																	
Stop Board	arr																	
Acrcfair	arr																	
Stop Board	arr																	
Ruabon South	arr																	
RUABON	arr																	

BALA JUNCTION, FESTINIOG AND BLAENAU FFESTINIOG

SINGLE LINE worked under the Electric Train Staff Regulations, except Electric Train Token Working is in operation between Bala Junction and Bala, and Arenig and Trawsfynydd. The Crossing Stations are: Bala Junction, Bala, Arenig, Trawsfynydd, Festiniog, Blaenau Ffestiniog.

[illegible]

WEEKDAYS

BLAENAU FFESTINIOG, FESTINIOG AND BALA JUNCTION

Mileage	UP	C	K	K	H	K	H	K	H
		3.15 am Chester to Barmouth Hall and Freight	Cross Newydd To				8.50 am SX Cross Newydd to Barmouth Jn.	8.15 am SO Cross Newydd to Dolgellay	10.35 am SX Cross Newydd to Barmouth Jn.
		4925	9422	9407	7953	9403	7921		
		am	am	am	SX	SX	PM		
M	BLAENAU FFEST- INIOG GENERAL	60 R	..	10 25	..	..	..	am 11 15	PM
—	Tany-Manod Siding	140 R	..	..	..	..	..	..	..
0	Manod	115 R	..	10 33	..	..	..	..	..
1	FESTINIOG	100 R	..	..	..	..	..	11 29	..
3	Maentwrog Road	100 R	..	..	..	..	..	11 45	..
5	Trawsfynydd	60 R	..	..	..	..	..	R	..
8	Relief Siding	L	..	..	..	..	..	11 57	..
14	Stop Board	60 F	..	..	..	..	..	12 50	..
17	Arenig	55 F	..	..	..	..	..	1 17	..
17	Stop Board	66 F	..	..	..	..	..	1 28	..
22	Frongoch	300 R 50 F	..	..	..	..	..	1 38	..
23	Stop Board	160 F	..	..	..	..	..	1 43	..
24	BALA	60 F	..	..	..	..	..	R	..
25	Bala Junction	200 R	..	..	..	..	..	2 0	..
		5 32Z	9 20	..	12 25	..	..	2 13	..
		5 36	9 23	..	12 30	..	..	2 54	..
		See pages 78 and 80	..	..	..	..	..	2 58	..

WEEKDAYS

WREXHAM, BRYMBO AND MINERA

J82

The Line from Wrexham to Brymbo West is Double, worked by Block Telegraph. The Line from Brymbo West to Minera is Single; it is worked by Electric Train Staff from Brymbo West to Coed Poeth, and by Wooden Train Staff from Coed Poeth to Minera.
The Line between all other points shown in this table is Single, and worked by Wooden Train Staff only.

Mile Post		Mileage from Croes Newydd North Fork	DOWN		Ruling Gradient 1 in	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K</
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CROES NEWYDD, RHOS AND PANT **WEEKDAYS** J83

RHOS JUNCTION (Ground Frame) **AND RHOS**.—SINGLE LINE, worked with Wooden Train Staff. Colour, Oak Shape, Square.

RHOS AND PANT.—SINGLE LINE, worked with Wooden Train Staff. Colour, White; Shape, Square.

Mile Post Mileage from Rhos Jn.		Mileage from Wrexham		DOWN	Ruling Gradient 1 in	K	UP	Ruling Gradient 1 in	K			
											9480	9461
M	C	M	C									
—	—	—	—	CROES NEWYDD ... dep	—	SX			SX			
—	—	—	—	South Fork arr	—	PM			PM			
—	—	1	5	..... dep	103 R	12 45			73.6 R	2 40	
—	55	1	60	Rhos Junction	50 R	12W50			50.6 R	2 50		
1	72	2	78	Rhostyllen	51 R	1W 0			3 20			
				Legacy		1 3			P			
						1N20						
						R						
3	14	4	19	RHOS	—	1 45			51 F	R		
				..... arr	—	2 0			51 F		
				..... dep	—	2 10			50 F	P	
3	61	4	66	Pant.....	159 R				50 F	3 43		
				..... arr					103 F	3 45	

LUDLOW AND BITTERLEY

WEEKDAYS

(CLEE HILL BRANCH)

SINGLE LINE, worked by Wooden Staff. Shape, Round; Colour, Red.

DOWN	K					Mileage from Ludlow	UP			K	
	Mineral										
	9444									9444	
	MW FO PM					M	C			MWF	
BITTERLEY..... dep	2 30					—	—	LUDLOW dep		11 0	
Middleton Siding arr	..	..	..	..	..	2	40	Middleton Siding arr	..	11 18	..
..... dep								..... dep		11 25	
LUDLOW arr	3 3	..	..	..	..	4	51	BITTERLEY... .. arr	..	11 36Y	..

Y—10 minutes earlier when train does not call at Middleton Siding.

J84 WEEKDAYS, BRYMBO AND BWLCHGWYN

WREXHAM AND MINERA EXTENSION RAILWAY.

The Extension Line commences at 76 yards from Brymbo and ends at 2 miles 1,466 yards from Brymbo. The centre of Brymbo Junction Sidings is at 176 yards from Brymbo. The point at Brymbo from which the distances are based is opposite W.R. mile post, $32\frac{1}{2}$ from Shrewsbury and $15\frac{1}{2}$ from Chester.
The Line is worked as a siding.

Mileage from Brymbo Jn.		DOWN					UP				
		K					K				
		9482					9409				
M	C	Q am					Q PM				
—	—	BRYMBO ...	dep	11	45		Bwlchgwyn Siding.....	dep	12	20	
—	—	Glascoed Siding	arr	11	55	Worked by 8.35 am	Glascoed Siding ...	arr	12	33	Worked by 8.35 am
—	—		dep	12	5	Cross Newydd Engine	BRYMBO	arr	12	33	Cross Newydd Engine
—	—	Bwlchgwyn ...	arr	12	8	and men.		dep	12	43	and men.

WEEKDAYS **BRYMBO AND VRON**

Mileage from Yron Jn. at Brymbo		DOWN	Ruling Gradient 1 in	K		K		K				
M	C			Cross Newydd Mineral		Cross Newydd Mineral		Cross Newydd Mineral				
		No. of Engine		1		3		4				
0	38	Brymbo Middle..... dep	—	am 9 5		am 10 50		PM 12 30				
0	39	Brymbo Steel Works	37.6 R	.. ..		.. ..		.. ..
0	64	Yron Siding	37.6 R	9 10		10 55		12 35				
		Stop Blocks arr	40.2 R	.. ..		.. ..		.. ..

WEEKDAYS **VRON AND BRYMBO**

UP	Ruling Gradient 1 in	K			K			K							
		Mineral			Mineral			Mineral							
No. of Engine		1			3			4							
Stop Blocks dep	40.2 F	am			am			PM							
Vron Siding	40.2 F	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Vron Jn. (Gradient Board)...	—	9 30	..	..	11 20	..	..	1 5	..	..	..	..	..	..	..
Brymbo Steel Works ...	37.6 F	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Brymbo Middle Crossing arr	37.6 F	9 35	..	..	11 25	..	..	1 10	..	..	..	..	..	..	..

WEEKDAYS **HOLLINSWOOD AND STIRCHLEY**

This Line is Single throughout and there is no Signal Box upon it. It is worked by one Engine in steam under the regulations shewn in the General Appendix. The Train Staff is Round, colour Black. Worked by Hollinswood shunting engine.

Mileage		DOWN	Ruling Gradient 1 in	BRANCH CLOSED			UP	Ruling Gradient 1 in	BRANCH CLOSED			
M	C											
—	—	Hollinswood dep	—				Stirchley dep	—				
—	—	Randlay Brick Works ... arr	50 F				Randlay Brick Works ...	75 F				
1	16	Stirchley arr	75 R		..	..	Hollinswood arr	50 R		..	..	..

TREVOR GOODS YARD AND ACREFAIR (LOW LEVEL) WEEKDAYS J85

Y—Junction with Ruabon-Barmouth Line. **Z**—End of Branch.

Mile Post Mileage		DOWN	Ruling Gradient 1 in	K		K		K	K	K		K			
				9467		9467		9467	9467	9467		9467			
M	C			am		am		am	SO PM	SX PM		SX PM			
5	74½	Hughes & Lancs. Siding dep	99 F	.....	.....	.....	.....	.....	.....	.....	.....	3N55		
6	5	Acrefair (Goods Depot) ...	35 F	..	..	..	..	..	..	..	..	..		..
6	9	Cefn Crossing	32 F	.....	.....	.....	.....	.....	.....	.....	.....	.....		..
6	19½	Monsanto Siding, Acrefair ...	32 F	..	..	10 0	..	11 10	12 0	1 45	..	..		..
6	48½	Pontcysyllte Z	32 F	.....	.....	.....	.....	.....	.....	.....	.....	.....		..
6	41	Trefynant (Ed. Siding)... arr	40 R	.....	.....	.....	.....	.....	.....	.....	.....	4 5		..
		..... dep		8 15	..	10 10	..	11 20	12 10	1 55	..	4 20		..
6	72	TREVOR (Goods Yrd) V arr	28 R	8 20	..	10 10	..	11 20	12 10	1 55	..	4 25		..	

ACREFAIR (LOW LEVEL) AND TREVOR GOODS YARD WEEKDAYS[illegible]

LEOMINSTER, KINGTON AND PRESTEIGN BRANCHES

LEOMINSTER, KINGTON AND PRESTEIGN—SINGLE LINE, worked under "One Engine in Steam" Regulations with two wooden staffs (a) between Kington Jn. and Pembridge, (b) between Pembridge, Kington and Presteign. Crossing Stations:—Kington Junction, Pembridge, Titley and Kington. All Trains must stop at Kington.

Mile Post Mileage from Kington Jn.		Mileage from Presteign		DOWN	Ruling Gradient 1 in	K						K						
						9439								9439				
M	C	M	C															
—	—	—	—	LEOMINSTER dep Kington Junction arr Kingsland dep Pembroke arr Marston Halt and Siding..... dep	291 R	am 8 20						PM						
—	N34	—	—		L	8 25	
3	72	—	—		176 R	8 56	
7	49	—	—			9 16	
9	35	—	—		208 R	9 38	
					106 R	9 53 A	..	..	..	..	..	..	..	..	..	..
—	—	—	—	PRESTEIGN Forge Crossing	45 R	..	..	..	..	..	..	12 5 A	..	..	..	..
—	—	4	7		—	
11	48	5	57	Titley arr	80 R	R R	..	..	..	..	..	..	..	..	..	..
13	28	7	37	KINGTON arr	132 R	10 38	..	..	..	..	..	12 40	..	..	..	..

A—Allow 10 minutes for trainmen opening and closing crossing gates.

KINGTON, PRESTEIGN AND LEOMINSTER BRANCHES

Mileage		Mileage from Kington		UP	Ruling Gradient 1 in	K		K				K					
M	C	M	C			9439		9440						9440			
—	—	—	—	KINGTON dep Titley arr dep	132 R	am 11 0 R	..	SO PM 12 40	..	..	..	SX PM 1 40	..	..	..	..	..
—	—	3	30	Forge Crossing dep PRESTEIGN arr	dep... 44 R	A 11 35	..	..	..	..	..	..	..	..	..	..	..
3	73	—	—	Marston Halt and Siding dep	132 R	.....	..	A 1 19	..	..	..	A 2 19	..	..	..	..	..
5	59	—	—	Pembridge arr	106 F	.....	..	1 24	..	..	..	2 24	..	..	..	..	..
9	36	—	—	Kingsland dep	208 F	.....	..	1 58	..	..	..	2 58	..	..	..	..	..
13	28	—	—	..... dep	.....	.....	..	2 8	..	..	..	3 13	..	..	..	..	..
13	62	—	—	Kington Junction dep	176 F	.....	..	2 30	..	..	..	3 35	..	..	..	..	..
				LEOMINSTER arr	291 F	.....	..	2 35	..	..	..	3 40	..	..	..	..	..

Traffic to and from Marston Siding (Pembroke).—Traffic to or from this Siding will be dealt with by the 1.40 pm SX Freight train ex Kington (12.40 pm SO ex Kington). The Guard must hand a memorandum each day to the Station Master at Pembroke, showing:

1st.—What wagons he has put at the Siding

2nd.—What wagons he has picked up at the Siding

3rd.—If he has not attached or detached any wagons, a Nil memorandum must be given up, and he must show on the Nil memorandum the total number of wagons there are in the Siding. Pembroke will advise Kington what wagons they may send to the Siding daily, and also consignees.

Traffic to and from Marston Siding (Pembroke).—Traffic to or from this Siding will be dealt with by the 1.40 pm SX Freight train ex Kington (12.40 pm SO ex Kington). The Guard must hand a memorandum each day to the Station Master at Pembroke showing:—
1st.—What wagons he has put at the Siding.
2nd.—What wagons he has picked up at the Siding.
3rd.—If he has not attached or detached any wagons, a Nil memorandum must be given up, and he must show on the Nil memorandum the total number of wagons there are in the Siding. Pembroke will advise Kington what wagons they may send to the Siding daily, and also consignees.

A—Allow 10 minutes for trainmen opening and closing crossing gates.

WEEKDAYS

HEREFORD AND THREE COCKS JUNCTION

SINGLE LINE, worked by Electric Train Token Hereford, Moorfields Junction to Three Cocks Junction.

Token Stations:—Moorfields Junction, Moorhampton Station, Eardisley Junction, Hay-on-Wye, Three Cocks Junction.

Crossing Stations:—Moorhampton (for one Passenger and one Freight train, or two Freight trains), Eardisley, Hay-on-Wye and Three Cocks Junction.

Mileage from Hereford (Barrs Court)		Ruling Gradient 1 in		K	H	H	H	K	H	H	K	Mileage from Three Cocks Jn.		UP		H	H	H	K	H
				Trip				Trip	To Dowlais Central		Trip								Trip	Dowlais Central 5.0 pm
				9497	8937	8937	8937	9497	7671	9497	9497					8525	8525	8525	9496	7972
				am	SX	SO	am	Q	PM	PM	PM	M	C			SX	SO	PM	PM	'PM
				7 30	10 0	10 0	10 0	11 12	12 5	3 15	3 15	1	40	THREE COCKS JN. ... dep		2 0	2 0	2 0	...	7 8
				7 40	10 0	10 0	10 0	11 23	...	3 25	3 25	5	40	Glasbury-on-Wye ... dep		2 5	2 5	2 5	...	7 12
				...	10 9	10 9	10 9	9	20	Hay-on-Wye ... dep		2 46	2 46	2 46	...	7 40
				...	10 23	10 23	10 23	12	40	Whitney-on-Wye ... dep		2 56	2 56	2 56
				...	10 53	10 53	10 53	...	12 37	14	20	Eardisley ... dep		3 6	3 6	3 6
				...	11 13	11 13	11 13	17	40	Kinnersey ... dep		3 53	3 53	3 53	...	8 9
				...	11 19	11 19	11 19	21	60	Moorhampton ... dep		4 13	4 13	4 13
				...	11 49	11 49	11 49	...	12 49	26	60	Credenhill ... dep		4 39	4 39	4 39	...	8 17
				...	12 7	12 7	12 7	...	1W 7	Moorfields ... dep		5 2	5 2	5 2
				...	12 50	12 50	12 50	...	1W 17	HEREFORD—		5 13	5 13	5 13	7 0	8 33
				...	1 3	1 3	1 3	...	1*34	Worcester Sidings ... dep		5 18	5 18	5 18	7 5	...
				...	1 7	1 7	1 7	Barrs Court ... dep		8 38
				N—Arrive	
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				N—Arrive	

COALPORT (EAST) TO HADLEY JUNCTION

up

Ruling Gradient | in

[illegible]

WEEKDAYS

WREXHAM CENTRAL AND BRYMBO JCN.

061

DOWN

Mileage		H	H	H	H	G	G	G	G	H	H	K	G	G
M C		To Dee Marsh Jn.	To Dee Marsh Jn.	To Northop Hall		E B V to Caerwrie	L E to Connahs Quay Docks	L E		To Dee Marsh Jn.	To Dee Marsh Jn.			
0 0	WREXHAM CENTRAL ... arr	MX	MX			MX		am		am	am	am	0409	
0 49	WREXHAM EXCHANGE ... dep	12 5											SX	
0 49	WREXHAM EXCHANGE ... arr												am	am
2 4	BRYMBO JUNCTION ... dep	12 13	3 8	6 41		7 19	7 50	To shunt		8 21	8 32		10 45	8 49
													shunt	
													10 55	

A—Ex M.P.D.

Mileage		H	H	G	K	H	G	H	H	G	G	G	G	H
M C		To Dee Marsh Jn.	To Dee Marsh Jn.	L E to Penyfordd	12.50 pm Cross Newydd	5.10 am TThO Pontypool Road	E B V	To Dee Marsh Jn.	5.10 am SO Pontypool Road	E B V	3.0 pm ex Marchwiel	E B V to Caerwrie Castle		To Dee Marsh Jn.
0 0	WREXHAM CENTRAL ... arr	am	noon	SX		Q	0475	SO	7918	0475	8916	SX	0475	SX
0 49	WREXHAM EXCHANGE ... dep			PM	1 0	PM	2 20	PM	2 45	PM	3 20	PM	PM	PM
0 49	WREXHAM EXCHANGE ... arr						1 49		2 45				6 30	7 0
2 4	BRYMBO JUNCTION ... dep	11 0	12 0	1 01			1 51		2 53			4 10	6 35	7 5
							2 0		3 15				To shunt	7 34
									3 36			4 18		7 42

A—Ex M.P.D.

BRYMBO JCN. AND WREXHAM CENTRAL

[illegible]

A—To M.P.D.

[illegible]

A—To M.P.D.

LOCAL SERVICES AND EXCHANGE TRIPS

SHREWSBURY AREA PILOT SERVICES

Trip No. 62—Crewe Bank and Coleham Shunt—(One 57XX 0-6-0T.)

	arr. a.m.	dep. a.m.	arr. a.m.	dep. a.m.		arr. a.m.	dep. p.m.
Shrewsbury Shed ...	—	5:55	—	5:20	Coton Hill ...	11 10	12:5 SX
Coleham ...	—	—	5:25	5 30	Coleham ...	p.m.	12:30 SX
Crewe Bank ...	6 5	—	5 40	Shunt	Hookagate ...	12 15 SX	E. Van
Crewe Bank ...	On as	shewn	—	7 10*	Coleham ...	12 40 SX	1 40 SX
Crewe Bank ...	MX	—	8 0	Shunt	Coleham ...	R	R 0
Crewe Bank ...	—	—	—	10 50	Coton Hill ...	2 5 SX	2:10 SX
					Coleham ...	2:20 SX	Shunt
					Coleham ...	—	8 0
					Shed ...	8 5	—

*—Shunt M.T.D., Cold Storage and Sentinel Sidings.

‡—Also shewn on pages J19 and J49.

Ø—Traffic for Crewe and beyond to be worked through to Coton Hill for connection with 7.10 p.m. trip Coton Hill to Crewe Bank.

Trip No. 64—S.U. Yard Shunt and Trip Engine. (One 94XX Class.)

	arr. a.m.	dep. a.m.		arr. a.m.	dep. a.m.
Coleham Shed ...	—	5 10	S.U. Yard ...	6 30	Shunt
Coton Hill ...	5 10	5B45	S.U. Yard ...	—	9 30
Crewe Bank ...	5 55	6 20	Abbey Foregate (Coal Yard) ...	9 40	10 25
			Coton Hill ...	10 35	10 55
			Crewe Bank ...	11 5	Shunt

Trip to Coleham and return as required, then L.E. to Shed.

B—Also shewn on page J17.

No. 65—Coleham Shunt and Trip Engine—One Diesel engine (No. 2 Pilot). 12.50 a.m. Monday to 6.0 a.m. Sunday.

	Mon. arr. a.m.	Sun. dep. p.m.
Coleham ...	12:50	shunt
Coleham ...	—	a.m.
Shed ...	6 5	6 0

Shunt as required in Coleham Yard and Coleham Goods Yard, and make up trains.

Trip 67—Minsterley Freight and Trip Engine—(One 57XX Class 0-6-0T.)

	arr. a.m.	dep. a.m.		arr. p.m.	dep. p.m.
Shrewsbury Shed ...	—	10:25	Coleham ...	—	5 35
Coleham ...	10:30	10 40	Coton Hill ...	5 45Z	7 10Y
Minsterley ...	12 3	2 0SX	Abbey Foregate ...	7 20N	7 33‡
Coleham ...	3 13SX	1 0SO	Crewe Bank ...	7 45	8:15A
	2 37SO	—	Coleham Shed ...	8:25	9:40SX
			Coleham Shelf Sidings ...	9:45SX	9:45SX
			Coleham Shelf Sidings ...	11:55SX	12:05MX
			Coleham Shed ...	12 5 MX	a.m.

A—Runs Q E.B.V. to Chatwood Siding and Q Trip Chatwood Siding to Coton Hill.

N—Reverse only.

Y—Traffic for Crewe and beyond to be formed on rear brake van from Coton Hill and detached in Liverpool Siding, Crewe Bank. Traffic for local stations to Crewe to be formed on front brake van and detached in Siding, Up Side Crewe Bank.

Z—Shunt (South End).

‡—Also shewn on page J10.

No. 68—Class 7F (L.N.W. 0-8-0.)

	arr. a.m.	SX dep. a.m.		arr. p.m.	SX dep. p.m.
Coleham Shed ...	—	7 0	Wem Depot Sidings ...	R	R
Crewe Bank ...	7:10	7 35	Wem ...	1 13	2 3
Harlescote (Chatwood Siding) ...	7 45	8 0	Yorton ...	R	R
Hadnall ...	8 15	9 15	Hadnall ...	2 18	2 33
Wem ...	9 31	10 25	Shrewsbury Station ...	2:49	2:53
Prees ...	10 35	11 30	Coleham ...	3 0	3 5
		p.m.	Coleham Shed ...	3:10	—
Whitchurch ...	11 45	12 15			
Prees ...	p.m.				
	12 30	12 58			

Local Services and Exchange Trips—continued

Shrewsbury Area Pilot Services—continued

No. 69—Class 7F (One 94XX).

	arr.	dep.		arr.	dep.
	a.m.	a.m.		p.m.	p.m.
Shrewsbury Shed	—	5:10	Haybridge Siding	12 15	12 30
Coton Hill	5:10	5 30	Wellington	12 35	2 20
Wellington	6 4	6 25	Hadley Junction	2 28	3 1
Hadley Junction	6 31	7 45	Oakengates	3 11	3 35
Oakengates	7 52	9 12	Priors Lee Siding	3 40	3 53
Priors Lee Siding	9 17	9 22	Oakengates	3 58	4 10
Dawley and Storchley	9 32	Z	Hadley Junction	4 25	5SX15
Dawley and Storchley	—	10 50 SX	Donnington No. 3	5SX20	E. & V.
Priors Lee Siding	11 0	11 15	Hadley Junction	6SX17	6SX12
Hadley Junction	11 28	12.10 p.m.	Wellington	6 40	6 30
			Crewe Bank	7 12	7:35
			Shrewsbury Shed	7:45	—

Y—On Saturdays Randley Sidings, arr. 10.40, dep. 10.55 a.m.

Z—"Q" Dawley and Storchley to Coalport and back. Dawley and Storchley dep. 9.50 a.m., Madeley Market 10.0—10.10, Coalport arr. 10.20 a.m.

No. 70—Class 7F (One 94XX).

	arr.	dep.		arr.	dep.
	a.m.	a.m.		p.m.	p.m.
Shrewsbury Shed	—	7:25	Hadley Junction	11 40	12:15
Coton Hill	7:35	8 10	Wellington	12:12	1 10 SX
Upton Magna	R	R	Coton Hill	1 41 SX	1:46 SX
Allscott Sugar Works	8 37	9:19	Shrewsbury Shed	1:56 SX	—
Wellington	9 28	9 36		12:36 SO	
Hadley Junction	9 43	9 53			
Donnington No. 3	9 58	10 10			
Donnington	10 15	11 30			

EXCHANGE OF TRAFFIC TO AND FROM L.M.R. SALTNEY AND MOLD JUNCTION

TRIPS (limited to 38 wagons and 2 Brake Vans), WILL RUN ON WEEKDAYS AS UNDER:

STATIONS	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.
	M	X			S	X		
Saltney	a.m.	a.m.			a.m.	a.m.		
Saltney Junction	—	6 15			Z	10 0		
Chester	6 34	6 22			10 14	10 15		
Saltney Junction	6 34	6 47			10 14	10 15		
Mold Junction	7 4	—			10 51	—		

Continuation of
7.30 am Cross
Newydd

STATIONS	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.
	S	X			S	X		
Saltney	p.m.	p.m.			p.m.	p.m.		
Saltney Junction	—	1 55			—	1 43		
Chester	2 9	2 25			12 0	12 12		
Saltney Junction	2 9	2 33			12 12	12 19		
Mold Junction	2 38	—			12 26	—		

SUSPENDED

STATIONS	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.
	S	O			S	X		
Mold Junction	a.m.	a.m.			p.m.	p.m.		
Saltney Junction	—	4 50			—	3 20		
Chester	5 12	5 30			3 35	4 10		
Saltney Junction	5 12	5 17			4 18	—		
Saltney	5 42	—			12 16	—		

(E. and Van)

Local Services and Exchange Trips—continued

TRIP WORKING—HEREFORD

STATIONS	K					K						K		
	Trip to Rotherwas					Trip						Trip (A)		
	9495					9499						9499		
Barton.....dep.	am					PM						PM		
Worcester Sidings ... arr.						2 5						6 40		
dep.	5 30					2 10						6 45		
Barr's Court ... arr.	5 40					2*30						7 0		
						2 35						7 5		

(A) Worked by engine and Guard of 7.35 p.m. Barr's Court to Gloucester.

STATIONS	K			K		K	K			K		K		
	Trip (B)			Trip		Trip (A)	Trip			Trip		Trip (D)		
	9496			9497		9497	9497			9496		9496		
Barr's Court .....dep.	MX am			am		Q am	PM			PM		SX PM		
Moorfields ... arr.	4 30			7 30		11 12	3 15					11 5		
dep.				7 40		11 23	3 25			7 0				
Worcester Sidings ... arr.	4 35									7 5		11 10		

(A) Worked by engine of 9.50 a.m. Gloucester Passenger.

(B) Worked by engine and Guard of 5.30 a.m. Worcester Sidings to Rotherwas.

(D) Worked by engine and Guard of 9.30 p.m. passenger ex Gloucester.

4.30 a.m. Trip conveys traffic for 5.10 a.m. Worcester Sidings to Craven Arms, 8.50 a.m. Worcester Sidings to Coton Hill and other Worcester Sidings traffic.

7.0 a.m. Trip conveys traffic for Moorfields Yard and for Three Cocks Line.

11.5 p.m. Trip conveys traffic ex Stroud, etc., off 9.30 p.m. Gloucester Passenger for connection with 10.0 p.m. Cardiff to Saltney for Birkenhead and Manchester.

LOADING OF TRANSFER SERVICES BETWEEN HEREFORD (WORCESTER SIDINGS) AND BARR'S COURT

Between	Class of Traffic	Class of Engine					Maximum number of wagons or equivalent in length to be conveyed in each direction
		A	B	C	D	E	
Hereford (Worcester Sidings) and	1	27	31	34	45	54	60
Hereford (Barr's Court) (both directions)	2	32	37	41	54	65	
	3	41	47	51	68	81	
	E	54	62	68	90	100	

EXCHANGE OF TRAFFIC AT WREXHAM

The Transfer Siding at Wrexham is cleared by the W.R. as follows:—

At 5.30 a.m. (by 5.10 a.m. trip ex Croes Newydd), 11.0 a.m., 2.0 p.m., 6.0 p.m. and 9.45 p.m.

Wrexham North End Shunter to make application to Croes Newydd for any necessary clearance between 10.0 p.m. and 5.30 a.m.

The L.M.R. clear the Transfer Siding at 5.30 a.m., 6.0 a.m., Q 7.20 a.m., Q 10.30 a.m., 11.0 a.m., 3.0 p.m., and 11.25 p.m. 7.0 a.m. MO, 9.0 a.m. MX and 6.30 p.m. Q for Central Station and Through.

LIST OF SIGNAL BOXES

195

Distance Box to Box	NAME OF BOX	TIMES DURING WHICH BOXES ARE OPEN					Whether provided with Switch
		Weekdays		Sundays			
		Opened at		Closed at	Opened at	Closed at	
		Monday	Other Days				
MAIN LINE—OXLEY SIDINGS TO SALTNEY JUNCTION							
M	C						
—	—	Oxley Sidings North Junction	—	—	—	—	—
2	13	Codsall	—	Open con	tinuously	—	Yes
3	24½	Albrighton	7. 0 a.m.	7. 0 a.m.	11. 0 p.m.	—	Yes
1	34	Cosford	—	Open con	tinuously	—	Yes
3	33	Shifnal	6. 0 a.m.	—	—	6. 0 a.m.	Yes
1	75	Madeley Junction	6. 0 a.m.	6. 0 a.m.	8.40 p.m.	—	Yes
69	69	Hollinswood	—	Open con	tinuously	—	Yes
1	23	Oakengates	6. 0 a.m.	6. 0 a.m.	10. 0 p.m.	—	Yes
1	71	Ketley Junction	5.10 a.m.	5.10 a.m.	9.10 p.m. S X 11.10 p.m. S O	—	Yes
—	59	Wellington:—	—	—	—	—	—
—	—	Stafford Junction (No. 1)	—	—	7. 0 p.m.	6. 0 a.m.	Yes
—	27½	No. 2 Box	—	Open con	tinuously	—	Yes
—	13½	No. 3 Box	—	Open con	tinuously	—	Yes
—	30½	Market Drayton Junction (No. 4)	—	Open con	tinuously	—	Yes
1	24	Admaston I.B.S.	—	Open con	tinuously	—	Yes
1	24	Allscott Sugar Works	—	Open con	tinuously	—	Yes
1	4½	Walcoo	6.20 a.m.	6.20 a.m.	1.40 p.m.	—	Yes
2	15½	Upton Magna	6. 0 a.m.	—	—	6. 0 a.m.	Yes
2	31	Belvidere I.B.S.	—	—	—	—	—
1	10½	Shrewsbury:—	—	—	—	—	—
—	44½	Abbey Foregate Junction	—	—	—	—	Yes
—	18½	Severn Bridge Junction	—	Open con	tinuously	—	No
—	16½	Central Cabin	—	—	—	—	Yes
—	8½	Crewe Junction	—	—	—	—	No
—	25	Coton Hill South Box	—	—	11.55 p.m.	6. 0 a.m.	Yes
—	30½	Coton Hill North Box	—	—	10. 0 p.m.	6. 0 a.m. Y	Yes
1	45	Coton Hill North I.B.S. (Down)	—	—	—	—	—
3	37	Leaton	—	Open con	tinuously	—	No
3	59½	Baschurch	—	Open con	tinuously	—	No
4	12½	Haughton	6. 0 a.m.	—	—	6. 0 a.m.	Yes
1	39½	Rednal and West Felton	K	—	—	—	Yes
3	1½	Whittington (Low Level)	—	Open con	tinuously	—	No
—	53	Gobowen (South)	—	Open con	tinuously	3. 0 p.m.	6.45 a.m.
—	16½	Gobowen (North)	—	Open con	tinuously	—	No
—	63½	Weston Rhyn	—	Open con	tinuously	—	No
—	53	Black Park	6. 0 a.m.	6. 0 a.m.	10. 0 p.m.	—	Yes
—	64½	Whitehurst	Z	—	—	—	Yes
2	42½	Ruabon (South Box)	F	—	11.55 p.m.	6. 0 a.m.	Yes
—	30½	Ruabon (Middle Box)	—	—	11. 0 p.m.	4.30 p.m.	Yes
—	23	Ruabon (North Box)	10.30 a.m.	10.30 a.m. S X 9. 0 a.m. S O	6.30 p.m. S X 5. 0 p.m. S O	—	Yes
1	33	Johnstown and Hafod	12.30 a.m.	—	10. 0 p.m. (Sats.)	—	Yes
1	25½	Bersham	5.30 a.m.	5.30 a.m.	9.30 p.m.	—	Yes
1	23½	Croes Newydd South Fork	—	—	11.55 p.m.	6. 0 a.m.	Yes
—	23½	Croes Newydd North Fork	—	Open con	tinuously	—	Yes
—	20½	Wrexham (South Box)	6. 0 a.m.	6. 0 a.m.	10. 0 p.m.	—	Yes
—	20	Wrexham (North Box)	5. 0 a.m.	—	11.30 p.m. (S at.)	—	Yes
1	58	Wheatshaf Junction	7.15 a.m.	6.15 a.m.	10.15 p.m.	—	Yes
1	39½	United Colliery Sidings	—	—	11.55 p.m.	6. 0 a.m.	Yes
1	25	United Colliery Sdgs. I.B.S. (Down)	—	—	—	—	—
1	51½	Rossett South I.B.S. (Up)	—	—	—	—	—
2	68½	Rossett South	—	Open con	tinuously	—	No
—	30	Rossett North	6. 0 a.m.	6. 0 a.m.	10. 0 p.m.	—	Yes
—	71½	Balderton	—	Open con	tinuously	—	No
—	14½	Green Lane Crossing	—	Open con	tinuously	—	Yes
—	33½	Saltney Dee Junction	—	—	11.55 p.m.	6. 0 a.m.	Yes
—	50½	Saltney Junction (L.M.R.)	—	Open con	tinuously	—	No

F—This is also connected with Shunters' Cabin South End and Plasmadoc Machine House.

K—Rednal to switch in for Local Freight trains doing work at Rednal and for Up Passenger Trains having vehicles to attach or detach. Any station sending vehicles to Rednal by any Up Train must advise that station by quickest means at the earliest possible time what number of vehicles there will be and by what train they will be sent.

Y—Or after arrival of 8.40 pm SO Swansea (E.D.).

Z—To open for 2.35 p.m. SX Ruabon to Gobowen Freight.

*—Distance from United Colliery Sidings Signal Box.

§—Distance from Abbey Foregate. Severn Bridge Junction Signal Box is within the triangle formed by Central Cabin, Coleham and Abbey Foregate Signal Boxes.

Distance Box to Box	NAME OF BOX	TIMES DURING WHICH BOXES ARE OPEN					Whether provided with Switch				
		Weekdays		Sundays							
		Opened at		Closed at	Opened at	Closed at					
		Mondays	Other Days								
KETLEY JUNCTION AND MUCH WENLOCK											
M	C										
—	31½	Ketley Station	...	...	J	5. 5 a.m.	5. 5 a.m.	8.25 p.m. SX	—	—	No
2	30	Horsehay	...	...	...	5. 5 a.m.	5. 5 a.m.	8.55 p.m. SO	—	—	No
1	51	Lightmoor	...	...	...	5. 5 a.m.	5. 5 a.m.	8.30 p.m. SX	—	—	No
2	24	Buildwas	...	...	...	5.35 a.m.	5.35 a.m.	8.50 p.m. SO	—	—	No
3	42½	Much Wenlock	...	...	...	5.55 a.m.	5.55 a.m.	8.30 p.m. SX	—	—	No
								8.45 p.m. SO	—	—	
								10.0 p.m. SO (9.30 p.m. SX)	—	—	
								9.20 p.m.	—	—	

J—Before signalmen leave duty they must place the gates across the railway.

½—Distance from Ketley Junction Signal Box.

RUABON AND PENMAENPOOL

—	—	Acrefair	—	6. 0 a.m.	6. 0 a.m.	K 6.45 a.m.	—	—	Yes
1	7½	Trevor	—	6. 0 a.m.	6. 0 a.m.	8.40 p.m.	—	—	Yes
3	44	Llangollen Station	—	—	Open as required	—	—	—	Yes
—	44	Llangollen Goods Junction ...	A	3.55 a.m.	3.55 a.m.	11.35 p.m. SX	—	—	No
						10.40 p.m. SO	—	—	
2	63½	Deeside	—	—	—	—	—	—	Yes
1	72½	Glyndyfrdwy	A	4.10 a.m.	4.10 a.m.	11. 0 p.m.	—	—	No
2	9½	Carrog N	K	2.20 p.m.	2.20 p.m.	5. 0 p.m.	—	—	Yes
2	65½	Corwen East	A	4.25 a.m.	4.25 a.m.	10.45 p.m. SX	—	—	No
—	27½	Corwen West	A	4.45 a.m.	4.45 a.m.	10.50 p.m. SO	—	—	No
4	31½	Llandrillo	A	4.45 a.m.	4.45 a.m.	10.40 p.m. SX	—	—	No
2	60½	Llandderfel	A	4.55 a.m.	4.55 a.m.	11. 0 p.m. SO	—	—	No
3	33½	Bala Junction	A	5. 0 a.m.	5. 0 a.m.	10.45 p.m. SX	—	—	No
4	79	Llanuwchllyn	A	5.10 a.m.	5.10 a.m.	11. 5 p.m. SO	—	—	No
2	70	Garneddwen Loop	—	9.20 a.m.	9.20 a.m.	10.50 p.m. SX	—	—	No
3	31½	Drws-y-nant	A	5.25 a.m.	5.25 a.m.	11.15 p.m. SO	—	—	No
3	48½	Bontnewydd	A	5.35 a.m.	5.35 a.m.	9.45 p.m. SX	—	—	No
2	79½	Dolgelley	A	5.25 a.m.	5.25 a.m.	8.55 p.m. SO	—	—	No
2	23½	Penmaenpool	A	5.15 a.m.	5.15 a.m.	9. 5 p.m. SO	—	—	No
						9.10 p.m. SX	—	—	
						9. 5 p.m. SO	—	—	
						9.55 p.m. SX	—	—	
						10.30 p.m. SO	—	—	
						10.45 p.m.	—	—	

A—To close after last train has cleared.

K—Also as required during day.

N—Or when advised by Corwen East or Glyndyfrdwy.

BALA AND BLAENAU FFESTINIOG

M	C								
0	54	Bala	A	4.50 a.m.	4.50 a.m.	11.40 p.m.	(*11.20 p.m. Sats.)	—	No
2	48	Frongoch	A	6.45 a.m.	6.45 a.m.	8.40 p.m.	(*9.25 p.m. Sats.)	—	No
5	11½	Arenig	A	6.45 a.m.	6.45 a.m.	8.30 p.m.	(*9.50 p.m. Sats.)	—	No
8	53	Trawsfynydd	A	6. 0 a.m.	6. 0 a.m.	8.15 p.m.	(*11.10 p.m. Sats.)	—	No
4	78	Ffestiniog	A	6. 0 a.m.	6. 0 a.m.	8. 0 p.m.	(*10.55 p.m. Sats.)	—	No
3	23	Blaenau Ffestiniog Central ...	A	6.15 a.m.	6.15 a.m.	7.35 p.m.	(*10.40 p.m. Sats.)	—	No

A—To close after last train has cleared.

Distance Box to Box	NAME OF BOX	TIMES DURING WHICH BOXES ARE OPEN					Whether provided with Switch
		Weekdays			Sundays		
		Opened at		Closed at	Opened at	Closed at	
		Mondays	Other Days				

WREXHAM, BRYMBO AND COED POETH

—	—	Croes Newydd East Box ...	—	—	—	11.55 p.m.	6. 0 a.m.	Yes
—	33½	Croes Newydd West Box ...	6.20 a.m.	6.20 a.m.	10.20 p.m.	—	—	Yes
1	50	Broughton Crossing ...	7.35 a.m.	7.35 a.m.	6. 0 p.m.	—	—	No
0	58	Brymbo East ...	8.30 a.m.	8.30 a.m.	A	—	—	No
—	20½	Brymbo Middle ...	8.40 a.m.	8.40 a.m.	4.40 p.m. A	—	—	No
—	8	Brymbo West ...	8.40 a.m.	8.40 a.m.	4.40 p.m. A	—	—	No
2	21½	Coed Poeth ...	9. 0 a.m.	9. 0 a.m.	3.50 p.m.	—	—	No

A—Or after last train has cleared.

WREXHAM AND RHOS

3	6½	Rhos ...	—	Opened as required for freight trains	—	—	—
---	----	----------	---	---------------------------------------	---	---	---

SHREWSBURY AND WELSHPOOL

2	8½	Hookagate ...	8. 0 a.m.	8. 0 a.m.	3.20 p.m.	—	—	Yes
2	0	Hanwood ...	3.40 a.m.	—	10.30 p.m. (Sat.)	—	—	No
6	38	Westbury ...	3.40 a.m.	—	10.30 p.m. (Sat.)	—	—	No
2	74½	Breidden ...	—	Will open as required between 8.10 a.m. and 4.30 p.m.	—	—	—	Yes

†—Or until 9.44 p.m. Shrewsbury to Welshpool (Saturdays) Passenger has cleared.

§—Distance from Sutton Bridge Junction.

CREWE AND SHREWSBURY

—	—	Harlescote Crossing ...	—	Open continuously	—	—	—	Yes
1	49½	Crewe Bank ...	—	Open continuously	11.55 p.m.	7. 0 a.m. A	—	Yes
—	26½	Crewe Junction ...	—	Open continuously	—	—	—	No

A—Or after arrival of 11.14 p.m. SO ex Pontardulais.

SHREWSBURY AND RED HILL JUNCTION

—	—	Coleham ...	—	Open continuously	—	—	—	No
—	20	Sutton Bridge Junction ...	—	Open continuously	11.55 p.m.	6. 0 a.m. O	—	Yes
1	0	Bayston Hill ...	6. 0 a.m.	—	—	6. 0 a.m.	—	Yes
2	38½	Condover ...	—	Open continuously	11.55 p.m.	6. 0 a.m.	—	Yes
2	8	Dorrington ...	6. 0 a.m.	—	—	8. 0 a.m.	9.15 a.m.	Yes
2	78½	Leebotwood ...	—	Open continuously	—	12. 0 noon	6.45 p.m.	—
1	46	Dudgely I.B.S. (Down) ...	—	—	7.45 p.m.	6. 0 a.m.	—	Yes
1	72	Church Stretton ...	—	Open continuously	11.55 p.m.	6. 0 a.m.	—	Yes
2	47	Marsh Brook ...	—	Open continuously	—	—	—	No
1	51½	Marsh Farm Junction ...	6. 0 a.m.	—	—	6. 0 a.m.	—	Yes
2	68½	Craven Arms Crossing ...	—	Open continuously	—	—	—	No
—	42½	Craven Arms Junction ...	4. 0 a.m.	—	—	6. 0 a.m.	—	Yes
2	58½	Onibury ...	—	Open continuously	—	—	—	No
2	31½	Bromfield ...	—	Open continuously	—	—	—	No
2	22½	Ludlow ...	6. 0 a.m.	—	—	6. 0 a.m.	—	Yes
4	69½	Woofferton ...	6. 0 a.m.	—	—	6. 0 a.m.	—	Yes
3	29	Woofferton I.B.S.—Down ...	—	—	—	—	—	—
2	70	Kington Junction I.B.S.—Up ...	—	—	—	—	—	—
*5	71	Kington Junction ...	—	Open continuously	—	—	—	No
—	33½	Leominster Station ...	6.20 a.m.	6.20 a.m.	10. 0 p.m. Q	—	—	Yes
—	25½	Leominster South ...	5.30 a.m.	—	—	—	6. 0 a.m.	Yes
2	6½	Ford Bridge ...	—	Open continuously	—	—	—	No
2	59½	Dinmore I.B.S. ...	—	—	—	—	—	—
3	19	Moreton-on-Lugg ...	—	Open continuously	—	—	—	No

*—Distance from Woofferton S.B.

For continuation and Notes, see page 98.

List of Signal Boxes—continued

Distance Box to Box	NAME OF BOX	TIMES DURING WHICH BOXES ARE OPEN					Whether provided with Switch
		Weekdays			Sundays		
		Opened at		Closed at	Opened at	Closed at	
		Mondays	Other Days				

SHREWSBURY AND RED HILL JUNCTION—continued

M	C	Shelwick Junction	—	Open continuously	—	—	Yes
2	164	Barr's Court Junction	5. 0 a.m.	—	—	6. 0 a.m. A	Yes
—	43	Barton Curve	4.45 a.m.	—	—	6. 0 a.m.	Yes
—	45	Barton Station	—	Open continuously	—	—	No
—	26½	Brecon Curve	—	Open continuously	—	—	Yes
—	28	Barr's Court Station	—	Open continuously	—	—	Yes
—	16	Ayleston Hill	—	Open continuously	—	—	No
1	11	Rotherwas Junction	5.45 a.m.	5.45 a.m. 11.15 p.m. V	2. 0 p.m.	4. 0 p.m. B	Yes
2	3	Red Hill Junction	—	—	11.55 p.m.	6. 0 a.m.	Yes

A—Or until instructed by Control. B—Will apply only when 10.30 a.m. Liverpool/Plymouth and 8.45 a.m. Plymouth/Liverpool is diverted via Ross-on-Wye. Signal Box to close after passage of these trains. O—After last train to Yard. Q—Or after 8.30 p.m. Shrewsbury has cleared. V—Or after last Branch train. W—From Withington. X—Or after last train off Central Wales line has cleared. Y—From Moreton-on-Lugg.

CRAYEN ARMS AND BUILTH ROAD

2	49	Broome	Z 1. 0 p.m.	Z 1. 0 p.m.	—	—	—	Yes
2	66½	Hopton Heath	Z 1. 0 p.m.	Z 1. 0 p.m.	—	—	—	Yes
2	70½	Bucknell	4. 0 a.m.	—	—	—	After last train Sun. morning	No
4	1	Knighton No. 1	—	Open as required	—	—	—	Yes
—	21	Knighton No. 2	4. 0 a.m.	—	—	—	After last train Sun. morning	No
6	36	Llangunlo	4.30 a.m.	—	—	—	—	No
2	73	Llanbister Road	4.30 a.m.	—	—	—	—	No
3	52½	Dolau Station	11.30 a.m.	11.30 a.m.	12.30 p.m.	—	—	Yes
2	33½	Penybont Junction	4.50 a.m.	—	—	—	—	No
—	46½	Penybont	4.50 a.m.	—	—	—	—	No
3	12½	Llandrindod Wells	5. 0 a.m.	—	—	—	After last train Sun. morning	No
3	18½	Howey	5. 0 a.m.	—	—	—	—	No
2	57	Builth Road No. 1	5.15 a.m.	—	—	—	—	No
—	28	Builth Road No. 2	5.15 a.m.	—	—	—	—	No

Z—Open to deal with local Freight trains and as required.

LEOMINSTER AND KINGTON

—	34	Kington Junction	—	Open continuously	—	—	—	No
3	71½	Kingsland	8.10 a.m.	8.10 a.m.	—	—	—	No
3	61½	Pembridge	8.10 a.m.	8.10 a.m.	—	—	—	No
3	70½	Tidley Junction	8.50 a.m.	8.50 a.m.	—	—	—	No
1	61	Kington	9.20 a.m.	9.20 a.m.	—	—	—	No

HEREFORD AND THREE COCKS JUNCTION

—	—	Barton Curve	5. 0 a.m.	—	—	—	8. 0 a.m.	Yes
—	40	Moorfields Junction	6. 0 a.m.	6. 0 a.m.	10. 0 p.m. or last train	—	—	No
8	6½	Moorhampton Station	7.35 a.m.	7.35 a.m.	8.50 p.m. SX 9.45 p.m. SO	—	—	No
5	7½	Eardisley Junction	7.20 a.m.	7.20 a.m.	8.30 p.m. SX 10. 0 p.m. SO	—	—	No
7	5	Hay-on-Wye	7. 0 a.m.	7. 0 a.m. SX 7.10 a.m. SO	8.10 p.m. SX 10.15 p.m. SO	—	—	No

Distance Box to Box	NAME OF BOX	TIMES DURING WHICH BOXES ARE OPEN					Whether provided with Switch
		Weekdays			Sundays		
		Opened at		Closed at	Opened at	Closed at	
		Mondays	Other Days				

COALPORT (EAST), TRENCH SIDING AND HADLEY JUNCTION

M	C								
—	—	Hadley Junction	6.20 a.m.	6.20 a.m.	8.40 p.m. A	—	—		
1	53	Oakengates (Market Street) ...	6. 0 a.m.	6. 0 a.m.	5. 0 p.m.	—	—		
2	65	Dawley and S.	8.30 a.m.	8.30 a.m.	3.40 p.m.	—	—		
3	26	Coalport (East)	9.30 a.m.	9.30 a.m. SX	11.30 a.m. SX	—	—		
					(as required)	11.30 a.m. to	5.30 p.m.)		
				9. 0 a.m. SO	1. 0 p.m. SO				

A—Or after 7.15 p.m. Stafford to Swansea (Victoria (SX), Llandoverly (SO) has cleared.

WREXHAM CENTRAL AND GWERSYLLT

—	—	Wrexham Central	4.30 a.m.	4.30 a.m.	11.30 p.m. SX	4.30 a.m.	12.40 a.m.		
0	49	Wrexham Exchange... ..	4.30 a.m.	Open continuously		11.25 a.m.	8.40 a.m.		
1	36	Brymbo Junction	6.10 a.m.	6.10 a.m.	10.20 p.m.	2.35 p.m.	1.10 p.m.		
						—	11.25 p.m.		
						—	11.30 p.m.		

Special Freight Trains, also Ordinary Freight Trains, when running out of course will run at the standard point-to-point times over the various sections and branches in this book unless otherwise ordered. The time allowances shown for stopping and starting to apply at places where calling for traffic or other purposes, but not to delays by signals, or engineering slacks.

Booked Trains which do not load fully and are timed at faster speeds than the standard point-to-point times will continue to run at the booked speed and should not exceed their present running allowances when out of course.

Operation	TIME ALLOWANCES	
	D and Inferior Head Code	C Head Code
(a) Stopping on Main Lines	Mins. 2	Mins. 1*
(b) Starting on Main Lines	3	2
(c) Entering Running Loops	3	2
(d) Starting from Running Loop or Refuge Siding	3	2
(e) Starting from Yards	3	2

*—Two minutes for Up trains stopping at Wofferton.

DOWN	Point-to-Point Allowances					UP	Point-to-Point Allowances				
	C Head Code	D Head Code	E Head Code	F Head Code	H, J & K Head Codes		C Head Code	D Head Code	E Head Code	F Head Code	H, J & K Head Codes
	Mins.	Mins.	Mins.	Mins.	Mins.		Mins.	Mins.	Mins.	Mins.	Mins.
OXLEY SIDINGS	—	—	—	—	—	BIRKENHEAD	—	—	—	—	—
Oxley Sidings North	2	2	2	2	2	Grange Lane	5	5	5	5	5
Codsall	—	—	—	—	8	Rock Ferry	3	3	3	3	3
Albrighton	—	—	—	—	7	Hooton	8	10	12	13	14
Cosford	14	15	17	18	4	Ledsham Junction	3	3	3	4	4
SHIFNAL	4	5	5	6	*8	CHESTER { Station	11	11	12	14	16
Madeley Junction	—	—	—	—	8	Cutting	—	—	—	—	—
Hollinswood	7	8	8	11	4	Saltney Junction	—	—	—	—	—
OAKENGATES	—	—	—	—	3	Saltney	4	4	5	5	6
Ketley Junction	—	—	—	—	5	Balderton	—	—	—	—	—
Stafford Junction	—	—	—	—	—	Rossett	9	10	10	11	8
WELLINGTON	7	8	9	9	3	Gresford	—	—	—	—	—
Admaston Halt	—	—	—	—	4	United Colliery Sidings	—	—	—	—	11
Allscott Sidings	—	—	—	—	3	Wheatshaf Junction	—	—	—	—	3
Walcot	—	—	—	—	3	WREXHAM	14	14	15	15	4
Upton Magna	—	—	—	—	6	Croes Newydd Junction—	—	—	—	—	—
Abbey Foregate Goods	15	17	18	20	8	North Fork	—	—	—	—	1
Coleham Goods	—	—	—	—	—	South Fork	—	—	—	—	1
SHREWSBURY —	—	—	—	—	—	Rhos Junction	—	—	—	—	—
Passenger Station	2	3	3	3	3	Bersham Siding	—	—	—	—	4
Coton Hill (South)	1	1	1	1	1	Hafod Sidings	—	—	—	—	5
Coton Hill (North)	1	1	1	1	1	RUABON	10	11	13	14	6†
Leaton	—	—	—	—	10	Ruabon South	—	—	—	—	—
Oldwoods Halt	—	—	—	—	4	Cefn	—	—	—	—	6
Baschurch	—	—	—	—	5	Fron Branch Junction	—	—	—	—	2
Haughton Siding	20	23	25	27	11	Whitehurst Platform	—	—	—	—	1
Rednall and West Felton	—	—	—	—	4	Black Park Junction	—	—	—	—	3
Whittington (Low Level)	—	—	—	—	7	Chirk	—	—	—	—	1
GOBOWEN	10	11	12	13	5	Weston-Rhyn	—	—	—	—	4
Weston-Rhyn	—	—	—	—	4	GOBOWEN	12	13	15	17	5
Chirk	—	—	—	—	3	Whittington (Low Level)	—	—	—	—	4
Black Park Junction	—	—	—	—	2	Rednall and West Felton	—	—	—	—	8
Whitehurst Platform	—	—	—	—	2	Haughton Siding	9	11	12	13	4
Fron Branch Junction	—	—	—	—	1	Baschurch	—	—	—	—	10
Cefn	—	—	—	—	3	Oldwoods Halt	—	—	—	—	6
Ruabon South	—	—	—	—	—	Leaton	—	—	—	—	4
RUABON	12	12	14	16	7	Stop Board	—	14	17	20	3
Hafod Sidings	—	—	—	—	4	SHREWSBURY —	—	—	—	—	—
Bersham Siding	—	—	—	—	—	Coton Hill (North)	14	4	5	6	7
Rhos Junction	—	—	—	—	4	Coton Hill (South)	1	1	1	1	1
Croes Newydd Junction—	—	—	—	—	—	Passenger Station	1	1	1	1	1
South Fork	—	—	—	—	3	Coleham Goods	—	—	—	—	—
North Fork	—	—	—	—	1	Abbey Foregate Goods	3	3	3	3	3
WREXHAM	9	9	11	8	1	Upton Magna	—	—	—	—	8
Stop Board	—	2	2	3	3	Walcot	—	—	—	—	6
Wheatshaf Junction	—	—	—	—	2	Allscott Sidings	—	—	—	—	3
United Colliery Sidings	—	—	—	—	2	Admaston Halt	—	—	—	—	3
Gresford	—	—	—	—	—	WELLINGTON	15	16	18	21	4
Rossett	9	7	8	10	8	Stafford Junction	—	—	—	—	3
Pulford	—	—	—	—	4	Ketley Junction	—	—	—	—	—
Balderton	—	—	—	—	4	OAKENGATES	—	—	—	—	8
Saltney	7	8	10	11	5	Hollinswood	11	11	12	13	4
Saltney Junction	—	—	—	—	—	Madeley Junction	—	—	—	—	2
CHESTER { Cutting	—	—	—	—	—	SHIFNAL	5	5	6	6	5
Station	4	7	7	7	7	Lawton Siding	—	—	—	—	2
Ledsham Junction	11	11	12	14	16	Ruckley	—	—	—	—	2
Hooton	3	3	4	4	5	Cosford	4	4	5	6	3
Rock Ferry	11	11	12	14	16	Albrighton	—	—	—	—	8§
Grange Lane	2	2	2	2	2	Codsall	—	—	—	—	8
BIRKENHEAD	3	3	3	3	3	Birches and Billbrook Halt	—	—	—	—	—
						Oxley Sidings North	13	14	16	18	8
						OXLEY SIDINGS	—	2	2	2	2

*—11 minutes through train Albrighton to Shifnal.

†—Seven minutes allowed for trains calling at Hafod.

§—14 minutes allowed through trains Shifnal to Albrighton.

Time Allowances for Freight Trains—continued

DOWN	Point-to-Point Allowances					UP	Point-to-Point Allowances				
	C	D	E	F	H, J		C	D	E	F	H, J
	Head Code	Head Code	Head Code	Head Code	& K Head Codes		Head Code	Head Code	Head Code	Head Code	& K Head Codes
	Mins.	Mins.	Mins.	Mins.	Mins.		Mins.	Mins.	Mins.	Mins.	Mins.
SHREWSBURY—						Red Hill Junction ...	—	—	—	—	—
Harlescott Sidings ...	—	—	—	—	—	Rotherwas Junction ...	—	—	4	6	6
Crewe Bank ...	—	—	—	—	—	HEREFORD (Barr's Court)	5	6	3	3	3
Station ...	4	4	5	6	6	Stop Board ...	—	—	—	—	—
Coleham Goods ...	3	3	3	3	3	HEREFORD (Barton)	4	4	4	5	5
Condoer ...	—	—	—	—	12	Worcester Sidings ...	—	—	—	2	2
Dorrington ...	15	16	16	18	7	Barton Curve ...	—	—	—	—	—
Leebotwood ...	—	—	—	—	12	Barr's Court Junction ...	2	3	3	3†	3†
Church Stretton ...	18	19	20	22	12	Shelwick Junction ...	2	2‡	3	4	4
Marsh Brook ...	—	—	—	—	6	Moreton-on-Lugg ...	—	—	—	—	6
Marsh Farm Junction ...	—	—	—	—	3	Dinmore ...	—	—	—	—	8
Craven Arms & Stokesay ...	10	11	12	15	7	Leominster ...	16	19	22	25	13
Onibury ...	—	—	—	—	8	Kington Junction ...	—	—	—	—	2
Bromfield ...	—	—	—	—	5	Berrington & Eye ...	—	—	—	—	7
Ludlow ...	11	12	13	15	5	Woolferton ...	9	10	11	13	7
Woolferton ...	7	7	9	9	11	Ludlow ...	7	8	10	11	13
Berrington & Eye ...	—	—	—	—	7	Bromfield ...	—	—	—	—	5
Kington Junction ...	—	—	—	—	—	Onibury ...	—	—	—	—	6
Leominster ...	9	10	11	13	7	Craven Arms & Stokesay ...	12	13	15	17	9
Dinmore ...	—	—	—	—	11	Marsh Farm Junction ...	—	—	—	—	12
Moreton-on-Lugg ...	—	—	—	—	8	Marsh Brook ...	—	—	—	—	3
Shelwick Junction ...	17	17	20	24	6	Church Stretton ...	16	19	21	23	11
Barr's Court Junction ...	2	2a	3	4	4	Leebotwood ...	—	—	—	—	11
Barton Curve ...	—	—	—	—	—	Dorrington ...	9	12	14	19	9
Worcester Sidings ...	—	—	—	—	2	Condoer ...	—	—	—	5	5
HEREFORD (Barton)	3	3w	3w	2	2	Coleham Goods ...	9	11	12	9§	9§
HEREFORD (Barr's Court)	3	3	3	3	3	SHREWSBURY—					
Rotherwas Junction ...	—	3	3	3	4	Station ...	4	4	4	4	4
Red Hill Junction ...	5	5*	5*	6†	6†	Abbey Foregate Goods ...	—	—	—	—	—

a—Three minutes allowed for trains from Worcester Line.
w—Four minutes to water column (eight minutes allowed for water) Breinton Road Bridge.

*—Barton to Red Hill Junction, six minutes.

†—Barton to Red Hill Junction, eight minutes.

†—Also applies Worcester Sidings to Barr's Court Junction.

‡—Three minutes for trains for Worcester Line.

§—Six minutes Condoer to B.H. Loop, three minutes B.H. Loop to Coleham.

SHREWSBURY	...	...	...	...	...	WELSHPOOL	...	...	...	...	...
Coleham Goods ...	—	—	—	—	—	Buttington ...	—	6	6	7	8
Hookagat ...	—	—	—	—	—	Breidden ...	—	8	9	10	10
Hanwood ...	—	9	10	11	11	Westbury ...	—	7	8	9	9
Plealey Road ...	—	—	—	—	4	Yockleton ...	—	—	—	—	9
Pontesbury ...	—	—	—	—	4	Minsterley ...	—	—	—	—	—
Snailbeach Junction ...	—	—	—	—	1	Malehurst Siding ...	—	—	—	—	5
Malehurst Siding ...	—	—	—	—	—	Snailbeach Junction ...	—	—	—	—	—
Minsterley ...	—	—	—	—	5	Pontesbury ...	—	—	—	—	1
Yockleton ...	—	—	—	—	7	Plealey Road ...	—	—	—	—	4
Westbury ...	—	14	16	17	13	Hanwood ...	—	12	13	14	7
Breidden ...	—	7	8	9	9	Hookagat ...	—	—	—	—	—
Buttington ...	—	7	8	9	9	Coleham Goods ...	—	10	11	12	12
WELSHPOOL	...	...	...	...	12	SHREWSBURY	...	...	...	...	...

DOWN	Point-to-Point Allowances					UP	Point-to-Point Allowances				
	C	D	E	F	H, J		C	D	E	F	H, J
	Head Code	Head Code	Head Code	Head Code	& K Head Codes		Head Code	Head Code	Head Code	Head Code	& K Head Codes
	Mins.	Mins.	Mins.	Mins.	Mins.		Mins.	Mins.	Mins.	Mins.	Mins.
Craven Arms	—	—	—	—	8	Builth Road (H.L.)	—	—	—	—	—
Broome	—	—	—	—	7	Howey	7	9	11	11	12
Hopton Heath	—	—	—	—	8	Llandrindod Wells	5	6	7	7	8
Bucknell	—	—	—	—	8	Penybont	6	7	8	8	9
Knighton	24	26	30	30	10	Penybont Junction	1	1	2	2	2
Knucklas	—	—	—	—	—	Dolau	—	—	—	—	—
Llangunllo	22	24	26	26	28	Llanbister Road	11	12	12	13	14
Llanbister Road	5	6	7	7	8	Llangunllo	6	6	7	7	8
Dolau	5	6	8	8	9	Knucklas	—	—	—	—	—
Penybont Junction	4	5	6	6	7	Knighton	20	23	23	23	23
Penybont	1	1	2	2	2	Bucknell	—	—	—	—	—
Llandrindod Wells	6	7	8	8	9	Hopton Heath	—	—	—	—	—
Howey	5	6	7	7	8	Broome	—	—	—	—	—
Builth Road (H.L.)	5	6	8	8	9	Craven Arms	20	23	26	26	28

Point-to-Point Allowances					Point-to-Point Allowances				
Mins.					Mins.				
WELLINGTON	—	—	—	—	Longville	—	—	—	—
Ketley Junction	4	—	—	—	Presthope	11	—	—	—
Ketley	3	—	—	—	Westwood Siding	—	—	—	—
Lawley Bank	8	—	—	—	Stop Board, Top of Incline	2	—	—	—
Stop Board	5	—	—	—	MUCH WENLOCK	7	—	—	—
Horsehay and Dawley	1	—	—	—	Stop Board, Top of Incline	1 stop	—	—	—
Madeley Junction	—	—	—	—	Bradley Siding	3	—	—	—
Kemberton	5	—	—	—	Buildwas	7	—	—	—
Madeley (Salop)	2	—	—	—	Coalbrookdale	4	—	—	—
Lightmoor Junction	3	—	—	—	Lightmoor Junction	9	—	—	—
Lightmoor Junction	7	—	—	—	Madeley (Salop)	4	—	—	—
Stop Board	—	—	—	—	Kemberton	2	—	—	—
Coalbrookdale	10	—	—	—	Madeley Junction	7	—	—	—
Buildwas	3	—	—	—	Horsehay and Dawley	12	—	—	—
MUCH WENLOCK	16	—	—	—	Stop Board	—	—	—	—
Westwood Siding	10	—	—	—	Lawley Bank	4	—	—	—
Presthope	2	—	—	—	Stop Board	6	—	—	—
Longville	9	—	—	—	Ketley	1	—	—	—
					Ketley Junction	2	—	—	—
					WELLINGTON	3	—	—	—

RUABON	—				BARMOUTH	—
Ruabon South	2				Barmouth Junction	5
Acrefair	3				Arthog	4
Trevor	3				Penmaenpool	13
LLANGOLLEN { Passenger Station	9				DOLGELLEY	7
Deeside	2				Bontnewydd	12
Glyndyfrdwy	7				Drws-y-Nant	17
Carrog	6				Gardneddwen Halt, Loop and Stop Board	17
CORWEN	5				Llanuwchllyn	8§
Cynwyd	7				BALA JUNCTION	12
Llandrillo	5				Llandderfel	8
Llandderfel	6				Llandrillo	7
BALA JUNCTION	7				Cynwyd	7
Llanuwchllyn	9				CORWEN	5
Gardneddwen Halt Loop and Stop Board	12				Carrog	6
Drws-y-Nant	9				Glyndyfrdwy	5
Bontnewydd	11				Deeside	5
DOLGELLEY	13				Stop Board	—
Penmaenpool	10				LLANGOLLEN { Goods Junction	7
Arthog	7				Passenger Station	2
Barmouth Junction	13				Trevor	14
BARMOUTH	4				Acrefair	4
	5				Stop Board	1
					Ruabon South	4
					RUABON	3

§—Nine minutes when exceeding Single Engine load.

Time Allowances for Freight Trains—continued

DOWN	Point- to-Point Allowances	Mins.	UP	Point- to-Point Allowances	Mins.
Bala Junction	—	—	BLAENAU FFESTINIOG CENTRAL	—	—
BALA	—	—	Tan-y-Manod	2	2
Stop Board	—	—	Manod	2	2
Frongoch	10	10	FFESTINIOG	9	9
Stop Board	—	—	Maentwrog Road	7	7
Arenig	22	22	Trawsfynydd	4	4
Cwm Prysor Halt	10	10	Relief Sidings	—	—
Relief Sidings	1	1	Stop Board	23	23
Stop Board	—	—	Arenig	9	9
Trawsfynydd	17	17	Stop Board	2	2
Maentwrog Road	5	5	Frongoch	16	16
FFESTINIOG	7	7	Stop Board	5	5
Manod	9	9	BALA	4	4
Tan-y-Manod Siding	2	2	Bala Junction	2	2
BLAENAU FFESTINIOG CENTRAL	2	2			
WREXHAM (South Fork)	—	—	Pant	—	—
Rhos Junction	2	2	RHOS	—	—
Rhostyllen	4	4	Stop Board	—	—
Legacy	10	10			
RHOS	8	8	Legacy	7	7
Pant	—	—	Rhostyllen	9	9
			Stop Board	3	3
			Rhos Junction	—	—
			WREXHAM (South Fork)	2	2
WREXHAM	1	1	Wynn's Siding	—	—
Croes Newydd North Fork	—	—	Minera Lime Works	—	—
Croes Newydd South Fork	—	—	Berwig Crossing	—	—
Croes Newydd Yard	—	—	Vicarage Crossing	—	—
Stop Board	3	3	COED POETH	10	10
			Stop Board	4	4
Broughton Crossing Junction	10	10	Smelt Siding	3	3
BRYMBO CROSSING	6	6	Caello Brick Works	3	3
Brymbo Junction	—	—	Stop Board	3	3
Brymbo Middle Crossing	1	1	Brymbo West	—	—
Brymbo West Crossing	—	—	Brymbo Middle Crossing	2	2
Caello Brick Works	4	4	Brymbo Joint Crossing	—	—
Smelt Siding	6	6	BRYMBO CROSSING	—	—
COED POETH	10	10	Stop Board	3	3
Vicarage Crossing	—	—	Broughton Crossing Junction	3	3
Berwig Crossing	—	—			
Minera Lime Works	10	10	Stop Board	10	10
Wynn's Siding	—	—	Croes Newydd Yard	2	2
			Croes Newydd South Fork	—	—
			Croes Newydd North Fork	1	1
			WREXHAM	1	1

Time Allowances for Freight Trains—continued

DOWN	Point-to-Point Allowances		UP	Point-to-Point Allowances	
	Mins.			Mins.	
LEOMINSTER	—		Stop Board	4	
Kington Junction	2		KINGTON	3	
Kingsland	9		Titley	4	
Pembridge	9				
Marston Halt and Siding	—		Forge Crossing	—	
			PRESTEIGN	15	
PRESTEIGN	—				
Forge Crossing	—		Marston Halt and Siding	—	
			Pembridge	10	
Titley	12½		Kingsland	9	
KINGTON	4		Kington Junction	9	
½—Also applies from Presteign to Titley.			LEOMINSTER	2	

HEREFORD { Barr's Court	—
Worcester Sidings	—
Moorfields	—
Credenhill	8
Moorhampton	13
Kinnersley	8
Eardisley	4
Whitney-on-Wye	8
Hay-on-Wye	8
Glasbury-on-Wye	12
THREE COCKS JUNCTION	3

THREE COCKS JUNCTION	—
Glasbury-on-Wye	4
Hay-on-Wye	8
Whitney-on-Wye	8
Eardisley	8
Kinnersley	8
Moorhampton	10
Credenhill	8
Moorfields	8
HEREFORD { Worcester Sidings	10
Barr's Court	—

WELLINGTON, HADLEY JUNCTION AND COALPORT (EAST)

	Point-to-Point Allowances				
	C	D	E	F	H, J & K
	Head Code	Head Code	Head Code	Head Code	Head Code
	Mins.	Mins.	Mins.	Mins.	Mins.
DOWN					
Wellington—Hadley Junction	5	5	5	6	7
UP					
Hadley Junction—Wellington	4	4	7	8	9

WREXHAM CENTRAL AND GWERSYLLT

DOWN					
Wrexham Central—Brymbo Junction	3	3	5	5	5
UP					
Brymbo Junction—Wrexham Central	3	3	5	5	5

MAXIMUM LOADS FOR MAIN LINE FREIGHT TRAINS

SECTION		WORKING LOADS	MAXIMUM ENGINE LOADS																											
			For Group A Engines				For Group B Engines				For Group C Engines				For Group D Engines				For Group DX Engines				For Group E Engines				For Group EX Engines			
From	To		Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties	Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties	Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties	Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties	Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties	Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties	Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties
DOWN TRAINS																														
Oxley Sidings	Hollinswood...	60	18	24	36	45	21	28	37	56	70	53	42	53	22	29	44	55	30	40	60	75	30	40	60	75	37	49	74	93
Hollinswood...	Shrewsbury ...	58††	25	33	50	63	28	37	56	73	53	42	53	22	31	42	55	46	61	92	100	50	67	100	100	55	73	100	100	
Shrewsbury ...	Leaton ...	70	18	24	36	45	21	28	44	55	32	41	55	30	40	60	75	40	60	75	100	37	49	74	93	37	49	74	93	
Leaton ...	Gobowen ...	65	27	36	54	68	31	41	62	78	33	44	66	83	44	59	88	100	48	64	96	100	53	71	100	100	58	77	100	100
Gobowen ...	Black Park Junction	65	32	43	64	80	37	49	74	93	40	53	80	100	53	71	100	100	58	77	100	100	65	87	100	100	71	95	100	100
Black Park Junction	Ruabon ...	60	17	23	34	43	19	25	38	48	21	28	42	53	27	36	54	68	27	36	54	68	33	44	66	83	33	44	66	83
Ruabon ...	United Colliery	60	30	40	60	75	35	47	70	88	37	49	74	93	50	67	100	100	55	73	100	100	60	80	100	100	65	87	100	100
United Colliery	Saltney ...	60	37	49	74	93	43	57	86	100	45	60	90	100	62	83	100	100	68	91	100	100	66	88	100	100	82	100	100	100
Saltney ...	Chester ...	60†	30	40	60	75	35	47	70	88	37	49	74	93	50	67	100	100	55	73	100	100	60	80	100	100	65	87	100	100
UP TRAINS																														
Saltney ...	Rossett ...	80	30	40	60	75	35	47	70	88	37	49	74	93	50	67	100	100	55	73	100	100	60	80	100	100	65	87	100	100
Rossett ...	Wrexham ...	60	15	20	30	38	17	23	34	43	19	25	38	48	25	33	50	63	25	33	50	63	30	40	60	75	30	40	60	75
Wrexham ...	Hafod ...	60	18	24	36	45	21	28	42	53	22	29	44	55	30	40	60	75	30	40	60	75	37	49	74	93	37	49	74	93
Hafod ...	Gobowen ...	60	23	31	46	58	27	36	54	68	29	39	58	73	38	51	76	95	42	56	84	100	47	63	94	100	52	69	100	100
Gobowen ...	Shrewsbury ...	70	29	39	58	73	33	44	66	83	37	49	74	93	48	64	96	100	53	71	100	100	58	77	100	100	64	85	100	100
Shrewsbury ...	Allscott Siding	59	22	29	44	55	25	33	50	63	27	36	54	68	36	48	72	90	39	52	78	98	43	57	86	100	47	63	94	100
Allscott Siding	Wellington ...	59	21	28	42	53	24	32	48	60	26	35	52	65	34	45	68	85	37	49	74	93	42	56	84	100	46	61	92	100
Wellington ...	Hollinswood...	59	22	29	44	55	25	33	50	63	27	36	54	68	36	48	72	90	39	52	78	98	43	57	86	100	47	63	94	100
Hollinswood...	Oxley Sidings	60	18	24	36	45	21	28	42	53	22	29	44	55	30	40	60	75	30	40	60	75	37	49	74	93	37	49	74	93
Saltney Junction (Exchange Siding)	Saltney ...	60	30	40	60	75																								
Saltney ...	Saltney Junction (Exchange Siding)	60	30	40	60	75																								

##—Hollinswood to Crewe—60.

van) or their equivalent in length or through Chester Station or Yard in either direction, they must not exceed 49 wagons or their equivalent in length. This restriction does not apply to the 8.8 p.m. **SX**, 7.30 p.m. **SO** Manchester (Liverpool Road) to Bristol. Between 1.0 p.m. and 7.0 a.m. trains through Chester Station or Yard, not calling at Chester, may convey 59 wagons.

ASSISTED TRAINS.—The load for trains assisted up Inclines, except where otherwise shewn, will be the maximum load for the train engine plus the maximum load the Assistant engine can haul, as shewn in Maximum Load Table, but if there is only one brake van, and the assistant engine is at the rear, an additional wagon of Class 1 traffic or two empty wagons, not exceeding a total tare weight of 14 tons, may be conveyed in lieu of the second brake van for each assistant engine used.

Assisted trains must not exceed the working loads unless authorised, and no train must exceed 100 wagons. The loading of 60 wagons on the 8.30 p.m. and 9.45 p.m. Worcester to Crewe, without assistance from Shifnal may apply during the fruit and vegetable season. For the purpose of loading these trains, the season is considered to be May to November (inclusive).

For instructions for calculating loads of Freight Trains, see page 137.

90XX Engines are regarded as Group **A** Engines for Passenger and Freight train loadings.

1. The first part of the document is a title page. It contains the title of the document, the author's name, and the date of the document. The title is "The First Part of the Document". The author's name is "John Doe". The date is "12/12/2023".

$\{$
 $\left. \begin{array}{l} 3011 \text{ to } 3041 \\ 4900 \text{ to } 4999 \\ 5900 \text{ to } 5999 \\ 6900 \text{ to } 6999 \\ 7900 \text{ to } 7929 \end{array} \right\}$
DX
engines

$\{$
 $\left. \begin{array}{l} 6800 \text{ to } 6879 \\ 2800 \text{ to } 2899 \\ 3800 \text{ to } 3840 \end{array} \right\}$
EX
engines

Maximum Loads for Main Line Freight Trains—continued

SECTION		WORKING LOADS	MAXIMUM ENGINE LOADS																							
			For Group A Engines			For Group B Engines			For Group C Engines			For Group D Engines			For Group DX Engines			For Group E Engines			For Group EX Engines					
From	To	Maximum number of wagons to be conveyed except by Trains specially provided for in the Working Time Tables or by arrangement	Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empty	Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empty	Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empty	Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empty	Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empty				
			Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empty	Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empty	Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empty	Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empty	Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empty				
DOWN																										
Shrewsbury ...	Dorington ...	60	22	29	44	55	25	33	50	63	27	36	54	68	36	48	72	90	38	51	76	95	47	63	94	100
Dorington ...	Church Stretton ...	60	17	23	34	43	19	25	38	48	21	28	42	53	27	36	54	68	27	36	54	68	33	44	66	83
Church Stretton ...	Craven Arms ...	60	37	49	74	93	43	57	86	100	45	60	90	100	62	83	100	100	68	91	100	100	82	100	100	100
Craven Arms ...	Ludlow ...	60	33	44	66	83	38	51	76	95	42	56	84	100	55	73	100	100	60	80	100	100	73	97	100	100
Ludlow ...	Leominster ...	60	21	28	42	53	24	32	48	60	26	35	52	65	34	45	68	85	37	49	74	93	42	56	84	100
Leominster ...	Hereford (Barton or Barr's Court)	60	26	35	52	65	30	40	60	75	32	43	64	80	42	56	84	100	47	63	94	100	52	69	100	100
Hereford (Barr's Ct.)	Rotherwas ...	60	37	49	74	93	43	57	86	100	47	63	94	100	62	83	100	100	68	91	100	100	82	100	100	100
Hereford (Barton or Barr's Court)	Abergav'y (Mon. Rd.)	60	18	24	36	45	21	28	42	53	22	29	44	55	30	40	60	75	30	40	60	75	37	49	74	93
UP																										
Llanvihangel...	Hereford (Barr's Ct.) or Barton	60	30	40	60	75	35	47	70	88	37	49	74	93	50	67	100	100	55	73	100	100	65	87	100	100
Rotherwas ...	Hereford (Barr's Ct.)	60	27	36	54	68	31	41	62	78	33	44	66	83	44	59	88	100	48	64	96	100	58	77	100	100
Hereford (Barton) ...	Ledbury ...	60	21	28	42	53	24	32	48	60	26	35	52	65	34	45	68	85	37	49	74	93	42	56	84	100
Hereford ...	Leominster ...	60	22	29	44	55	25	33	50	63	27	36	54	68	36	48	72	90	39	52	78	98	47	63	94	100
Leominster ...	Ludlow ...	60	21	28	42	53	24	32	48	60	26	35	52	65	34	45	68	85	37	49	74	93	42	56	84	100
Ludlow ...	Church Stretton ...	60	19	25	38	48	22	29	44	55	24	32	48	60	32	43	64	80	32	43	64	80	38	51	76	95
Church Stretton ...	Shrewsbury ...	60	33	44	66	83	38	51	76	95	42	56	84	100	55	73	100	100	60	80	100	100	73	97	100	100

ASSISTED TRAINS.—The load for trains assisted up inclines, except where otherwise shewn, will be the maximum load for the train engine plus the maximum load the assistant engine can haul, as shewn in above table, but if there is only one brake van and the assistant engine is at the rear an additional wagon of Class 1 traffic or two empty vehicles may be conveyed in lieu of the second brake van for each assistant engine used.

Assisted Trains must not exceed the **working loads** unless authorised, and no train must exceed 100 wagons. For instructions for calculating loads of Freight Trains, see pages 137 and 138.

†—B.R. Standard Class 9F (2-10-0) engines may convey loads of 10 per cent in excess of that shewn for Group E and EX engines over those routes where the Class 9F (2-10-0) engines are authorised.

Maximum Loads for Main Line Freight Trains—continued

SECTION		WORKING LOADS	MAXIMUM ENGINE LOADS																								
From	To		For Group A Engines			For Group B Engines			For Group C Engines			For Group D Engines			For Group E Engines			For Group EX Engines									
			Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties	Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties	Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties	Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties	Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties	Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties	
SEVERN JUNCTION																											
Ketley Junction ...	Horsehay ...	30	8	11	16	20	9	12	18	23	10	13	20	25	13	17	26	33									
Ketley Junction ...	Lightmoor Junction	30	21	28	42	53	24	32	48	60	24	32	48	60	29	39	58	73									
Lightmoor Junction	Buildwas ...	40	29	39	58	73	33	44	66	83	33	44	66	83	37	49	74	93									
Buildwas ...	Presthope ...	45	8	11	16	20	9	12	18	23	10	13	20	25	13	17	26	33									
Presthope ...	Longville ...	45	29	39	58	73	33	44	66	83	33	44	66	83	37	49	74	93									
Longville ...	Presthope ...	45	18	24	36	45	21	28	42	53	21	28	42	53	25	33	44	58									
Presthope ...	Buildwas ...	45	25	33	50	63	27	36	54	68	27	36	54	68	30	40	60	75									
Buildwas ...	Lightmoor Junction	30	10	13	20	25	12	16	24	30	12	16	24	30	13	17	26	33									
Lightmoor Junction	Ketley ...	30†	8	11	16	20	9	12	18	23	10	13	20	25	13	17	26	33									
Ketley ...	Ketley Junction	60	25	33	50	63	27	36	54	68	27	36	54	68	33	44	66	83									
WREXHAM, BRYMBO AND MINERA, AND BRYMBO AND VRON JUNCTION																											
South Fork ...	Groes Newydd ...	32	15	20	30	38	17	23	34	43	18	24	36	45	25	33	50	63									
Groes Newydd ...	Brymbo A ...	22	8	11	16	20	9	12	18	23	10	13	20	25	13	17	26	33									
Brymbo ...	Minera ...	26	7	9	14	18	—	—	—	—	—	—	—	—	—	—	—	—									
Vron Junction ...	Brymbo ...	26	22	29	44	55	—	—	—	—	—	—	—	—	—	—	—	—									
Brymbo ...	Minera ...	30	25	33	50	63	—	—	—	—	—	—	—	—	—	—	—	—									
Minera ...	Wrexham ...	60	29	39	58	73	29	39	58	73	29	39	58	73	37	49	74	93									
Minera ...	Tir Celyn ...	10	6	8	12	15	—	—	—	—	—	—	—	—	—	—	—	—									
Minera ...	South Fork ...	—	30	40	60	75	35	47	70	88	37	49	74	93	50	67	100	100									
Groes Newydd ...	Market Drayton ...	60	24	32	48	60	27	36	54	68	30	40	60	75	40	53	80	100									
Wellington ...	Crewe ...	60	26	35	52	65	30	40	60	75	32	43	64	80	42	56	84										
Market Drayton ...	Crewe ...	55	—	50	—	50	—	—	—	—	—	—	—	—	—	—	—	—									
Wellington ...	Market Drayton ...	57	22	29	44	55	25	33	50	63	27	36	54	68	36	48	72	90									
Market Drayton ...	Wellington ...	57	19	25	38	48	22	29	44	55	24	32	48	60	32	43	64	80									
OSWESTRY																											
Gobowen ...	Oswestry ...	60	20	27	40	50	23	31	46	58	25	33	50	63	33	44	66	83									
Oswestry ...	Gobowen ...	60	25	33	50	63	28	37	56	70	31	41	62	78	42	56	84	100									
WELSHPOOL																											
Shrewsbury ...	Welshpool ...	—	18	24	36	45	21	28	42	53	22	29	44	55	30	40	60	75									
Welshpool ...	Westbury ...	—	15	20	30	38	17	23	34	43	18	24	36	45	25	33	50	63									
Westbury ...	Shrewsbury ...	—	21	28	42	53	24	32	48	60	26	35	52	65	34	45	68	85									
MADELEY																											
Lightmoor Junction ...	Lightmoor Junction	30B	17	23	34	43	19	25	38	48	21V	28	42	53	27	36	54	68									
Lightmoor Junction ...	Lightmoor Junction	30B	18	24	36	45	21	28	42	53	22	29	44	55	30	40	60	75									
Lightmoor Junction ...	Lightmoor Junction	30	17	23	34	43	19	25	38	48	21	28	42	53	27	36	54	68									
Stopping at Kebleton Colliery																											

A—The single engine loads for ex L.N.E. engines Classes C.13 and N.5 between Croes Newydd and Plas Power Sidings are equal to 7 and 10 wagons of Class 1 traffic, respectively.
B—Trains running from Oxley Sidings to Buildwas and vice versa may be loaded to the maximum capacity of the engine, but must not exceed 60 wagons in length. **Y**—Group C engines are authorised to convey 22 Class 1 wagons from Oxley Sidings to Buildwas throughout. *—Group D engines are authorised to convey 30 Class 1 wagons from Oxley Sidings to Buildwas throughout.
†—Load for through trains. Buildwas to Oxley Sidings.
‡—See remarks on page 106 re loads for B.R. Standard Class 9F (2-10-0) engines.
§—Working load Horsehay to Ketley 24 wagons.
||—See page 106.

MAXIMUM LOADS FOR BRANCH FREIGHT TRAINS

BRANCH		WORKING LOADS	MAXIMUM ENGINE LOADS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																
			For Group A Engines			For Group B Engines			For Group C Engines			For Group D Engines			For Group E Engines																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																				
			Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Class 1 Traffic	Class 2 Traffic	Class 3 Traffic																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																		
From	To	Maximum number of wagons to be conveyed except by Trains specially provided for in the Working Time Tables or by arrangement																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	</

*—Maximum for Engines running Tender first.

Engines in a higher category than the Yellow Group must not work beyond Trawsfynydd.

Engines of the 2-6-0, 43XX and 2-6-2 Tank 51XX and other engines in the same classes only, are authorised to work Troop Trains between Bala Junction and Trawsfynydd subject to the restrictions shown herein.

Maximum Loads for Branch Freight Trains—continued

BRANCH		WORKING LOADS		MAXIMUM L.M.R. ENGINE LOADS																									
		Maximum number of wagons to be conveyed except by specially provided for in the Working Time Tables or by arrangement			Class 2 Engines			Class 3 Engines			Class 4 Engines			Class 5 Engines			Class 6 Engines			Class 7 Engines			Class 8 Engines						
From	To	Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	
CRAVEN ARMS AND BUILTH ROAD																													
Craven Arms	Broome	50	15	20	30	38	17	23	34	43	20	27	36	44	55	25	33	40	50	63	27	36	44	54	68	30	40	60	75
Broome	Hopton Heath	50	20	27	40	50	23	31	46	58	27	36	44	55	68	33	44	54	68	83	35	47	57	70	88	40	53	80	100
Hopton Heath	Bucknell	50	21	28	42	53	24	32	48	60	27	36	44	55	68	34	45	54	68	85	36	48	58	72	90	42	56	84	100
Bucknell	Knighon	50	18	24	36	45	21	28	42	53	24	32	40	48	60	30	40	48	60	75	32	43	53	64	80	37	49	74	93
Knighon	Llangunllo	48	12	16	24	30	13	17	26	33	15	20	27	34	43	19	25	33	40	50	27	36	44	54	68	23	31	46	58
Llangunllo	Llanbister Road	50	15	20	30	38	17	23	34	43	20	27	36	44	55	25	33	40	50	63	27	36	44	54	68	30	40	60	75
Llanbister Road	Penybont	50	25	33	50	63	25	33	50	63	29	39	58	73	93	37	49	64	83	100	42	56	70	84	100	40	53	80	100
Penybont	Llandrindod Wells	50	20	27	40	50	23	31	46	58	27	36	44	55	68	33	44	54	68	83	35	47	57	70	88	40	53	80	100
Llandrindod Wells	Howey	50	15	20	30	38	17	23	34	43	20	27	36	44	55	25	33	40	50	63	27	36	44	54	68	30	40	60	75
Howey	Builth Road	50	25	33	50	63	25	33	50	63	29	39	58	73	93	37	49	64	83	100	42	56	70	84	100	40	53	80	100
Builth Road	Llanwrtyd Wells	50	15	20	30	38	17	23	34	43	20	27	36	44	55	25	33	40	50	63	27	36	44	54	68	30	40	60	75
UP																													
Garth	Builth Road	50	18	24	36	45	21	28	42	53	24	32	40	48	60	30	40	48	60	75	32	43	53	64	80	37	49	74	93
Builth Road	Howey	50	12	16	24	30	13	17	26	33	15	20	27	34	43	19	25	33	40	50	27	36	44	54	68	23	31	46	58
Howey	Llangunllo	50	15	20	30	38	17	23	34	43	20	27	36	44	55	25	33	40	50	63	27	36	44	54	68	30	40	60	75
Llangunllo	Knighon	50	18	24	36	45	21	28	42	53	24	32	40	48	60	30	40	48	60	75	32	43	53	64	80	37	49	74	93
Knighon	Craven Arms	50	15	20	30	38	17	23	34	43	20	27	36	44	55	25	33	40	50	63	27	36	44	54	68	30	40	60	75
Craven Arms	Craven Arms (calling at Broome)	50	15	20	30	38	17	23	34	43	20	27	36	44	55	25	33	40	50	63	27	36	44	54	68	30	40	60	75
WELLINGTON, HADLEY JUNCTION AND COALPORT (EAST)																													
Wellington	Hadley Junction	60	35	47	70	88	42	56	84	100	50	67	84	100	100	61	81	100	100	100	67	89	100	100	100	74	99	100	100
Hadley Junction	Wellington	62	34	45	68	85	40	53	80	100	48	64	84	100	100	59	79	100	100	100	64	85	100	100	100	70	93	100	100
Priors Lee Siding	Hadley	60	13	17	26	33	16	21	32	40	19	25	38	48	58	23	31	46	58	72	25	33	50	63	78	37	56	70	80
Hadley	Dawley & Stirchley	60	25	33	50	63	30	40	60	75	36	48	60	72	84	38	50	64	78	93	48	60	72	84	96	100	100	100	100
Priors Lee Siding	Priors Lee Siding	60	31	41	62	78	37	49	74	93	45	60	72	84	100	54	72	84	100	100	60	80	100	100	100	53	71	100	100
Dawley & Stirchley	Priors Lee Siding	60	25	33	50	63	30	40	60	75	36	48	60	72	84	38	50	64	78	93	48	60	72	84	96	100	100	100	100
Dawley & Stirchley	Madeley Market	39	19	25	38	48	23	31	46	58	27	36	44	55	68	33	44	54	68	83	37	49	64	80	93	41	55	82	100
Madeley Market	Dawley & Stirchley	60	13	17	26	33	16	21	32	40	19	25	38	48	58	23	31	46	58	72	25	33	50	63	78	37	56	70	80
Madeley Market	Coalport (East)	60	14	19	28	35	17	23	34	43	21	28	36	44	55	25	33	40	50	63	27	36	44	54	68	30	40	60	75
Coalport (East)	Madeley Market	60	8	11	16	20	10	13	20	25	12	16	24	30	38	13	17	26	33	40	16	21	32	40	50	18	24	36	45
WREXHAM (CENTRAL) AND BRYMBO JUNCTION																													
Buckley Junction	Wrexham	40	20	27	40	50	24	32	48	60	29	39	58	73	93	36	48	60	72	84	39	52	68	85	100	43	57	86	100
Wrexham	Buckley Junction	40	18	24	36	45	22	29	44	55	26	35	52	65	83	31	41	52	64	78	34	45	58	72	88	37	49	74	93

Maximum Loads for Branch Freight Trains—continued

BRANCH		WORKING LOADS	For Group " A " Engines (Except where otherwise stated)				Remarks
From	To	Maximum number of wagons to be conveyed except by Trains specially provided for in the Working Time Tables or by arrangement	Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties	
LEOMINSTER AND KINGTON							* 23 wagons Kington to Pembridge.
Leominster	Pembridge	60	33	44	66	83	
Pembridge	Kington	23	15	20	30	38	
Kington	Leominster	60*	33	44	66	83	
TITLEY TO PRESTEIGN							
Titley	Presteign	17	9	12	18	23	
Presteign	Titley	17	9	12	18	23	

From	To	For Group "A" Engines				For Group "B" Engines				For Group "C" Engines			
		Class of Traffic				Class of Traffic				Class of Traffic			
		1	2	3	Empties.	1	2	3	Empties.	1	2	3	Empties.
HEREFORD—THREE DOWN													
Hereford	Credenhill	17	23	34	43	21	28	42	53	22	29	44	55
Credenhill	Moorhampton	17	23	34	43	21	28	42	53	22	29	44	55
Moorhampton	Kinnersley	17	23	34	43	21	28	42	53	22	29	44	55
Kinnersley	Eardisley	17	23	34	43	21	28	42	53	22	29	44	55
Eardisley	Hay-on-Wye	17	23	34	43	21	28	42	53	22	29	44	55
Hay-on-Wye	Glasbury	16	21	32	40	17	23	34	43	20	27	40	50
Glasbury	Three Cocks Jn.	17	23	34	43	21	28	42	53	22	29	44	55
UP													
Three Cocks Jn.	Glasbury	20	27	40	50	24	32	48	60	25	33	50	63
Glasbury	Hay-on-Wye	20	27	40	50	24	32	48	60	25	33	50	63
Hay-on-Wye	Eardisley	20	27	40	50	24	32	48	60	25	33	50	63
Eardisley	Kinnersley	20	27	40	50	24	32	48	60	25	33	50	63
Kinnersley	Moorhampton	13	17	26	33	15	20	30	38	17	23	34	43
Moorhampton	Credenhill	20	27	40	50	23	31	46	58	25	33	50	63
Credenhill	Hereford	27	36	54	68	32	43	64	80	25	33	50	63

Where the working loads on Branch Lines are shown to be less than the loads the engine is capable of hauling, the engine may be loaded up to its maximum capacity, provided arrangements can be made for the train to have a clear run to the next point where the whole of the train can be accommodated without difficulty.

LUDLOW AND BITTERLEY (Clee Hill Branch).

Up Trains.

Between Ludlow and Middleton—equal to 40 empties and 2 brakes.
Between Middleton and Bitterley—equal to 20 empties and brake.

Down Trains.

Between Bitterley and Ludlow, equal to 35 loaded and 2 brakes, or equal to 33 and 1 brake.

WORKING OF ENGINES

Engines of the 2-6-2T, 45XX, 55XX, 57XX Class may work between Ludlow Junction and Bitterley.

The Sentinel Engine will be employed at Clee Hill Top for tripping loaded and empty wagons as follows:—

10. 0 a.m. to 12.0 noon Trips to and from Belfry Quarry.
12.15 p.m. to 3. 0 p.m. Trips down incline.

Maximum Loads for Branch Freight Trains—continued

BRANCH		WORKING LOADS Maximum number of wagons to be conveyed except by Trains specially pro- vided for in the Working Time Tables or by arrangement	MAXIMUM ENGINE LOADS							
From	To		For Group A Engines							
			Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties	Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties
MINSTERLEY							Ungrouped Engines. 20XX type.			
Shrewsbury	Minsterley	44	18	24	36	45				
Minsterley	Shrewsbury	44	18	24	36	45				
WREXHAM AND PANT										
Wrexham	Rhos	26	10	13	20	25	—	—	—	—
Rhos	Pant	26	10	13	20	25	9	12	18	23
Pant	Rhos	17	6	8	12	15	5	7	10	13
Rhos	Wrexham	50	21	28	42	53	—	—	—	—
TREVOR AND HUGHES & LANCASTER'S SIDINGS										
Trevor	Hughes & Lancaster's Sidings	17	6	8	12	15	5	7	10	13
Hughes & Lancaster's Sidings	Trevor	26	10	13	20	25	9	12	18	23
BRYMBO AND BWLCHGWYN							Group C Engines			
Brymbo... ..	Bwlchgwyn	—	10	13	20	25	10	13	20	25
Bwlchgwyn	Brymbo	—	7	9	14	18	9	12	18	23
PONKEY										
Gardden Lodge Junction	Ruabon Brick Works	40	25	33	50	63	—	—	—	—
Ruabon Brick Works	Aberderfyn	25	8	11	16	20	—	—	—	—
Aberderfyn	Ruabon Brick Works	40	17	23	34	43	—	—	—	—
Ruabon Brick Works	Gardden Lodge Junction	40	25	33	50	63	—	—	—	—

ASSISTED TRAINS.—See page 106.

FREIGHT TRAINS: ENGINE LOADS FOR 2-8-0 (47XX) ENGINES BETWEEN SALTNEY AND WOLVERHAMPTON

SECTION		For 47XX Engines			
From	To	Class of Traffic			
		1	2	3	Empties
Saltney	Rossett	55	73	100	100
Rossett	Wrexham	29	39	58	73
Wrexham	Ruabon	37	49	74	93
Ruabon	Gobowen	42	56	84	100
Gobowen	Shrewsbury	53	71	100	100
Shrewsbury	Wellington	38	51	76	95
Wellington	Hollinswood	39	52	78	98
Hollinswood	Oxley	35	47	70	88

STANDARD SPEED RESTRICTIONS

When trains are running late, drivers must endeavour to make up time, with due regard to the braking power of the engine and train and provided all speed restrictions are strictly complied with and the maximum speeds indicated are not exceeded.

Except where shewn otherwise, trains must not exceed the speeds set out below:—

	Speed m.p.h.
1. On double lines when passing through Junctions between parallel lines or through cross-over roads, or when entering or leaving Slow, Goods Lines or Loops, Engine, Carriage or Bay Lines	10
2. When receiving, delivering or exchanging Train Staff or Electric Token by hand	10
3. When receiving, delivering or exchanging Train Staff or Electric Token by means of lineside receiving or delivery apparatus	15
4. When receiving, delivering or exchanging Train Staff or Electric Token by means of automatic exchange apparatus	40
5. When passing over lines set apart for freight and empty coaching stock trains, also light engines, which are worked under the Permissive Block System:—	
(a) During clear weather	10
(b) During fog or falling snow	4
6. Locomotives running light:—	
(a) Passenger and M.T. Tender Locomotives (Chimney leading)	55
(b) Passenger and M.T. Tender Locomotives (Tender leading)	45
(c) Passenger and M.T. Tank Locomotives	45
(d) Freight Tender Locomotives	35
(e) Freight Tank Locomotives	20
(f) Main Line Diesel Locomotives	55
(g) 350 h.p. Diesel Electric Shunting Locomotives	20
<div style="display: flex; align-items: center;"> <div style="margin-right: 10px;"> Subject to any lower maximum speed laid down </div> </div>	
Notes.	
1. Where a lesser speed than mentioned above is laid down for light locomotives in the Working Time Table, the Weekly Speed and Engineering Notice or other special Notice, such speed restriction must be complied with.	
2. Where two or more locomotives are coupled together, the speed must not exceed that laid down for the locomotive with the most severe restriction.	
7. Tender locomotives when running with the tender leading, whether attached to a train or running light	45
8. When "Dead" locomotives are being conveyed	25

SPEED OF TRAINS THROUGH JUNCTIONS AND OTHER SPECIFIED PLACES

Until further notice, the maximum permissible speed of trains on the Down and Up Main Lines between the following points must not exceed 90 m.p.h., subject to the observance of all permanent and temporary speed restrictions:—

BIRCHES AND BILBROOK HALT TO CHESTER.
WORCESTER TO HEREFORD.
SHREWSBURY TO TRAM INN.

The above does not alter any special restrictions laid down for the Gas Turbine Engine.

IMPORTANT.—Until further notice the speed of trains must not exceed 75 miles per hour at any place except the points listed above.

Inspectors, Signalmen and others must report to their superior officer every case in which trains run in excess of the speed limits shewn below and full particulars must be forwarded at once to the District Operating Superintendent.

NOTE.—The speed of all Light Engines or Trains entering or leaving Bay, Engine, Carriage, Avoiding Lines, and Goods Loop Junctions must be restricted to 10 miles per hour, except where restricted to a lower speed in the following list or elsewhere.

The following L.M.R. GENERAL INSTRUCTION applies to the L.M.R. and ex-L.M.R. sections of line shewn herein:—

Except where instructions to the contrary are issued herein, Drivers must not exceed a speed of 15 MILES PER HOUR when—

- (a) Passing over crossings or junctions from one running line to another, including diverging and converging junctions between Main, Branch or subsidiary lines.
- (b) Entering or leaving a siding connection with a running line.
- (c) Passing over points at all crossing loops on Single Lines.

Name of Place	From	To	Miles per hour
DOWN MAIN LINE			
Wolverhampton	Down Main	Down Platform	15
Wolverhampton	Down Main	Down Middle	15
Wolverhampton	Goods Loop	Cannock Road Junction	15
Cannock Road Junction	Main	Branch	15
Dunstable Park, 142m. 36c. to 142m. 60c.	All Trains over curve ... ..	... ..	35*
Stafford Road Junction	All Down Main Line Trains ... ..	... ..	35
Madeley Junction	Main Line	Madeley Branch	10
Ketley Junction	Severn Junction Branch	Main Line	10
Wellington	Stafford Junction	Market Drayton Junction	10
Wellington	(Through Train on Platform Lines.) Stafford Junction	Market Drayton Junction	50
Wellington, Market Drayton Junction	(Through Trains on Main Lines.) Wellington	Market Drayton	15
Wellington, Market Drayton Junction	Wellington	Shrewsbury	40
Upton Magna	Down Loop Line ... ..	... ..	6
Upton Magna and Abbey Foregate ... ..	... ..	... ..	30

*—Permanent Speed Restriction Indicator provided.

Speed of Trains through Junctions and other Specified Places—continued

Name of Place	From	To	Miles per hour
DOWN MAIN LINE—continued.			
Shrewsbury...	All Trains entering or leaving or through the Station ...		10
	The portions of Lines where the speed is restricted to 10 miles per hour are as follows:—		
	Severn Bridge Junction Up Home Signal, Hereford Line, and Down Main Home Signal, Wellington Line to Crewe Junction end of Down Platform for W.R. Line, also Crewe Junction Down Starting Signals on gantry for Crewe Line.		
	Severn Bridge Junction Up Home Signal, Hereford Line to Bays 3 and 4, approaching end of platforms.		
	Severn Bridge Junction Down Home Signal on Bay Lines, Wellington Line to Bay Platforms 5 and 6 approaching end of platforms.		
	Crewe Junction. —From Up Home Signal on Crewe Line, and from Signal Box from W.R. Line to Severn Bridge Junction Down Starting Signals, Hereford Line, and Abbey Foregate Up Home Signals.		
	Abbey Foregate to English Bridge Junction—via Loop.		
	English Bridge Junction to Abbey Foregate—via Loop.		
	Enginemen must not accelerate speed until the rear of their train has reached the following points:—		
	To Crewe Line. —Down Starting Signals on gantry on Crewe Line.		
	To Hereford Line. —Hereford end of Severn Bridge Junction Signal Box with exception of trains from Bay Platform No. 5, in which case drivers must not accelerate speed until engine is past Down Starting Signals on the gantry.		
	To Wellington Line. —Wellington end of Severn Bridge Junction Signal Box.		
Sutton Bridge Junction ...	To and from Hereford Line ...		30
Sutton Bridge Junction ...	To and from Welshpool Line ...		15
Sutton Bridge Junction ...	To and from Severn Valley Line ...		15
Gobowen ...	Branch ...	Main Line ...	15
Gobowen ...	Oswestry ...	Gobowen (Bay Line) ...	10
Whitehurst and Cefn. 194m. 40c. and 194m. 60c.	Over Curve ...		60
Ruabon South ...	Main Line, to and from Branch ...		35
Ruabon ...	All Trains through the station ...		50
Croes Newydd, South Fork and North Wrexham South Box ...	Main Line ...	Branch ...	10
Wrexham South Box ...	Down Main ...	Back Platform Line ...	10
Wheatshead Junction ...	Main Line ...	Wheatshead ...	10
United Colliery Sidings and Rossett (204m. 5c. and 204m. 63c.)	Down Main Line ...		15
United Colliery Sidings and Rossett (204m. 63c. and 205m. 20c.)	Down Main Line ...		50
Saltney Junction ...	Wrexham ...	Chester ...	25
Saltney Junction to Chester ...	Saltney Junction, 180½ m.p. ...	Chester. Up Fast Line ...	50†
Saltney Junction to Chester ...	Saltney Junction, 180½ m.p. ...	Chester. Up Slow Line ...	50
Chester ...	Between Up Home Signals from Holyhead for Chester No. 4 Box and No. 3A Box		10
Chester ...	All lines through Chester except when otherwise shewn ...		15
UP MAIN LINE			
Chester ...	Between Chester No. 3A Box and Up Home Signals from Holyhead for No. 4 Box		10
Chester ...	All lines through Chester except when otherwise shewn ...		15
Chester to Saltney Junction ...	Chester ...	Saltney Junction, 180½ m.p. Down Fast Line	50†
Chester to Saltney Junction ...	Chester ...	Saltney Junction. Down Slow Line ...	50
Saltney Junction ...	Chester ...	Wrexham ...	25
Gresford and United Colliery Sidings (204m. 63c. and 204m. 5c.)	Up Main Line ...		30
Wheatshead Junction ...	Wheatshead ...	Main Line ...	10
Croes Newydd, North Fork and South Fork.	Branch ...	Main Line ...	10
Ruabon ...	All Trains through the station ...		50
Ruabon South ...	Branch, to and from Main Line ...		15
Cefn and Whitehurst, 194m. 60c. and 194m. 40c.	Over Curve ...		60
Gobowen ...	Main Line ...	Branch ...	15
Shrewsbury ...	All Trains entering or leaving or through the Station ...		10
	The portions of Lines where the speed is restricted to 10 miles per hour are as follows:—		
	Crewe Junction. —From Up Home Signal on Crewe Line, and from Signal Box from W.R. Line to Severn Bridge Junction Down Starting Signals, Hereford Line, and Abbey Foregate Up Home Signals.		
	Abbey Foregate to English Bridge Junction—via Loop.		
	English Bridge Junction to Abbey Foregate—via Loop.		
	Enginemen must not accelerate speed until the rear of their train has reached the following points:—		
	To Hereford Line. —Hereford end of Severn Bridge Junction Signal Box, with the exception of trains from Bay Platform No. 5, in which case speed must not be accelerated until the engine is past the Down Starting Signals on the gantry.		
	To Wellington Line. —Wellington end of Severn Bridge Junction Signal Box.		

†—Only required for W.R. trains when the Slow Lines are absolutely blocked.

‡—Junction to Goods Yard.

Speed of Trains through Junctions and other Specified Places—continued

Name of Place	From	To	Miles per hour
UP MAIN LINE—continued.			
Sutton Bridge Junction	To and from Hereford Line ... ..	... ..	30
Sutton Bridge Junction	To and from Welshpool Line ... ..	... ..	15
Sutton Bridge Junction	To and from Severn Valley Line ... ..	... ..	15
Walcot	Up Loop Line ... ..	... ..	6
Wellington, Market Drayton Junction	Shrewsbury	Wellington	40
Wellington, Market Drayton Junction	Market Drayton	Wellington... ..	15
Wellington	Market Drayton Junction	Stafford Junction	50
	(Through Trains on Main Lines.)		
Wellington	Market Drayton Junction	Stafford Junction	10
	(Through Trains on Platform Lines.)		
Ketley Junction	Main Line	Severn Junction Branch	10
Madeley Junction	Madeley Branch	Main Line	10
Stafford Road Junction	All Up Main Line Trains ... ..	... ..	35
Dunstall Park (142m. 60c. and 142m. 36c.)	All Trains over curve ... ..	... ..	35*
Cannock Road Junction	Branch	Main	15
Wolverhampton	Main	Platform	15
Wolverhampton	Main	Middle	15

KETLEY JUNCTION AND LIGHTMOOR JUNCTION

Speed of all Up and Down trains between Ketley Junction and Lightmoor Junction must not exceed 40 m.p.h., and must be further restricted as shewn below :—

Ketley Junction	...	...	...	To and from Main Line	...	...	...	...	...	10
Ketley Junction	...	...	...	Signal Box	...	...	...	Ketley and vice versa	...	25
				All Up and Down Trains.						
Horeshay and Dawley	...	...	...	Over curves between 164m. 20c. and 163 m. 50c.						
				Up and Down Trains	...	...	...	...	...	30
Lightmoor Junction	...	...	...	162m. 60c.	...	...	...	Single to Double Line Junction and vice versa.		
				Up and Down Trains	...	...	...	...	...	25

LIGHTMOOR JUNCTION AND LONGVILLE

Speed of all Up and Down Trains between Lightmoor Junction and Longville must not exceed 45 m.p.h., and must be further restricted as shown below:—

Restrictions on Down Service.				Restrictions on Up Service.			
Lightmoor Junction	...	...	...	Coalbrookdale	...	...	Madeley Branch
Lightmoor Junction	...	...	...	Madeley Branch	...	...	Coalbrookdale
Lightmoor Junction and Buildwas	...	...	...	All Trains over curves between:—	...	...
				161m. 50c.	...	...	Albert Edward Bridge
				Albert Edward Bridge	...	...	161m. 50c.
				Albert Edward Bridge	...	...	160 m.p.
				160 m.p.	...	...	Albert Edward Bridge
				160 m.p.	...	...	Buildwas Junction
				Buildwas Junction	...	...	160 m.p.
Buildwas Junction	...	...	...	Severn Valley Line	...	...	Coalbrookdale
Buildwas Junction	...	...	...	Coalbrookdale	...	...	Severn Valley Line
Buildwas Junction	...	...	...	Severn Valley Line	...	...	Much Wenlock
Buildwas Junction	...	...	...	Much Wenlock	...	...	Severn Valley Line
Buildwas Junction (exclusive) to Much Wenlock (exclusive).	...	...	...	All Up and Down Trains	...	...
Much Wenlock	...	...	...	Presthope	...	...	Much Wenlock
Much Wenlock	...	...	...	Much Wenlock	...	...	Presthope
Westwood Crossing	...	...	...	All Trains when passing over the Crossing	...	...
Presthope	...	...	...	Longville	...	...	Presthope
Presthope	...	...	...	Much Wenlock	...	...	Presthope
166m. 55c. and 166m. 65c.	...	...	...	All Up and Down Trains	...	...

MADELEY JUNCTION AND LIGHTMOOR JUNCTION

Speed of all Up and Down Trains between Madeley Junction and Lightmoor must not exceed 35 m.p.h., and must be further restricted as follows:—

Madeley Junction	...	...	...	To and from Main Line	...	...	...	...	...	...	10
Lightmoor Junction	...	...	...	Madeley	...	...	...	Coalbrookdale	...	...	10
Lightmoor Junction	...	...	...	Coalbrookdale	...	...	...	Madeley Branch	...	...	10

N.B.—The speed of permitted engines in the Red Classification must not exceed 20 m.p.h. throughout.

HOLLINSWOOD AND STIRCHLEY

Hollinswood to Starchley ...	...	...	...	Hollinswood	...	...	...	...	Starchley ...	...	...	...	...	10
Starchley to Hollinswood ...	...	...	...	Starchley	...	...	...	...	Hollinswood	...	...	...	...	10

WELLINGTON, HADLEY JUNCTION AND COALPORT (EAST)

Wellington, Stafford Junction	Wellington... ..	Hadley Junction	25
Wellington, Stafford Junction	Hadley Junction	Wellington... ..	25
Hadley Station	Up and Down, round curve		50
Hadley Junction	Up and Down		45
Hadley Junction	Class 8F and 9F engines over bridges Nos. 3 and 4 (Up and Down)...		15

WREXHAM CENTRAL AND BRYMBO JUNCTION

The speed of trains in both directions between Wrexham Central and Wrexham Exchange must not exceed 15 m.p.h.

*—Permanent Speed Restriction Indicator provided.

Speed of Trains through Junctions and other Specified Places—continued

Name of Place	From	To	Miles per hour
SHREWSBURY AND WELSHPOOL			
The maximum permissible speed for trains in both directions between Shrewsbury and Buttington is 55 m.p.h., subject to a further restriction of 35 m.p.h. over the curves between Sutton Bridge Junction and 0m. 50c. and observance of the following:—			
Sutton Bridge Junction	To and from Welshpool ... ..	...	15
Hanwood	To and from Minsterley ... ..	...	10
Hanwood	To and from Welshpool ... ..	...	15
Westbury	All trains entering and leaving Down Loop ... ..	...	15
Breidden	All trains entering and leaving Down Loop ... ..	...	15
Buttington	Entering Down Loop ... ..	...	15
Buttington	Shrewsbury Line	Main	15
Buttington	Main	Shrewsbury Line	15

HANWOOD AND MINSTERLEY

The maximum permissible speed for trains in both directions between Hanwood and Minsterley is 25 m.p.h., subject also to observance of the following:—

Hanwood	To and from Minsterley	10
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GOBOWEN AND OSWESTRY

The maximum permissible speed for trains in both directions between Gobowen and Oswestry is 50 m.p.h., subject also to the observance of the following:—

Oswestry	Gobowen	Oswestry (Bay Line)	10
Oswestry	Branch	Main Line	10
Oswestry	Main Line	Branch	10

RUABON AND BARMOUTH JUNCTION

Maximum Permissible Speeds

The following shows the maximum permissible speed for all Trains in both directions allowed between the various points, and under no circumstances must these be exceeded:—

					Miles per Hour						Miles per Hour
Ruabon South	...	...	Trevor	...	35	Bala Junction	...	...	Llanuwchllyn	...	45
Trevor	...	...	Llangollen	...	50	Llanuwchllyn	...	...	Drwsynant	...	50
Llangollen	...	...	Deeside	...	35	Drwsynant	...	...	Bontnewydd	...	40
Deeside	...	...	Glyndyfrdwy	...	40	Bontnewydd	...	...	Dolgelley	...	50
Glyndyfrdwy	...	...	Carrog	...	45	Dolgelley	...	...	47m. 53c.	...	45
Carrog	...	...	Bala Junction	...	50						

The Maximum Permissible Speeds are subject to Service Restrictions—Permanent and Temporary.

DOWN LINE

Ruabon South	Main Line to Branch ... ..	...	35
Ruabon South and Trevor, 1m. 60c. and 2m. 7c.	All Trains over curves ... ..	...	35
Llangollen, 5m. 16c. and 5 m. 46c.	All Trains over curves ... ..	...	10
Llangollen Goods Junction	Llangollen	Glyndyfrdwy	15
Berwyn, 7m. 5c. and 7m. 25c.	All Trains over curve ... ..	...	25*
Deeside†	Llangollen	Corwen	15
Glyndyfrdwy	Llangollen	Corwen	15
Carrog	Trains entering and leaving Down Loop ... ..	...	35§
Corwen West	Trains leaving Down Loop ... ..	...	10
Llandrillo	Cynwyd	Llandderfel	15
Llandderfel	Llandrillo	Bala Junction	15
Bala Junction	All trains entering and leaving Down Loop ... ..	...	30
	All trains entering and leaving Back Platform Line ... ..	...	10
Llanuwchllyn	Bala Junction	Dolgelley	20
Garneddwen Loop	Trains leaving Down Loop ... ..	...	20
Drwsynant	Trains leaving Down Loop ... ..	...	15
Bontnewydd	Drwsynant	Dolgelley	10
Dolgelley	All trains entering and leaving Down Loop ... ..	...	25
Penmaenpool and Barmouth Junction	All Trains between 47m. 53c and 52 m.p. ... ..	...	25
Barmouth Junction	All Trains over curve approaching Junction ... ..	...	15
Barmouth Junction	Branch Line	Main Line	10

*—Permanent Speed Restriction Indicator provided.

†—This restriction applies only when the Signal Box is open. When it is closed Trains may travel at ordinary speed.

§—This restriction also applies to Down Trains working over Up Line when signal box is closed.

Speed of Trains through Junctions and other Specified Places—continued

Name of Place	From	To	Miles per Hour
RUABON AND BARMOUTH JUNCTION—continued.			
UP LINE			
Barmouth Junction	Main Line	Branch Line	15
Barmouth Junction and Penmaenpool	All Trains between 52 m.p. and 47m. 53c. ... ..	... ..	25
Dolgelley	All trains entering and leaving Up Loop ... ..	... ..	15
Bontnewydd	Dolgelley	Drwsynant	15
Drwsynant	Trains entering and leaving Up Loop... ..	... ..	15
Garneddwen Loop	Trains leaving Up Loop ... ..	... ..	40
Llanuwchllyn	Dolgelley	Bala Junction	10
Bala Junction	All trains entering and leaving Up Loop ... ..	... ..	30
Bala Junction	All trains entering and leaving Back Platform Line ... ..	... ..	10
Llandderfel	Bala Junction	Llandrillo	15
Llandrillo	Llandderfel... ..	Cynwyd	15
Corwen East	Trains leaving Up Loop ... ..	... ..	10
Carrog	Trains entering and leaving Up Loop... ..	... ..	35
Glyndyfrdwy	Corwen	Llangollen	15
Deeside†	Corwen	Llangollen	10
Berwyn:—			
7m. 25c. and 7m. 5c.	All Trains over curve ... ..	... ..	25*
Llangollen Goods Junction	Corwen	Llangollen	15
Llangollen, 5m. 36c. and 5m. 16c.	All Trains over curve ... ..	... ..	10
Trevor and Ruabon South. 2m. 7c. and 1m. 60 c.	All Trains over curves ... ..	... ..	35
Ruabon South	Branch to Main Line ... ..	... ..	15
BALA JUNCTION AND BLAENAU FFESTINIOG			
The maximum permissible speed for all trains in both directions between the following points is subject to the lower speed restrictions shewn under, which must be observed:—			
Bala Junction and Frongoch ... ..	... ..	40 m.p.h.	
Frongoch and Cwm Prysor ... ..	... ..	45 m.p.h.	
Cwm Prysor and Llafar Halt ... ..	... ..	30 m.p.h.	
Llafar Halt and 20½ m.p. ... ..	... ..	40 m.p.h.	
20½ m.p. and Ffestiniog ... ..	... ..	20 m.p.h.	
Ffestiniog and Blaenau Ffestiniog Central ... ..	... ..	15 m.p.h.	
DOWN LINE			
Bala Junction	Leaving Back Platform Line ... ..	... ..	10
Bala	Entering and leaving Down Platform Line ... ..	... ..	10
Between Frongoch and Arenig	6m. 15c.	7m. 25c.	25*
Arenig	Entering and leaving Down Loop ... ..	... ..	10
Between Arenig and Cwm Prysor	10m. 55c.	Cwm Prysor	25
Between Cwm Prysor and Trawsfynydd	13m. 30c.	13m. 43c.	15*
Trawsfynydd	Leaving Down Loop ... ..	... ..	10
Ffestiniog	Entering and leaving Down Loop ... ..	... ..	10
Blaenau Ffestiniog Central	Entering Station ... ..	... ..	10
UP LINE			
Blaenau Ffestiniog Central	Leaving Station ... ..	... ..	10
Trawsfynydd	Leaving Up Loop ... ..	... ..	10
Between Trawsfynydd and Cwm Prysor	13m. 43c.	13m. 30c.	15
Between Cwm Prysor and Arenig	Cwm Prysor	10m. 55c.	25
Between Arenig and Frongoch	7m. 25c.	6m. 15c.	25
Bala Junction	Entering Back Platform Line ... ..	... ..	10
WREXHAM AND RHOS (PANT)			
Rhos Junction, 0m. 0c. and 0m. 45c.	Wrexham	Rhos	15*
Brook Street to Pant	Rhos	Wrexham	15*
Pant to Brook Street	Brook Street	Pant	15
	Pant	Brook Street	15
TREVOR GOODS YARD AND ACREFAIR LOW LEVEL			
Trevor to Hughes and Lancaster's Siding	Trevor	Hughes and Lancaster's Siding	10
Hughes and Lancaster's Siding to Trevor	Hughes and Lancaster's Siding	Trevor	10
GARDEN LODGE JUNCTION AND RUABON BRICK CO.'S SIDING			
Between Garden Lodge Junction and end of Ponkey Branch.	Garden Lodge Junction	Terminus	15
	Terminus	Garden Lodge Junction	15

*—Permanent Speed Restriction Indicator Provided.

†—This restriction applies only when the Signal Box is open. When it is closed Trains may travel at ordinary speeds.

Speed of Trains through Junctions and other Specified Places—continued

Name of Place	From	To	Miles per Hour
WREXHAM AND MINERA			
Croes Newydd East Fork	Main Line	Branch	10
Croes Newydd East Fork	Branch	Main Line	10
Croes Newydd South Fork and North Fork	Main Line	Branch	10
Croes Newydd South Fork and North Fork	Branch	Main Line	10
Moss Valley Junction	Over Facing Points leading into Machine and through Croes Newydd Yard to North Fork Junction	Siding on Croes Newydd Side of Junction	10
Brymbo and Coed Poeth	Coed Poeth	Brymbo	20
Brymbo and Coed Poeth	Brymbo	Coed Poeth	20
Brymbo Station and Brymbo West	Over Curves between 3 m. 10c. and 3m. 23c.	Brymbo	10
Brymbo West Junction	Coed Poeth	Brymbo	10
Brymbo West Junction	Brymbo	Coed Poeth	10
Brymbo West and Caello Siding	Over Curves between 3m. 57c. and 3m. 64c.	Coed Poeth	10
Brymbo West and Caello Siding	Over Curves between 3m. 76c. and 4m. 4c.	Coed Poeth	10
Coed Poeth and Berwig	Over Curves between 6 m. 28c. and 6m. 48c.	Coed Poeth	10
BRYMBO AND VRON			
Brymbo Middle to Vron	Brymbo Middle	Vron	8
Vron to Brymbo Middle	Vron	Brymbo Middle	8
SALTNEY GOODS BRANCH (TO DEESIDE)			
Saltney Dee Junction to end of Branch	Saltney Dee Junction	End of Branch and through Bottom Yard	4
CHESTER AND BIRKENHEAD L.M.R. (also see Note in heading on page 112)			
DOWN LINE			
Chester	Between Signal Gantry at Chester No. 4 head for No. 4 Box	Box and Up Home Signals from Birkenhead	10
Chester	All lines through Chester except where otherwise shewn	otherwise shewn	15
Ledsham Junction	Chester	Birkenhead. Passing to Slow Line	20
Ledsham Junction	Chester	Birkenhead. On Fast Line	50
Hooton South Junction	Hooton, to and from Helsby Line ... ..	... ..	10
Rock Ferry and Green Lane Junction	Rock Ferry	Green Lane Junction. All lines	40
Rock Ferry, Mersey Junction	Down Slow	Mersey Railway	10
Green Lane Junction to Birkenhead Town	Green Lane Junction	Birkenhead Town (Empty Coaching Stock trains)	15
Green Lane Junction to Birkenhead Town	Green Lane Junction	Birkenhead Town (Passenger trains)	40
Birkenhead Town to Woodside	Birkenhead Town	Woodside	10
UP LINE			
Woodside to Birkenhead Town	Woodside	Birkenhead Town	10
Birkenhead Town to Green Lane Junction	Birkenhead Town	Green Lane Junction (Passenger trains)	40
Rock Ferry, Mersey Junction	Mersey Railway	Up Slow	10
Green Lane Junction and Rock Ferry	Green Lane Junction	Rock Ferry. All lines	40
Hooton North Junction	To and from West Kirby Line and over Helsby Line, to and from Hooton	curves into Station	15
Hooton South Junction	Helsby Line, to and from Hooton ... ..	... ..	10
Ledsham Junction	Birkenhead	Chester. On Fast line	50
Ledsham Junction	Birkenhead	Chester. Passing from Slow Line	20
Chester	Between Up Home Signals from Birkenhead Gantry at No. 4 Box	head for Chester No. 4 Box and Signal	10
Chester	All lines through Chester except where otherwise shewn	otherwise shewn	15
GOODS LINES (BIRKENHEAD) L.M.R. (also see Note in heading on page 112).			
Green Lane Junction and Extension Line	Down Trains ... ..	... ..	10
Blackpool Street	To and from Monks Ferry Branch ... ..	... ..	10
Blackpool Street, Monks Ferry Branch	Through Monks Ferry Tunnel ... ..	... ..	5
Canning Street North	Mersey Dock and Harbour Board Lines ... ..	... ..	8
SHREWSBURY AND RED HILL JUNCTION (see also page 112)			
DOWN LINE			
Shrewsbury	Entering or leaving or through the Station ... ..	... ..	10
The portions of lines where the speed is restricted to 10 miles per hour are as follows:—			
Crewe Junction. —From Crewe Line, Up Home Signal on Crewe Line, and from Signal Box, from W.R. Line, to Severn Bridge Junction Down Starting Signals, Hereford Line, and to Abbey Foregate Up Home Signals.			
Abbey Foregate to English Bridge Junction (via Loop).			
English Bridge Junction to Abbey Foregate (via Loop).			
Enginemust not accelerate speed until the rear of their train has reached the following points:—			
To Hereford Line. —Hereford end of Severn Bridge Junction Signal Box, with the exception of trains from Bay Platform No. 5, in which case drivers must not accelerate speed until the engine is past the Down Starting Signals on the gantry.			

Speed of Trains Through Junctions and other Specified Places—continued

Name of Place	From	To	Miles per hour
SHREWSBURY AND RED HILL JUNCTION—continued			
DOWN LINE—continued			
Sutton Bridge Junction	To Hereford Line ... ..	... ..	30
	To Welshpool Line ... ..	... ..	15
	To and from Severn Valley Line... ..	... ..	15
Shrewsbury (Bayston Hill) and Condover (2m. 40c. and 3 m.p.).	—	—	60
Leebotwood and Church Stretton (9m. 40c. and 10m. 60c.).	—	—	60
Church Stretton and Marsh Brook (15 m.p. and 15m. 20c.).	—	—	60
Marsh Brook and Marsh Farm Junction (16 m.p. and 16m. 40c.).	—	—	60
Craven Arms, Central Wales Junction ...	To Central Wales Line	Craven Arms	10
Ludlow	Ludlow Signal Box, 27½ m.p. ...	Shrewsbury end of Ludlow Tunnel, 27m. 46c.	50
Woofferton Junction	Tenbury Wells	Woofferton	15
Kington Junction and Leominster ...	Kington	Leominster	15
Ford Bridge and Dinmore (42m. 20c. and 42m. 60c.) ... ..	... ..	... ..	60
Shelwick Junction	Worcester	Hereford	20
Brecon Curve Junction	From Barton ... ..	... ..	10
Barton Curve	Barr's Court, Worcester or Shrewsbury	{ Brecon Line	10
Hereford, Barr's Court Junction and Ayleston Hill.	Speed over all running lines between these points except through Junctions specially mentioned.	Barton	20
Rotherwas Junction	To Newport ... ..	... ..	50
Rotherwas Junction	To Gloucester ... ..	... ..	15
Rotherwas Junction and Red Hill Junction (0m. 0c. and 0m. 70c.)	Down Main ... ..	... ..	60
Red Hill Junction	Barr's Court	Newport	40
Red Hill Junction (2m. 9c. and 2m. 12c.)	Down Main ... ..	... ..	40
Red Hill Junction	Barton	Newport	10
UP LINE			
Red Hill Junction	Newport	Barton	10
Red Hill Junction	Newport	Barr's Court	40
Red Hill Junction (2m. 12c. and 2m. 9c.)	Up Main ... ..	... ..	40
Red Hill Junction and Rotherwas Junction (0m. 70c. and 0m. 00c.)	Up Main ... ..	... ..	60
Rotherwas Junction	From Newport ... ..	... ..	50
Rotherwas Junction	From Gloucester ... ..	... ..	15
Hereford, Ayleston Hill and Barr's Court Junction.	Speed over all Passenger Lines between these points except through Junctions specially mentioned.	... ..	20
Barton Curve	Brecon Line	{ Barr's Court, Worcester or Shrewsbury	10
	Barton ... ..	... ..	10
Brecon Curve Junction	To Barton ... ..	... ..	10
Shelwick Junction	Hereford	Worcester	20
Dinmore and Ford Bridge (42m. 60c. and 42m. 20c.)	—	—	60
Leominster and Kington Junction ...	Leominster... ..	Kington	15
Woofferton Junction	Woofferton	Tenbury Wells	15
Ludlow	Shrewsbury end of Ludlow Tunnel, 27m. 46c.	Ludlow Signal Box, 27½ m.p. ...	50
Craven Arms, Central Wales Junction ...	Up Main	Third Line	5
Craven Arms, Central Wales Junction ...	From Central Wales Line ... ..	... ..	10
Marsh Farm Junction and Marsh Brook (16m. 40c. and 16 m.p.).	—	—	60
Marsh Brook and Church Stretton (15m. 20c. and 15 m.p.).	—	—	60
Church Stretton and Leebotwood (10m. 60c. and 9m. 40c.).	—	—	60
Condover and Shrewsbury (Bayston Hill) (3 m.p. and 2m. 40c.).	—	—	60
Sutton Bridge Junction	To and from Severn Valley Line ...	... ..	15
Sutton Bridge Junction	From Welshpool Line ... ..	... ..	15
Sutton Bridge Junction	From Hereford Line ... ..	... ..	30
Shrewsbury	Entering or leaving or through the Station	... ..	10
The portions of lines where the speed is restricted to 10 miles per hour are as follows:—			
Severn Bridge Junction Up Home Signal, Hereford Line and Down Main Home Signal, Wellington Line to Crewe Junction end of Down Platform for the W.R. Line, also to Crewe Junction Down Starting Signals on gantry for Crewe Line.			
Severn Bridge Junction Up Home Signal, Hereford Line to Bay Platforms 1 and 2 Approaching ends of Platforms.			
Severn Bridge Junction, Down Home Signal on Bay Lines, Wellington Line to Bay Platforms 5 and 6. Approaching end of platforms.			
Abbey Foregate to English Bridge Junction (via Loop).			
English Bridge Junction to Abbey Foregate (via Loop).			
Enginemust not accelerate speed until the rear of their train has reached the following points:—			
To Crewe Line.—Down Starting Signals on gantry on Crewe Line.			
To Wellington Line.—Wellington end of Severn Bridge Junction Signal Box.			

Speed of Trains Through Junctions and other Specified Places—continued

Name of Place	From	To	Miles per Hour
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SHREWSBURY AND HARLESCOTT (CREWE LINE)

Crewe Bank and Harlescott	Down and Up. All Trains	25
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CRAVEN ARMS AND BUILTH ROAD (H.L.) (also see note in heading on page 112)

DOWN LINE

Drivers must not exceed the speed of 15 m.p.h. when passing over points or at all crossing loops on single lines.

South end of Craven Arms Station over Curve	All Trains	... ..	10
Craven Arms and Knighton	All Trains	... ..	55
At Knighton—through Station	All Trains	... ..	30
Knighton and Llangunllo	All Trains	... ..	45
Llangunllo and Llanbister Road	All Trains	... ..	45
Llanbister Road and Llandrindod Wells	All Trains	... ..	55
Llandrindod Wells and Builth Road	All Trains	... ..	45
Builth Road and Sugar Loaf Summit	All Trains	... ..	50

UP LINE

Drivers must not exceed the speed of 15 m.p.h. when passing over points or at all crossing loops on single lines.

Between Sugar Loaf Summit and Builth Road	All Trains	... ..	50
Between Builth Road and Llandrindod Wells	All Trains	... ..	45
At Llandrindod Wells, Single Line (31m. 39c.) to Up Line (31m. 36c.)	All Trains	... ..	15
Between Llandrindod Wells and Llanbister Road	All Trains	... ..	55
Between Llanbister Road and Llangunllo	All Trains	... ..	45
Llangunllo Tunnel to Knighton	Passenger Trains	... ..	45
	Freight Trains	... ..	20
Knighton through Stations	All Trains	... ..	30
Between Knighton and Craven Arms	All Trains	... ..	55
South end of Craven Arms Station over Curve	All Trains	... ..	10

LEOMINSTER, KINGTON AND PRESTEIGN

Kington Junction	Kington Junction	Leominster and vice versa	15
Pembridge	Leominster	Kington	10
Pembridge	Kington	Leominster	10
Titely	Leominster and Presteign	Kington	10
Titely	Kington	Leominster, and Presteign	10
Kington	Leominster	Dolyhir	10
Kington	Dolyhir	Leominster	10
Curve between 14 and 14½ post.	Leominster	Dolyhir	15
Curve between 14 and 14½ post	Dolyhir	Leominster	15
Curves between 1m. and 1½m. posts	Titely	Presteign	15
	Presteign	Titely	15

WORCESTER AND HEREFORD

DOWN LINE

Shelwick Junction	Worcester	Hereford	20
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UP LINE

Shelwick Junction	Hereford	Worcester	20
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HEREFORD AND THREE COCKS JUNCTION (also see note in heading on page 112).

Speed of all trains, Up and Down, must not exceed 45 m.p.h. and must be further restricted to lower speeds as shown below:—

DOWN LINE

Moorhampton	All trains entering and leaving Down loop	... ..	15
Eardisley Junction		... ..
Hay-on-Wye		... ..

UP LINE

Hay-on-Wye	All trains entering and leaving Up Loop	... ..	15
Eardisley Junction		... ..
Moorhampton		... ..

BUILDWAS AND SHREWSBURY

Speed of all trains, Up and Down, must not exceed 50 m.p.h. and must be further restricted to lower speeds as shown below:—

Buildwas Junction	Iron Bridge	Cressage	15
Between Buildwas and Cressage	Cressage	Iron Bridge	15
Cressage	All Up and Down Trains between 161m. 66c. and 162m. 35c.		25*
Berrington	All Up and Down Trains through Station		15
Sutton Bridge Junction	To and from Branch		15
Shrewsbury	All Trains entering and leaving station		10

WOOLFERTON JUNCTION AND KIDDERMINSTER JUNCTION

DOWN LINE

Woolferton Junction	S. and H. Line	Bewdley	15
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*—Permanent Speed Restrictions Indicator provided (see the General Appendix to the Book of Rules and Regulations).

ENGINE RESTRICTIONS

WOLVERHAMPTON AND CHESTER, BIRKENHEAD, ETC.

WOLVERHAMPTON AND SALTNEY JUNCTION.

Permitted Engines.—ALL.

L.M.R. Class 4 (2-6-4T) locomotives to diagrams E.D. No. 251 and E.D. No. 271 may work between Saltney Junction and Llangollen via Ruabon, but those engines of the same class shown on diagrams E.D. No. 172 and E.D. No. 182 are not authorised over this section.

Ex-L.M.S. Class 6 4-6-0 engines are authorised to work between Saltney Junction and Wolverhampton including Oxley and Stafford Road Depots.

Ex-L.M.S. Class 6 P/5 F. (4-6-0) Tender locomotives may work from the limit of Western Region maintenance at 162m. 53½c. near Crudington to Wolverhampton Low Level subject to the observance of service restrictions.

Ex-L.M.S. Class 7 P. 4-6-0 locomotives to diagrams E.D. No. 270B and E.D. No. 272, may be permitted to work from the limit of Western Region maintenance at 162m. 53½c. near Crudington and Wolverhampton Low Level subject to the restrictions laid down for the working of "King" class engines.

60XX "King" and B.R. Standard Class 8 (4-6-2) engines may work over Main and Relief Lines and crossover roads between Main and Relief Lines. They must not use any Sidings except in Locomotive Yards, but they may work over Sidings adjacent to Main and Relief Lines as far as catchpoints only, for the purpose of putting off vehicles, etc., in case of emergency.

Subject to a speed restriction of 10 m.p.h., use may also be made of all Goods Running Loops between Oxley North and Saltney Junction. When using these loops, 60XX ("Kings"), B.R. Standard Class 8 (4-6-2) engines and the Gas Turbine must not be coupled to any other engine except that in the event of one of these engines being unable to move under its own power it may be drawn or propelled into the authorised goods running loop by an engine of other than these classes in order to clear the Main Line. In such cases the speed should not exceed 5 m.p.h. and 2 steam engines should not be coupled chimney to chimney.

Station	Name of Place	Type of Engines Prohibited
Shifnal	Up Siding connection to Goods Shed, Chester End	Speed 5 mph for all 4-6-0 Engines and 2-8-0 47XX Class.
Oakenegates	Weighbridge at entrance to Goods Shed	All.
Wellington	Haybridge Siding, Weighbridge	All.
Wellington	W.R. Goods Yard beyond gate leading to Gas Works.	To be used only by 0-4-0T and 0-6-0T (1901 and 1361 Classes). No engine must work over the Gas Works Weighbridge.
Wellington	W.R. Goods Yard—Nos. 4, 5 and 6 Down Sidings	To be used only by light shunting engines, and engines of 57XX and 74XX 0-6-0T. class.
Wellington	W.R. Goods Yard. Down Siding from Goods Shed Road to Coal Road.	All 4-6-0 engines and 2-8-0 47XX Class.
Wellington	L.M.R. Goods Yard. Up Cattle Loading Dock ...	All 4-6-0 Engines and 2-8-0 47XX Class.
Wellington	L.M.R. Goods Shed	All engines.
Allscoot Sidings ...	Sugar Beet Factory Sidings	0-6-0T 57XX prohibited; 16XX engines may work over the following sections of the sidings:— Weighbridge Road Nos. 1 and 2, Both "Elfa" lines. Loco. Shed Road. Loco. Coal Road. Factory straight roads, excluding the crossover.
Upton Magna	Cattle Dock	All large engines.
Shrewsbury (Abbey Foregate)	"Scotch Road," Down Sidings	All 4-6-0 Engines and 2-8-0 47XX Class.
Shrewsbury	Shropshire Union Yard	2-8-0 "Austerity" Class Engines prohibited beyond the end of Howard Street landing. This prohibition will not prevent wagons being shunted into the sidings by "Austerity" Class Engines, provided that 4 or more wagons are retained next to the engine.
Shrewsbury Station ...	Down Main to Up and Down Platform via "Slip" road, applicable from Severn Bridge Jn. Signal Box to the Straight track in the platform line.	"King" Class Engines restricted to 5 miles per hour.
Shrewsbury (Station) ...	Scissors Crossover between Bay Platforms Nos. 5 and 6.	All 4-6-0 Engines and 2-8-0 47XX Class.
Shrewsbury (Station) ...	Scissors Crossover between Up and Down Main and Down Main.	"King" class and 2-8-0 47XX Class.
Shrewsbury (Station) ...	Scissors Crossover between Up Platform and Up Main.	2-8-0 47XX Class.
Shrewsbury (Station) ...	Scissors Crossover Up Main to Up Platform ...	"King" and "Castle" types restricted to 5 miles per hour.
Shrewsbury (Station) ...	All Bay Lines	2-8-0 47XX Class.
Shrewsbury (Cotton Hill)	Cattle Pen Sidings	All—beyond end of Old Goods Shed.
Whittington (L.L.) ...	Up Loading Wharf and Coal Sidings	Speed 5 m.p.h. for all 4-6-0 Engines and 2-8-0 47XX Class.
Gobowen South	Slip Roads to and from Middle Road to Oswestry Branch and Back Road.	Speed 5 m.p.h. for all 4-6-0 Engines and 2-8-0 47XX Class.
Gobowen	All Bay Lines	2-8-0 47XX Class.
Gobowen	Crossover Down Bay Platform to Down Sidings ...	All with outside cylinders.
Chirk	Up Sidings Weighing Machine	To be used only by 0-6-0 Light Shunting Engine.
Whitehurst	Goods Shed	All.
From Branch Junction ...	Up Main to Brickworks Siding	All 4-6-0 Engines and 2-8-0 47XX Class.
Ruabon	Plasmadoc Down Siding, Weighbridge	To be used only by Light Shunting Engine.
Ruabon	Up Sidings at back of Middle Box	2-8-0 47XX Class.
Wrexham	Down Sidings, south end of Cattle Pens	All with outside cylinders.
Wrexham	All Bay Lines	2-8-0 47XX Class.
Wrexham	Up Horse Landing near Warehouse. (All engines prohibited from using connections leading to this wharf.)	All.
Wrexham	Back Road to Up Loading Bank	All 4-6-0 Engines and 2-8-0 47XX Class.
Wrexham	Goods Shed	All.
Wrexham	Rogers' and Jackson's Up Siding	All.
Saltney (Dee Branch) ...	Beyond Flood Gates	To be used only by light shunting engines.

Engine Restrictions—continued**WOLVERHAMPTON AND CHESTER, BIRKENHEAD, ETC.—continued****SALTNEY JUNCTION TO CHESTER.**

Permitted Engines.—ALL except "King," B.R. Standard Class 8.

Chester	All Lines except into W.R. Bay Lines and over Triangle for turning purposes, and over the following Sidings, viz., Brook Lane Sidings, Nos. 1 to 7 (inclusive), Warrington Siding.	2-8-0 H 47XX. Must be confined to the Lines and Sidings shewn.
Chester	"Field" Siding to Main Line near 3A Box. Over shunting neck to Birkenhead end of W.R. Engine Shed.	2-8-0 H 47XX. Must be confined to the Lines and Sidings shewn.
Chester	The Lift Road, Coal Stage Road, Road to Water Column, Old Van Siding, "Tender Road" at the Birkenhead end.	2-8-0 "H" 47XX. Must be confined to the Lines and Sidings shewn.
Chester	Turntable Siding via back of No. 4 Signal Box ...	2-6-2T 51XX may work slowly over Curve. 2-6-2T 31XX, and 2-8-0 H 47XX are prohibited.
Chester	Crossover Road leading from Up fast to Down fast between Nos. 1 and 2 Boxes.	2-8-0 H 47XX.

L.M.R. DIESEL MECHANICAL LOCOMOTIVES

L.M.R. Diesel Mechanical Locomotive No. 10100 "Fell System" is permitted to work between Wellington (Stafford Junction) and Harlescott via Shrewsbury subject to the observance of service restrictions.

WORKING OF DIESEL SHUNTING ENGINES—SHREWSBURY**Abbey Foregate—Coal Yard.**

Permitted on all roads at a speed of 5 m.p.h.

Shropshire Union Yard—Warehouse Road, etc.

Prohibited on all roads except the line leading to the first pair of points on the front Coal line.

Crewe Bank—Cattle Pens, etc.

Permitted on all roads, except Hunts Siding pending the relaying of the latter.

Castle Foregate Cattle Pen Siding.

Permitted to work over the Castle Foregate Cattle Pen Siding provided the engine does not proceed beyond the Chester end of the adjacent Goods Shed until the Siding is relaid.

B.R. STANDARD ENGINES

Class 7 (4-6-2) 70XXX "Red" Route availability and maximum loads as for "Castle" Class, but prohibited from working between Chester and Birkenhead.

Class 4 (4-6-0) 75XXX, "Blue," Route availability and maximum loads as for "Manor" (78XX) Class.

Classes of W.R. Engines permitted to assist B.R. Standard Class 7 (4-6-2) Engines over all "red" and "double-red" routes are the same as those permitted to assist the "Castle" Class.

B.R. STANDARD ENGINES, CLASS 2, 2-6-0 (78XXX)

Local restrictions on the working of Standard Class 2 (2-6-0) Engines in certain sidings will depend on satisfactory clearance tests and arrangements will be made accordingly as and when locomotives of these classes are allocated to the Western Region.

B.R. STANDARD ENGINES, CLASS 3, 2-6-2T (82XXX)

These engines are prohibited from all "Uncoloured" routes.

The following restrictions apply:—

May work between Shrewsbury and Swansea (Victoria) subject to the observance of service restrictions.

Oswestry Branch—as for "Yellow" Class engines with outside cylinders.

Bala Junction to Trawsfynydd—as for W.R. 51XX Class engines.

Trawsfynydd to Blaenau Ffestiniog—clearance tests required.

Local restrictions in certain Sidings will depend on satisfactory clearance tests.

Engine Nos. 82030, 82035, 82036, 82037, 82038, 82039, 82040, 82041, 82042, 82043 and 82044 are regarded as "Yellow" engines and when working over "yellow" or specially authorised "Uncoloured" routes, they must not be coupled to another engine of the same class.

B.R. STANDARD ENGINES, CLASS 4, 2-6-4T (80XXX)

These engines are prohibited from all "Yellow" and "Uncoloured" routes.

The following restrictions apply:—

As for "Blue" engines.

Shrewsbury Engineering District—as for W.R. 78XX Class engines.

Local restrictions on the working in certain Sidings will depend on satisfactory clearance tests.

B.R. STANDARD ENGINES, CLASS 4, 2-6-0 (76XXX)

These engines are prohibited from all "Yellow" and "Uncoloured" routes.

The following restrictions apply:

May work between Shrewsbury and Swansea (Victoria) subject to the observance of service restrictions.

Glyndyfrdwy and Barmouth } As for "Blue" engines with outside cylinders.

Bala and Trawsfynydd }

Engine Restrictions—continued

B.R. STANDARD ENGINES, CLASS 5, 4-6-0 (73XXX)

These engines are prohibited from all "Blue," "Yellow" and "Uncoloured" routes. They are also prohibited from working Passenger trains between Llangadock and Pontardulais.

The following restrictions apply:—

As for V.V.R. 4-6-0 49XX ("Hall") Class engines.

When working Freight trains between Llangadock and Pontardulais the speed must not exceed 30 m.p.h.

These engines are permitted to travel between Chester and Birkenhead, but are prohibited from working into No. 2 Platform and No. 3 Road between Nos. 2 and 3 Platforms at Birkenhead Woodside Station.

B.R. STANDARD CLASS 9F (2-10-0) (including Franco-Crosti) (92XXX)

These engines may work between Wellington (Stafford Junction) and Harlescott via Shrewsbury subject to the observance of service restrictions.

May work over running lines and sidings subject to the observance of the prohibitions and restrictions given below. The engines classified "BLUE" but will be restricted to a speed of 50 m.p.h. over "BLUE" routes:—

DOUBLE RED and RED ROUTES ... As for 2-8-0 28XX and 47XX class engines.

BLUE ROUTES ... As for 2-8-0 28XX engines. Speed not to exceed 50 m.p.h.

DOTTED BLUE ROUTES ... As for 2-8-0 28XX class engines. Speed not to exceed 25 m.p.h.

YELLOW and UNCOLOURED ROUTES... PROHIBITED.

WORKING OF EASTERN REGION "V.2" (2-6-2), CLASS ENGINES

These engines are permitted to work between:—

(a) Paddington and Saltney Junction via Bicester.

(b) Shrewsbury and Harlescott Crossing

subject to strict observance of service restrictions and the stipulations applicable to "King" Class engines.

WELLINGTON (SALOP) AND DONNINGTON (L.M.R.)

The undermentioned engines are authorised to work over the L.M.R. Line between Wellington (Salop) and Donnington:—

Type of Engine	Class
4-6-0	Hall, 49XX. Castle, 50XX. Grange, 68XX. Manor, 78XX.
2-6-0	Outside Cylinders 43XX Type.
2-6-2	Tanks, 51XX.

COALPORT (EAST) AND HADLEY JUNCTION

ENGINES AUTHORISED

Western Region	B.R. Standard	Diesel	L.M. Region	REMARKS
57XX... (See Siding Prohibitions)	All except:— 4-6-2 70XXX 71XXX 72XXX	All except:— 600-604 5700-5719 10000-10001 10201, 10202, 10203 10100 Fell (Diesel Mech. As single and double units.	All except:— 4-6-0 44658-45742 46100-46170 4-6-2 46200-46212 46220-46257 2-8-0 53800-53810 0-6-0 2E and 3H 0-4-4T 2K and 2L 0-6-0T 2R and 3Y } Ex Cal.	The following engines and Diesel Locomotives are restricted to 15 m.p.h. over Bridges 3 and 4 between 1 and 1½ m.p.:— 2-8-0 48000-48772 70807-79483 90007-90774 2-10-0 B.R. Standard 92XXX 250 and 500 h.p. Diesel

Engine Restrictions—continued

AVAILABILITY OF 57XX CLASS ENGINES (W.R.) COALPORT BRANCH AND TRENCH SIDINGS

This Class of engine can work anywhere on the above Branch and Sidings, subject to the following prohibitions:—

Blockleys Top Siding	...	...	...	...	Prohibited beyond entrance gates due to sharp curvature against wharf wall.
Oakengates Yard	...	...	...	...	Not to go alongside scrap iron high loading dock.
Hinkshay Sidings	...	...	...	...	Not used. Prohibited.
Dawley and Stirchley Station Yard	...	...	...	...	Shed Road can be used with careful working at very slow speed. Back Road prohibited due to sharp curvature and poor conditions of track.
Madeley Market	...	...	...	...	Church Road. Prohibited due to sharp curvature. (4½ chains.)
Legges Sidings	...	...	...	...	Not used. Prohibited.
Nuway Sidings	...	...	...	...	Not used. Prohibited.

The following speed restrictions must be strictly observed:—

Between 1 m.p. and 1½ m.p. Speed not to exceed 10 m.p.h.

Between 5 m.p. and 6 m.p. Speed not to exceed 25 m.p.h.

Trench Sidings	Back Road. Prohibited due to sharp curvature (4½ chains) and poor condition of track. Engine not to work beyond weighbridge due to very sharp curvature of track into Works.
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EX G.W. LOCOMOTIVES WORKING BETWEEN WELLINGTON AND NEWPORT (SALOP) L.M.R.

51XX (2-6-2) and 57XX (0-6-0) Tank engines are permitted to work between Wellington and Newport (Salop).
The A.T.C. Shoe, if fitted, may be left in the operative position in each case.

CHESTER AND BIRKENHEAD

Engines of all descriptions (with the exception of the "King" Class) may work between Chester and Birkenhead, subject to the undermentioned prohibitions:—

10XX "County" Class engines are permitted to travel between Chester and Birkenhead, except that they are prohibited from working into Birkenhead (Woodside) Station.

Woodside Station

"Castle," "Hall," "Grange" and "Manor" engines are prohibited from working over the Crossover Road leading from the Down to the Up Line at the Station end of Woodside Tunnel. These engines are also prohibited from working into platforms 2, 3, 4 and 5.

"Castle," "Hall," "Grange" and "Manor" engines are permitted to work into the Middle Road between Nos. 4 and 5 Platforms. They may also work into No. 1 Platform providing the speed does not exceed 4 m.p.h.

B.R. Standard tender locomotives of Class 4 (4-6-0), Class 5 (4-6-0) and Class 6P/5F (4-6-2) are permitted to work into Birkenhead (Woodside) Passenger Station, subject to the observance of the speed restriction of 10 m.p.h. between Birkenhead Town and Birkenhead (Woodside) stations and the following prohibitions:

Birkenhead (Woodside) Passenger Station

No. 2 Platform

No. 3 Road (between Nos. 2 and 3 Platforms).

BRIDGE No. 2. LEADING TO ABBEY STREET COAL YARD

Only 0-6-0T 2021; and 57XX Engines are permitted to work over this Bridge.

* Provided no other engine or vehicle is on adjoining Siding.

OVER SIDINGS ON BRIDGE No. 59 TO COAL YARD AND MONKS FERRY AT TOWN STATION

Only 0-6-0T. 2021; 74XX; and 57XX engines may use these Sidings.

UP LOOP AND No. 20 SIDING (which is an extension of the Up Loop) AND ADJACENT TWO SIDINGS ON UP SIDE OF BRIDGE No. 56 NEAR GREEN LANE.

All engines may use these Sidings other than the 4-6-0 "Castle" Class and 2-8-0 47XX Class.

These restrictions are not intended to apply to the Up Loop (or running line) next to the Up fast line near Green Lane Junction.

WEST FLOAT JUNCTION

0-6-0 Shunting Tank Engines, 4-ft. 1½ in. wheels, may work on both loaded and empty lines as far as the weighing machines at the discharging berth West Float.

CHESTER AND BIRKENHEAD—continued

LOCOMOTIVE ROUTE AVAILABILITY EX G.W. "COUNTY" AND "HALL" CLASS LOCOMOTIVES. BIRKENHEAD GREEN LANE JUNCTION AND MORPETH DOCK.

Ex G.W. "County" Class and ex G.W. "Hall" Class 49XX (4-6-0) tender locomotives may work over the following sections of line subject to the restrictions shown below:—

- (1) Birkenhead (Green Lane Junction) and Morpeth Docks Goods Yard.
- (2) Brook Street Signal Box and Canning Street North Signal Box (including the crossover road between the Down and Up Lines near Canning Street North signal box).

Restrictions.

Locomotive to be confined to the following lines at Morpeth Docks Goods Yard:—

- No. 8 Siding
- "New Cut" Siding
- "No. 15" Siding

and to a speed restriction of 5 miles per hour being observed when the following movements are carried out in either directions:—

- Between the M.D. & H.B. South Main Line and No. 8 Siding.
- Between No. 8 Siding and North Main Line.
- Between the M.D. & H.B. South Main Line and the "New Cut" Siding.
- Between No. 8 Siding and the "New Cut" Siding via the Slip Road.
- Between the M.D. & H.B. North Main Line and "New Cut" Siding.
- Between M.D. & H.B. North Main Line and No. 15 Siding.

There is a Mersey Docks and Harbour Board notice board at the Brook Street end of the Bascul Bridge restricting speed over the Bridge to 5 miles per hour.

B.R. STANDARD ENGINES CLASS 5 (4-6-0)

These engines are permitted to travel between Chester and Birkenhead except that they are prohibited from working into Birkenhead Woodside Station.

TANK ENGINES (2-6-2T, 31XX, 41XX, 51XX, OR 45XX, AND 55XX TYPES) BIRKENHEAD

These classes of engines must on no account be allowed to go over the Sidings or Lines named below:—

Station or Siding	Particulars
Birkenhead... ..	Cavendish Sidings, Nos. 2, 3, 5, 6, 7, 8, 9, 10 and 28.
Birkenhead... ..	Cavendish Sidings, Nos. 11 and 12, beyond No. 11 points.
Birkenhead... ..	Cavendish Sidings. Outside Curve from No. 29 points in the direction of No. 39 Siding.
Birkenhead... ..	South Reserve, Iron Side.
Birkenhead... ..	New Hoist, right-hand Siding, Great Float.
Birkenhead... ..	Morpeth Dock Goods Yard (see special instructions)

BROMBOROUGH AND SPITAL

Whenever it is necessary to send cattle traffic to Bromborough and Spital on W.R. trains, worked by a large Goods or Tank Engine, such wagons must be picked up eight wagons from the engine, so that it will not be necessary for the engine to go into the Sidings at these places.

MORPETH DOCK GOODS YARD, BIRKENHEAD

Engines working into Morpeth Dock Goods Yard must be confined to the Lines and Sidings indicated hereunder:—

"YELLOW" AND "UNCOLOURED" GROUP

May use all Lines and Sidings.

"BLUE" AND "RED" GROUP

Main Inwards and Main Outwards Lines from Morpeth—Egerton Dock Bridge to connection with Dock Board Lines at top end of the Yard.

Crossover leading from Outwards to Inwards Line at top end of the Yard.

Crossover leading from Main Inwards to Outwards Line immediately adjoining the Morpeth—Egerton Dock Bridge.

Red Group	Type	Blue Group	Type
93XX	2-6-0	—	—
56XX-66XX	0-6-2T	—	—

Main Inwards and Main Outwards Lines from Morpeth—Egerton Dock Bridge to connection with Dock Board Lines at top end of the Yard.

Crossover leading from Outwards to Inwards Line at top end of the Yard.

Red Group	Type	Blue Group	Type
31XX	2-6-2T	51XX	2-6-2T
47XX	2-8-0	28XX	2-8-0
49XX, 59XX, 68XX	4-6-0	—	—

Connection from Main Inwards Line leading to Warehouse Sidings, Nos. 6, 7 and 8, and connection leading from Warehouse Sidings to Main Outwards Line.

Connection from Main Inwards Line to a point 92-ft. beyond water column and connection from this point to Main Outwards Line.

Facing Crossover Line from Main Inwards to Main Outwards Road.

Red Group	Type	Blue Group	Type
93XX	2-6-0	51XX	2-6-2T
56XX, 66XX	0-6-2T	28XX	2-8-0
31XX	2-6-2T	—	—

L.M.R. YARD, MANCHESTER SIDINGS

W.R. engines in the "Red" and "Blue" Groups are prohibited from using the L.M.R. Manchester Sidings.

BIRKENHEAD (DUKE STREET)

51XX and engines of a similar type are prohibited from using Duke Street Crossing.

BIRKENHEAD (SHORE ROAD)

W.R. engines are prohibited from entering the Outside Line on Shore Road from the W.R. Yard end.

When it is necessary to shunt this Line it must be done by proceeding up the Middle Road and backing on the outside road, but engines must not come back beyond a point opposite the Mercantile Marine Office at the end of No. 19 Shed South West Corner of Morpeth Dock.

HELSBY BRANCH

Only 28XX, 53XX, 2-6-2T and lower category engines permitted to work over this Branch subject to following conditions:

- (i) 28XX Class permitted into all sidings maintained by the B.T.C. at:
 Ellesmere Port. Ince and Elton.
 Stanlow and Thornton. Helsby (West Cheshire Junction).
 but is prohibited over following lines in Ellesmere Port Goods Yard:
 Warehouse Road. Loading Dock Sidings.
 Coal Road. Catte Pen Sidings.
- (ii) 31XX, 41XX, 51XX, 45XX and 55XX types prohibited over following lines at Ellesmere Port:
 (a) Crossover road from Station Yard to Up Main line.
 (b) No. 1 Shropshire Union Siding.

WEST KIRBY LINE

Only the following engines are permitted to work over the West Kirby Line:—
 0-6-0T, 2-6-2T (41XX, 45XX, 51XX, 55XX), 0-6-2T (56XX, 66XX).

SALTNEY JUNCTION AND MOLD JUNCTION

W.R. engines of the 51XX, 66XX and 28XX classes may work between Saltney Junction and Mold Junction.

GOBOWEN AND OSWESTRY

Any engine with the exception of the 4-6-0 60XX "King" and 2-8-0 47XX classes may work between Gobowen and Oswestry and in Oswestry Yard subject to the observance of all service restrictions and to the following prohibitions, which apply to Engines with outside cylinders.

Place	Prohibition
OSWESTRY	
Branch Yard	
Beyond Goods Shed door (Gobowen end)	All with outside cylinders.
Siding with wharf each side used by Co-operative Society	
Chester landing beyond coal wharf used by Milner	
Crossover road between Bordesley and Chester landings	
South End and Yard (Up Side)	
Johnson's Siding (Private) beyond commencement of wharf	All with outside cylinders, except Class 2, 2-6-0 Tender, 464XX, 465XX, 78XX and Class 2, 2-6-2 Tank.
Cattle Pens Siding beyond commencement of wharf	
Coal Siding used by Joseph Williams, beyond commencement of wharf	
Hollies Siding (Private) beyond gate	
Grain Shed Sidings	" Red " and " Blue " with outside cylinders.
Coal Siding used by Martin	
Two mileage road Sidings	
South End and Yard (Down Side)	
Two Engineering Department Sidings	All with outside cylinders, except Class 2, 2-6-0 Tender, 464XX, 465XX, 78XX and Class 2, 2-6-2 Tank.
Two Carriage Sidings adjacent to Engineering Department Sidings.	
Beyond hand points leading to two Sidings to Locomotive Works	
North End and Yard (Up Side)	
Llanwddyn Sidings	" Red " and " Blue " with outside cylinders.
Coal Stacking Sidings	
North End and Yard (Down Side)	
All Sidings leading to Carriage and Wagon Works	" Red " and " Blue " with outside cylinders.

B.R. STANDARD ENGINES

Section of Line and Place	Prohibitions
Gobowen and Oswestry— Oswestry (Branch Yard) Oswestry (South End)	Standard Class 2, 2-6-0 Engines are subject to the same prohibitions as yellow and uncoloured Engines with outside cylinders.

WELLINGTON (EXCLUSIVE) AND CREWE

W.R. Engines working over L.M.R. Line between Wellington (exclusive) and Crewe

W.R. Engines of the undermentioned types are permitted for general working over the above route, in either direction, including use of Crewe Passenger Station, access to Crewe North Motive Power Depot; round the triangle formed between Gresty Lane No. 1, Basford Hall S.S. North and Salop Goods Junction; into Basford Hall Sidings and Gresty Lane Sidings. The A.T.C. shoe may remain in the operative position throughout.

4073, 50XX "Castle."
 49XX, 59XX, 69XX, 79XX "Hall," 68XX "Grange," 78XX "Manor."
 2-6-0 43XX, 53XX, 63XX, 73XX, 93XX.
 2-8-0 28XX, 30XX, 38XX, 47XX.
 0-6-0 22XX.
 2-8-2T 72XX.
 2-8-0T 42XX, 52XX.
 2-6-2T 31XX, 45XX, 51XX, 55XX, 61XX, 81XX.
 0-6-0T 57XX, 67XX, 77XX, 87XX, 46XX, 97XX, 37XX, 36XX, 96XX.

The following prohibitions apply:—

Station	Name of Place	Type of Engines Prohibited
Crudgington	Goods Shed	All in "Red" Group. 4-6-0 ("Manor" and "1000" Classes), 2-6-0 43XX-73XX; 2-8-0 28XX; 2-8-0, R.O.D.; 2-6-2T 51XX, 61XX, 81XX.
Market Drayton	Beyond South end of Cattle Pens	All in "Red" Group, "1000" Class.
Market Drayton	Wharf	4-6-0, "Hall," "Grange," "Manor" and "1000" Classes, 2-8-2, Tank.
Adderley	Horse Landing	All in "Red" Group, 4-6-0 ("Manor" and "1000" Classes); 2-6-0 43XX-73XX; 2-8-0 28XX; 2-8-0, R.O.D.; 2-6-2T 51XX, 61XX, 81XX.
Nantwich	Warehouse	No engines to work into Warehouse.

Crewe (Sidings).—The following sidings have curves of the radii shewn and engines not capable of negotiating these curves should be restricted accordingly:

- (1) Sorting Sidings North. Sidings Nos. 1-25 inclusive, 6½ chains.
- (2) Sorting Sidings North. Sidings Nos. 26-30 inclusive, *5 chains.
- (3) Lead to Down Fast Independent from S.S. North, 6 chains.
- (4) S.S. North Lead to No. 9 W.R. Reception Line, 6½ chains.
- (5) Gresty Lane No. 1 Curve through Carriage Landing 4½ chains.
- (6) North End of Tranship Lines Nos. 1-8 inclusive, 4 to 5 chains.

*—Curves of this radius are present at least 100 yards beyond the individual entrances to the sidings.

- (1) and (2) W.R. engines do not work over these sidings.
- (3) W.R. engines work over this road.
- (4) W.R. engines work over this road.
- (5) W.R. engines do not work over this road.
- (6) W.R. engines do not work over these lines.

Crewe Passenger Station.

Nos. 1 and 2 Bay platform lines. Because of limited distance between points and stop blocks, engines exceeding overall length of 57 ft. cannot use crossovers provided for running round.

RUABON, BARMOUTH JUNCTION AND BARMOUTH

L.M.R. Class 4 (2-6-4T) locomotives to diagrams E.D. No. 251 and E.D. No. 271 may work between Saltney Junction and Llangollen via Ruabon, but those engines of the same class shewn on diagrams E.D. No. 172 and E.D. No. 182 are not authorised over this section.

Engines of all descriptions (with the exception of 60XX "King" and those in the "Red" Group) may work between Ruabon and Barmouth Junction.

The following prohibitions must be observed:—

Place	Prohibition	Types of Engines Prohibited
Trevor	Roberts' and Maginnes' Siding beyond Gate	4-6-0 78XX; and 2-6-2T 51XX.
Trevor	Over Weighing Machine on Outer Siding ...	4-6-0 78XX; and 2-6-2T 51XX.
Llangollen	Up Spur Siding	4-6-0 78XX. Class engines may work into the White Sand and Silica Co.'s Sidings, Pentrefelin, Llangollen, beyond the entrance gates, subject to a speed restriction of 5 m.p.h., with careful working.
Glyndyfrdwy	Slate Wharf Siding	4-6-0 78XX; and 2-6-2T 51XX.
Corwen	Scissors Crossing leading to Goods Shed and Cattle Pens Carriage Loading Wharf.	4-6-0 78XX; and 2-6-2T 51XX.

B.R. STANDARD ENGINES

Section of Line	Prohibitions
Trevor Goods Yard—Acrefair (Low Level)	Standard Class 2, 2-6-0 Engines, are prohibited.

BARMOUTH JUNCTION AND BARMOUTH, INCLUDING TRIANGLE

Any tender engine in the "Blue" classification may be permitted with the exception of all engines of the 2-8-0 type.

Any tank engine of the 2-6-2, 0-6-2 and 0-6-0 types in the "Blue" classification may be permitted.

All permitted engines in the "Blue" classification to be restricted to 10 m.p.h. when passing over the Barmouth and Old Chapel Viaducts.

No restrictions as to double heading of specially permitted engines other than the all-line regulations in the General Appendix.

All engines requiring to turn must use the Triangle at Barmouth Junction.

BALA JUNCTION AND BLAENAU FFESTINIOG

Engines of the 4-6-0 78XX; 2-6-0, 43XX; and 2-6-2 Tank 51XX, and other engines in the same classes are permitted to work through as far as Trawsfynydd only at a speed not exceeding 20 m.p.h. at any point, and subject to observance of permanent restrictions to lower speed. Engines in the "Yellow" and "Uncoloured" Groups are only permitted to work up to Blaenau Ffestiniog. The following prohibitions apply:—

The speed of any engine in the "Blue" Group permitted to work between Bala Junction and Trawsfynydd must be reduced to 10 m.p.h. when working over the Bridge at 0m. 12½ ch. between Bala Junction and Bala.

Engines of the 0-6-0 Tank 57XX Class are permitted to work over this section of line with the following stipulations, and subject to the observance of service restrictions. The engines must be fitted with flange oilers.

(a) Bala Junction to Trawsfynydd.

Speed to be restricted to 10 m.p.h. maximum when passing over the bridge at 0m. 12½ c. between Bala Junction and Bala.

(b) Trawsfynydd to Blaenau Ffestiniog.

57XX Class engines are prohibited from working into sidings at the following places:

Manod.—No. 1 Siding.

Pengwern.—Rail access to Manod Quarry (Company's siding has not been used for some years).

Tan-y-Manod.—Two sidings alongside loading wharves. End loading Wharf Siding.

Blaenau Ffestiniog.—Klondyke and Special Siding. Siding leading to Goods Shed from termination of Branch.

In the case of double-headed trains, any two engines of the classes permitted to work may be coupled together subject to the speed restrictions which are applicable to the single engine of the same class.

ARENIG

Engines of the 4-6-0 78XX; 2-6-0 43XX; and 2-6-2 Tank 51XX; and 0-6-0 Tank 57XX, must not work beyond the gates leading to the Quarry Sidings.

B.R. STANDARD ENGINES

Section of Line and Place	Prohibitions
Bala Junction and Blaenau Ffestiniog Trawsfynydd and Blaenau Ffestiniog	Standard Class 2, 2-6-0 engines, are prohibited pending clearance tests.

WELLINGTON AND LONGVILLE

Engines in the "Yellow" (with the exception of 2251, 45XX and 55XX classes), and "Uncoloured" Groups may work between Wellington and Longville.

Any engine in the "Blue" and lower categories may work over the Ketley Branch to Buildwas, subject to the following:—

Ketley.

Only 36XX, 37XX, 46XX, 57XX, 67XX, 77XX, 87XX, 96XX and 97XX, 0-6-0 Tank engines in the "Blue" Group are permitted to work into Messrs. Sinclair's Sidings.

Lightmoor.

78XX engines must not work over weighing machine.

ALBERT EDWARD BRIDGE

The following instructions apply to the working of trains double-headed over the Albert Edward Bridge near Buildwas:—

(1) No "Blue" Group engines may be coupled together.

(2) The undermentioned "Blue" Group engines must not have coupled assistance:—

4-6-0 78XX, "Manor" Class.

2-8-0 28XX, 38XX, 30XX (R.O.D.), W.D. 2-8-0.

2-6-0 43XX, 53XX, 63XX, 73XX.

2-6-2 Tank 41XX, 51XX, 61XX, 81XX.

(3) Other "Blue" engines may be coupled to any "Yellow" tender engine or any engine in the "Uncoloured" class.

(4) "Yellow" tank engines must not be coupled.

(5) When tank engines are assisted by tender engines the tender must be next to the tank engine.

BUILDWAS TO MUCH WENLOCK

Any engine in the "Blue" Group may work between Buildwas and Farley. Such engines may also run to Much Wenlock for water in emergencies. The overall speed between Buildwas and Much Wenlock must not exceed 30 m.p.h. at any point.

51XX engines may work Passenger Trains between Buildwas and Much Wenlock. The overall speed not to exceed 30 m.p.h. at any point.

As a special case W.R. engines in the "Red" group (with the exception of the 2-8-0 47XX Class) may be utilised for working between Buildwas and Much Wenlock in connection with the conveyance of Government traffic subject to the maximum overall speed not exceeding 20 m.p.h.

STIRCHLEY BRANCH

Engines permitted { 57XX 0-6-0T } Subject to the maximum speeds which obtain under
 { 74XX 0-6-0T } the working arrangements on this Branch.

MADELEY BRANCH

Engines in "Red" Group (excluding "King" class and 2-8-0 47XX class) may work over the running lines only on these routes provided the speed does not exceed 20 m.p.h. at any point and subject to Service restrictions.

94XX class engines may use the sidings at the undermentioned places:

Madeley Court Goods Yard	...	Up Sidings.	Not to work into Goods Shed.
Madeley Court Works	...	As far as Notice Board at the entrance to the loading bank.	
Kemberton Colliery	...	No. 1 Siding and up to Notice Board in Nos. 2, 3 and 4 Sidings.	

KETLEY BRANCH

Present route—Blue.

As a "special" case, in the event of emergency necessitating diversion of traffic, engines in the "Red" Group (excluding the 2-8-0 47XX Class) may work over the running lines and certain sidings enumerated below, between Buildwas and Ketley Junction, subject to Service restrictions and provided the speed does not exceed 20 m.p.h. throughout and that the 15 m.p.h. restriction over the Albert Edward Bridge, near Coalbrookdale, is strictly observed. No coupling or assisting of "Red" engines can be permitted between Buildwas and Lightmoor Junction.

"Red" engines may use the sidings at Buildwas Power Station and the sidings at the undermentioned places:

Coalbrookdale Works.—All sidings at present used by "Blue" engines as far as Checker's Office.

Coalbrookdale Station.—Up Sidings.

Lightmoor.—No. 1 Siding (adjoining the Up Running Line). 0-6-0T. 94XX class engines no to work beyond connections to back road and machine road.

Horsehay.—Four sidings—i.e., Red Ore, Middle, Machine and Straight.

Ketley.—Two loops and dead end siding (connections and sidings to Messrs. Sinclairs' Works prohibited).

Aga Heat Co.'s Sidings.

Note.—0-6-0T. 94XX class engines to be prohibited from working over slip road in double compound from loop to main line until double compound has been relayed.

RHOS BRANCH

Engines in the "Yellow" and "Uncoloured" Groups only may work between Rhos Junction and Rhos.

WREXHAM AND MINERA

All engines in the "Blue" and "Yellow" Groups and 56XX class engines only (from "Red" Group) may work between Wrexham and Brymbo Middle.

Note.—56XX engines must not exceed a speed of 15 m.p.h. over the Bridge at 1m. 39c. and 20 m.p.h. over other sections of the line.

Other "Red" Group engines and 60XX "King" Class engines are prohibited.

Engines in the "Yellow" and "Uncoloured" Groups only may work between Brymbo Middle and Minera.

The following prohibitions apply Wrexham to Brymbo West:—

Engine Group.—	"Red" (56XX only)	...	...	...	...	1
	"Blue"	...	...	...	...	2
	"Yellow"	...	...	...	...	3
	"Uncoloured"	...	...	...	...	4

BRYMBO AND BWLCHGWYN

All types of engines in the "Uncoloured" and "Yellow" Groups may work between Brymbo and Bwlchgwyn Sidings.

Place	Prohibitions	Group Engines Prohibited
Brymbo... ..	Coed Talon Branch, Transfer Siding, beyond Branch Up Home Signal	1, 2
Brymbo Middle	Warehouse Road, beyond engines length inside disc	...
	Coal Road ... ..	...
	Steelworks Siding, beyond connection	1, 2
	Mount Siding, beyond engine Stop Board ... ..	...
Brymbo Middle to Vron Junction ...		All except "Yellow" and "Blue" 0-6-0T in Group A and 22XX 0-6-0T, subject to permanent speed restriction of 8 m.p.h.

PLAS POWER SIDINGS AND BRYMBO (Fishponds Sidings)

Subject to an overall speed restriction of 15 m.p.h., the following classes of engines are permitted to work between Plas Power Sidings and Brymbo (Fishponds Sidings):—

0-6-0T 57XX, 0-6-0T 16XX, 0-6-0T 64XX, 0-6-0T 74XX, 0-6-0T 2021, 0-6-2T 56XX, ex L.N.E.R. "C.13" class, ex L.N.E.R. "N.5" class.

CROES NEWYDD WEST

"Red" and "Blue" Class engines must not pass over the weighbridge.

78XX Grange Class engines are not permitted to use the following:—

Croes Newydd Yard—Crossover from Middle to Crewe Road and No. 16.

BRYMBO JUNCTION AND WREXHAM CENTRAL

ENGINES AUTHORISED				REMARKS
Western Region	B.R. Standard	Diesel	L.M. Region	
None	All except:— 4-6-2 70XXX 71XXX 72XXX 2-10-0 92XXX	All except:— 5500-5519 10000-10001 } As single and 10201-10202, 10203 } double units. 10100 Fell Diesel Mech.	All except:— 4-4-0 41049-41198 2-6-4T 42500-42536 2-6-0 42700-42984 4-6-0 45500-45742 46100-46170 4-6-2 46200-46212 46220-46257 0-8-0 48893-49454 49505-49674 2-8-0 53800-53810 0-6-0 2E and 3H 0-4-4T 2K and 2L 0-6-0T 2R and 3Y	Not more than two 0-6-0 (43800-44604) are permitted coupled together at 5 m.p.h. over Bridge 15 (Clewedog Viaduct) at Cefn-y-Bedd.
			Ex Cal.	

Engine Restrictions—continued

SHREWSBURY AND WELSHPOOL

Ex-L.M.R. Class 4 2-6-4 Tank (2-cylinder) locomotives may work over this section of line.

Engines of the 4-6-0 78XX; 2-6-0 43XX, 53XX, 63XX and 73XX types, may work over running lines and engines of the 4-4-0 type may work over running lines, crossover roads and sidings between Shrewsbury and Welshpool, subject to observance of service restrictions and of the following stipulations:—

Station	Name of Place	Types of Engines Prohibited
Westbury... ..	Not to work beyond wheel stop leading to Brickworks	All Classes.
Buttington Junction	Crossover between Platforms	4-6-0 (78XX).
	Brickworks' Private Siding—absolute	All Classes.
Note. —4-6-0 (78XX) and 2-6-0 ("Blue" Group). Between Buttington Junction and Welshpool the speed must not exceed 40 miles per hour at any point.		
Welshpool	Up Side Over truck weighbridge... .. Wall or Smithfield Siding beyond gate to Smithfield Coal Wharf Siding beyond station end of Montgomeryshire Farmers' building Down Side Tar Distilleries Siding Gas Works Siding beyond gate... ..	"Blue" with outside cylinders. "Blue" with outside cylinders. All with outside cylinders.

MINSTERLEY BRANCH

Only tank engines in "Yellow" and "Uncoloured" Groups, also 57XX and 51XX "Blue," are allowed to work between Hanwood and Minsterley, subject to the observance of service restrictions. The restrictions applicable to the 57XX and 51XX Class engines are: (1) speed not to exceed 25 m.p.h., and (2) speed not to exceed 5 m.p.h. in the Creamery Siding at Minsterley.

SHREWSBURY TO RED HILL JUNCTION

"Route Colour—Double Red"

"Permitted Engines: All except 47XX.

60XX "King" and B.R. Standard Class 8 (4-6-2) locomotives may work over Main and Relief Lines, and crossovers between Main and Relief Lines. They must not use any sidings except in Locomotive Yards, but they may work over sidings adjacent to Main and Relief Lines, for putting off vehicles, etc., in case of emergency.

Subject to a speed restriction of 10 m.p.h. general use may be made of all Goods Running Loops between Shrewsbury and Red Hill Junction. When using these loops, 60XX ("Kings"), B.R. Standard Class 8 (4-6-2) engines and the Gas Turbine must not be coupled to any other engine except that in the event of one of these engines being unable to move under its own power it may be drawn or propelled into the authorised goods running loop by an engine of other than these classes in order to clear the Main Line. In such cases the speed should not exceed 5 m.p.h. and 2 steam engines should not be coupled chimney to chimney.

The following prohibitions apply:—

Station	Connections and Sidings	Class of Engines Prohibited
Shrewsbury	Shropshire Union Yard	2-8-0 "Austerity" Class Engines prohibited beyond the end of Howard Street Landing. This prohibition will not prevent wagons being shunted into the Siding by "Austerity" Class Engines provided that four or more wagons are retained next to the Engine.
Shrewsbury (Abbey Foregate)	"Scotch Road," Down Sidings	All 4-6-0 Engines and 2-8-0 47XX class.
Shrewsbury (Station)	Scissors Crossover between Nos. 5 and 6 Bay Lines	All 4-6-0 Engines and 2-8-0 47XX class.
Shrewsbury (Station)	Scissors Crossover between Up and Down Platform Line and Down Main.	"King" Class and 2-8-0 47XX Class.
Shrewsbury (Station)	Scissors Crossover between Up Platform and Up Main	2-8-0, 47XX Class, "King" and "Castle" type restricted to 5 m.p.h.
Shrewsbury (Station)	All Bay Lines	2-8-0 47XX Class.
Shrewsbury (Coton Hill)	Cattle Pen Sidings	All beyond end of Old Goods Shed.
Shrewsbury	Goods Shed at Coleham	2-8-0 (30XX) R.O.D.
Shrewsbury (Coleham)	Back Welshpool Siding	B.R. Standard Class 9F (2-10-0).
Craven Arms	Goods Shed, and short siding leading to loading dock	All 4-6-0 Engines.
Ludlow	Goods Shed	All 4-6-0 Engines.
Leominster	Cattle Landing	All with outside cylinder.
Leominster	Connection Bromyard Branch to Platform No. 1	All 4-6-0 Engines.
Dinmore	Middle Siding past loading bank	All 4-6-0 Engines.
Hereford (Barr's Court)	Nos. 3 and 4 Salop Dock Sidings	All 4-6-0 Engines.
	Goods Shed Siding (Up Side, beyond the East or Station end of the Shed)	
Hereford Show Yard Sidings	No. 6 Dead End Siding, Down Side	"Castle" Class.
	Loading Bank	All 4-6-0 Engines.

"King" class engines are authorised to work between Barr's Court Junction and Red Hill Junction via Barton, also between Hereford (Barr's Court) and Barton via Brecon Curve, subject to observance of Service restrictions and to a maximum speed of 20 m.p.h. in each direction.

Engine Restrictions—continued

SHREWSBURY TO RED HILL JUNCTION—continued

Station	Connections and Sidings	Class of Engines Prohibited
Hereford Barton	Messrs. Bulmers' Loading Dock Sidings	All engines except 14XX, 16XX, 20XX, 22XX, 57XX, 74XX and 465XX.
	Connection from Messrs. Bulmers' Loading Dock Sidings to Messrs. Bulmers' "Field" Sidings.	All engines except 14XX, 16XX, 20XX, 465XX, which must work at slow speed.
	Messrs. Watkins' Grain Sidings	All engines except 14XX, 16XX and 20XX, which may work up to Mill Gate only.
	Nos. 4, 5 and 6 Down Sidings	All engines except 14XX, 16XX, 20XX, 22XX, 57XX, 74XX and 465 XX.
	Show Yard: Siding adjacent to the Wooden Loading Platform by the Shropshire Farmers' Association Warehouse.	All engines except 14XX, 16XX and 20XX.
	West Midland Gas Board's Siding—Over and beyond Weighbridges.	
	Painter Bros. Sidings	All engines except 14XX, 22XX, 57XX, 74XX and 465XX, provided the A.T.C. shoe is clipped up. 16XX and 20XX may work without restriction. All types.
	Crossover roads of the scissors crossover at the end of Painter Bros. Siding farthest from Entrance Gates.	All engines except 14XX, 16XX, 20XX, 22XX, 57XX, 74XX and 465XX to Siding Gate only. Beyond Gate—All engines prohibited.
	Groom's Siding (Saw Mills)	
	Cattle Dock Siding past Crossover Points... ..	All 4-6-0 engines.
	Sidings Nos. 2, 3 and 4, Down Side, South End	
Hereford (Moorfields)	—	All "Red" Group engines and 28XX 30XX and W.D. Classes are permitted to work to Moorfields Junction, but are prohibited from entering Moorfields Yard Sidings.

Ex L.M.R. Class 7P (4-6-0) Engines.—Authorised on through Passenger trains between Manchester and Pontypool Road, subject to all service restrictions, existing restrictions applicable to W.R. 4-6-0 engines and the following:—

Shrewsbury Station Crossover movements in the Bay Lines.

LEOMINSTER AND KINGTON

Engines of the 0-4-2T 14XX, 58XX and 2021 Class, and 22XX and 74XX only of "Yellow" classification are authorised to work over the Branch, subject to the observance of Service restrictions and to the following prohibitions on 22XX and 74XX engines working into sidings at:—

Kingsland	Connection to Kingsland Saw Mill Company's Siding and back road, pending re-timbering.
Kington	74XX engine only prohibited from working alongside wharf on back road further than 100 feet from commencement of wharf.

PRESTEIGN BRANCH

Engines of the 0-4-2T, 14XX, 58XX and 2021 Class are authorised to work over the Branch, subject to the observance of Service restrictions.

HEREFORD AND THREE COCKS AND BRECON

Engines of the 0-6-0T 74XX and 0-6-0 2251 class are authorised to work between Hereford and Brecon via Three Cocks Junction subject to service and special speed restrictions.

Ex L.M.R. two-cylinder 4-6-0 Mixed Traffic Engines are authorised to work over the Brecon Curve Lines at Hereford between Brecon Curve Junction and commencement of the W.R. maintenance on the Hereford and Brecon Line.

0-6-0T engines of the 57XX class may work over running lines and sidings between Hereford and Brecon, subject to the observance of service restrictions and the following stipulations:—

Eardisley.

Crossover between Up and Down Lines between platforms	PROHIBITED.
Alongside Sawdust Hopper on Thames Timber Company's Siding	PROHIBITED.
Timber Siding	Speed not to exceed 5 m.p.h.

Hay.

Robert Williams & Sons' Private Siding	PROHIBITED beyond Level Crossing.
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Engine Restrictions—continued

CRAVEN ARMS (EXCLUSIVE) AND BUILTH ROAD (H.L.)

Route Colour. Not yet allocated.

Permitted Engines

B.R. Standard Class 3 (2-6-2T)	} Subject to the observance of service restrictions.
B.R. Standard Class 4 (2-6-4T)	...	...
B.R. Standard Class 4 (2-6-0)	...	...
B.R. Standard Class 4 (4-6-0)	...	...
B.R. Standard Class 5 (4-6-0)	...	...

W.R. Craven Arms (exclusive) to Builth Road (H.L.).

22XX, 56XX, 57XX, 66XX, W.D. 2-8-0.

L.M.R. Craven Arms (exclusive) to Builth Road (H.L.).

All except 6A and 7A.

Two engines in steam may work coupled together, chimney to chimney, between Knighton and Llangunllo.

1,000 h.p. and 2,000 h.p. DIESEL HYDRAULIC LOCOMOTIVES

These locomotives are permitted to work between Craven Arms and Swansea (Victoria) subject to the observance of service restrictions.

LOCAL RESTRICTIONS ON W.R. ENGINES

Stations	Connections and Sidings	Engines Prohibited
Builth Road (H.L.)	Rhosforig Timber Siding	56XX, 57XX, 66XX.

BUILTH ROAD BANK ENGINE (Ex-Mid. Class 2, 0-6-0 Tender Engine)

This engine is permitted to work through from Builth Wells to Whitchurch, Shrewsbury or Brecon for maintenance and overhaul only subject to the strict observance of service restrictions and the following stipulations:—

- (1) The authority is for occasional working only.
- (2) Between Llanidloes and Three Cocks Junction the engine must work "Light Engine" only. The speed must not exceed 30 m.p.h. throughout and must be further reduced to 10 m.p.h. when passing over the following two bridges:—
 - (a) Bridge at 84m. 78c. Builth Road Junction.
 - (b) Bridge at 99m. 49c. near Three Cocks Junction.

DIESEL SHUNTING ENGINES

350 h.p. Diesel Electric Shunting Engines—13XXX (D.3XXX)

Engine Route Classification	...	...	Yellow
Maximum Permissible Speed	...	...	20 m.p.h.
Average Speed for timing purposes	...	...	15 m.p.h.

Prohibited from all "Uncoloured" routes and the following lines and sidings:—

Station or Place.	Prohibitions or Restrictions.
Moreton-on-Lugg	Not to work past end of B.T.C. Maintenance W.D. Sidings.
Hereford Show Yard	Not to work past gate into Groom's Siding.
Hereford (Worcester Sidings)	Not to work past gates leading to Stecco Emulsion Co.'s Sidings and West Midland Gas Board Siding.
Hereford (Barr's Court)	Not to work in Edgar Street cattle pens, Messrs. Wagon Repairs Siding or into the B.T.C. Wagon repairing depot.
Eardisley	Not to work into loading docks Up Side Shrewsbury end of Station.
Hay-on-Wye	Not to work alongside Messrs. Thymmes Tile Works or into Corporation Siding.
	Not to work past gates Thames Co.'s Siding.
	Not to work in Saw Mill Sidings.

350 h.p. Diesel Electric Shunting Engines—13XXX (D.3XXX)

(When used for Engineering Department purposes at site of work.)

1. When towed must be restricted to a speed of 10 m.p.h. unless they are demeshed.
2. They may be permitted to work in conjunction with the Mobile Track Relaying Unit.
3. They may be permitted to pull or propel vehicles for Engineering Department purposes provided the laid down speed limits are not exceeded.
4. They must NOT in any circumstances be coupled to a steam engine or train worked by a steam engine, except as indicated in item 1.

200 h.p. Diesel Mechanical Shunting Locomotives—111XX and 112XX (D.2XXX)

Engine Route Classification	Uncoloured
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These engines may work over all running lines with the following exceptions:—

Clee Hill Branch
Pontycysyllte Branch
Criggion Branch.

MAIN LINE DIESEL HYDRAULIC LOCOMOTIVES

(a) 2,000 h.p. Main Line Diesel Hydraulic Locomotives, Type 4 (to be built at Swindon). Nos. D800—D802.

(b) 2,000 h.p. Main Line Diesel Hydraulic Locomotives—North British Co. Nos. D600—D604.

(a) and (b) "RED" Route classification Prohibitions:—

All "Blue", "Yellow" and "Uncoloured" Routes.

(b) These locomotives may work coupled together or coupled to a North British 1,000 h.p. Diesel Hydraulic locomotive.

North British diesel hydraulic Locomotives of the 1,000 h.p. (Nos. D.6300—D.6305) and the 2,000 h.p. (Nos. D.600—D.604) may be worked in multiple with each other, or with one of each type.

Swindon built 2,000 h.p. diesel hydraulic locomotives Nos. D.800—D.802 may also be worked in multiple, but it is not practicable to multiple one of the North British with one of the Swindon built owing to the difference in the electrical connections.

The action to be taken when either type of these locomotives has to be towed "dead", or assisted, is under consideration.

Ex-L.M. CLASS 2 2-6-0 (465XX) ENGINES

The route availability of the above engines is the same as that for B.R. Standard Class 2 2-6-0 (78XXX) engines.

Engine Restrictions—continued

WORKING OF DIESEL CARS

Diesel Cars may work over the Madeley Junction—Lightmoor Junction—Buildwas Section, subject to the strict observance of all temporary and permanent speed restrictions and the following prohibitions and restrictions:

Madeley Junction and Lightmoor.

Speed not to exceed 20 m.p.h.

Green Bank Halt.

Speed not to exceed 10 m.p.h. whilst passing the Up or Down Platforms.

Coalbrookdale.

Up Side Sidings—Prohibited.

Down Side Sidings—May be entered, if necessary, but with extreme caution.

Diesel Cars may work between Ruabon and Barmouth, including Bala, provided that all temporary and permanent speed restrictions are strictly observed and subject to the following prohibition:—

Llangollen.

Goods Yard Sidings PROHIBITED.

Glyndyfrdwy.

Slate Co.'s Private Sidings PROHIBITED.

Corwen.

Warehouse and Cattle Pen Sidings PROHIBITED.

Cynwyd.

Sidings PROHIBITED.

Bala.

Cattle Pen Sidings PROHIBITED.

WORKING OF DIESEL CARS Nos. 19 to 33

The above may be permitted to work over the Worcester and Hereford Line subject to service restrictions and the following prohibitions:—

Hereford Barrs Court.

Leominster and Brecon Bay Platform.

Stoke Edith.

Goods Shed Siding beyond Engine Stop Board.

10XX ("COUNTY") CLASS ENGINES

"COUNTY" Class engines may work Freight services irrespective of headcode.

These engines are permitted to work between Croes Newydd West Box and Croes Newydd North Fork and between Croes Newydd West Box and Croes Newydd South Fork subject to the following stipulations:—

- Not to enter Down Loop at Brymbo end of Croes Newydd Yard.
- Not to exceed a speed of 5 m.p.h. over Sidings.
- Not to exceed a speed of 10 m.p.h. over Main Lines.

WORKING OF AUSTERITY W.D. (2-8-0) ENGINES

The speed of these engines must not exceed 50 m.p.h. under any circumstances, and they must not be used for working "C" and "D" head code freight trains except in emergency.

WORKING OF 3-CAR SUBURBAN, 3-CAR CROSS COUNTRY AND 3-CAR CITY EXPRESS DIESEL SETS

Three-Car Suburban Diesel Units (Drawing Nos. DE/1852 and DE/1931C) and Three-Car Cross Country Diesel Units (Drawing No. 140553.B) and Six-Car inter-City Express Diesel Sets (Drawing Nos. 140327 and 140543) may work over all running lines and sidings in the Chester Operating District (within the Western Region's maintenance) which are normally used by coaching stock, subject to the observance of service restrictions and the following stipulations:—

Prohibitions:—

- Pontcysyllte Branch.
- Clee Hill Branch.
- Bala to Blaenau Ffestiniog.
- Builth Road (Bay Platform).

Note.—May work between Maindee Junction and Red Hill Junction subject to the observance of service restrictions.

SHUNTING ENGINES

J133

Station	En- gine No.	Starting Time	Authorized hours from starting time							Total hours per Week	Particulars of Work and Remarks
			Mon.	Tues.	Wed.	Thur.	Fri.	Sat.	Sun.		
			H. M.	H. M.	H. M.	H. M.	H. M.	H. M.	H. M.	H. M.	
Shifnal ...	1	9.55 a.m.	45	45	45	45	45	45	—	4 30	Engine of 7.47 a.m. ex Wellington.
Hollinswood ...	1	6.35 a.m. SX	35	35	35	35	35	—	—	2 55	Engine of 6. 8 a.m. SX ex Wellington.
	2	8.45 a.m. SX	50	50	50	50	50	40	—	4 50	Engine of 7.47 a.m. ex Wellington.
	3	8.55 a.m. SO									
	3	11.45 a.m. SX	45	45	45	45	45	—	—	3 45	Engine of 10.15 a.m. SX ex Buildwas.
									Total	11 30	
Wellington ...	1	6. 0 a.m.	4 10	4 10	4 10	4 10	4 10	4 10	—	25 0	} Banks 10.15 a.m. (to Horsehay) if re- quired. Engine off 7.5 a.m. Crewe. Then works 11.20 a.m. to Crewe. Engine off 2.30 p.m. ex Market Drayton.
		11.45 a.m.	30	30	30	30	30	30	—	3 0	
	2	10.24 a.m.	42	42	42	42	42	42	—	4 12	
	3	4 15 p.m.	4 30	4 30	4 30	4 30	4 30	4 30	—	27 0	
									Total	59 12	
Hadley Junction ...	1	10.25 a.m.	5 25	5 25	5 25	5 25	5 25	2 35	—	29 40	—
Shrewsbury ... (Coton Hill)	1	6.15 a.m. (Mon.)	17 45	24 02	24 02	24 02	24 02	24 02	5 45	143 30	Up Yard shunting, North End.
	2	6.15 a.m. (Mon.)	13 45	20 02	20 02	20 02	20 02	18 20	—	112 5	} Castle Foregate and Coton Hill Up Side (South End) Shunting engine. Diesel locked up 10.30 a.m. to 2.30 p.m. SX. Down Side shunting engine. Diesel locked up 9.0 a.m.—1.0 p.m. Tues. to Sat.
	3	10.10 p.m. (Sun.)	16 45	20 02	20 02	20 02	20 02	20 02	7 35	124 20	
									Total	379 55	
Ruabon ...	1	4.30 p.m. SX	1 45	1 45	1 45	1 45	1 45	—	—	8 45	Freight and Passenger shunting engine of 3.13 p.m. Birkenhead Passenger.
Dolgelley ...	1	10. 0 a.m.	2 0	2 0	2 0	2 0	2 0	2 0	—	12 0	Shunting. On sale days, engine required out until 4.0 p.m.
Croes Newydd ...	1	1.15 a.m.	1 25	1 25	1 25	1 25	1 25	1 25	—	8 30	Shunts South Fork, work 2.45 a.m. trip to Croes Newydd.
	2	2.50 a.m.	2 15	2 15	2 15	2 15	2 15	2 15	—	13 30	Shunt and form trains Croes Newydd Yard, work 5.20 a.m. to Trevor.
	3	7. 5 a.m.	55	55	55	55	55	55	—	5 30	Shunt New Yard, form own train 8.8 a.m. to Bersham.
	4	5.10 p.m.	1 5	1 5	1 5	1 5	1 5	1 5	—	6 30	} Shunt Watery Road Yard, etc., forms trip, work 6.45 p.m. Croes Newydd to South Fork. Shunt North Fork, etc., work 9.0 p.m. SX, 8.40 p.m. SO South Fork to Wrexham North. Form 11.20 p.m. to Banbury FSX, 3.35 a.m. Ban- bury MO.
		6.50 p.m.	2 10	2 10	2 10	2 10	2 10	1 50	—	12 40	
		10. 0 p.m.	2 0	2 15	2 15	2 15	2 15	2 15	15	13 30	
	5	3.45 p.m.	1 15	1 15	1 15	1 15	1 15	1 15	—	7 30	3.16 p.m. SX ex Bersham shunts Croes Newydd Yard.
	6	7. 5 p.m.	4 5	4 5	4 5	4 5	4 5	4 5	—	24 30	Engine off 4.30 p.m. Ruabon Freight. Shunts inwards and outwards trains Croes Newydd Yard.
									Total	92 10	
Wrexham ...	1	6. 0 a.m.	2 0	2 0	2 0	2 0	2 0	2 0	—	12 0	} No. 1. Shunts Warehouse and Mileage Siding and berth wagons to Goods Shed. No. 2. Engine of 7.12 a.m. ex Bala Ware- house and Mileage Sidings. No. 3. Shunts Warehouse, Mileage and Exchange Sidings. No. 4. Shunts Top Yard and Exchange Siding 4.0 p.m., Warehouse and Mileage Siding 4.45 p.m. to 7.30 p.m. SX. Mar- shal traffic for 6.40 p.m. SX, 6.0 p.m. SO Saltney. Get traffic ready to pick up by 4.55 p.m. SX ex Gobowen and 9.30 p.m. SX ex Croes Newydd.
	2	9.15 a.m.	1 45	1 45	1 45	1 45	1 45	1 45	—	10 30	
	3	11.50 a.m.	1 25	1 25	1 25	1 25	1 25	1 25	—	8 30	
	4	4. 0 p.m.	3 50	3 50	3 50	3 50	3 50	2 0	—	21 10	
									Total	52 10	

Shunting Engines—continued

Station	En- gine No.	Starting Time	Authorised hours from starting time								Total hours per Week	Particulars of Work and Remarks
			Mon.	Tues.	Wed.	Thur.	Fri.	Sat.	Sun.			
			H. M.	H. M.	H. M.	H. M.	H. M.	H. M.	H. M.	H. M.		
Wrexham Central ...	1	7. 0 a.m.	13 15	13 15	13 15	13 15	13 15	7 0	—	73 15	Shunts Wrexham Central Yard, Ware- house Sidings and Station, also Wrex- ham Exchange and Brymbo Junction.	
Saltney ...	1	6. 0 a.m. (Mon.)	18 02	02 24	02 24	02 24	02 24	0 6	0	144 0	Shunt Up Sidings.	
	2	6. 0 a.m. (Mon.)	18 02	02 24	02 24	02 24	02 24	0 6	0	144 0	Shunts Down Sidings.	
	3	6.30 a.m. SO 7. 5 a.m. SX	7 55	7 55	7 55	7 55	7 55	6 30	—	46 5	Works over Dee Branch. Shunts Lower Yard. Wagon Shops and Shed road.	
										Total	334 5	
Hereford (Barr's Court) (Down Side)	1	6. 0 a.m.	18 02	02 24	02 24	02 24	02 24	0 6	0	144 0	Shunts Barr's Court Down Side Yard. Also shunts Coal runs on Up side at 2.0 a.m. MX.	
Hereford (Barr's Court) (Up Side)	2	7. 0 a.m.	16 01	01 16	01 16	01 16	01 16	0 16	0	96 0	Shunts Barr's Court Up Side Yard until 11.0 p.m.	
Hereford (Worcester Sdgs.)	3	6. 0 a.m.	18 02	02 24	02 24	02 24	02 24	0 6	0	144 0	Shunts Worcester Sidings and work as required.	
Hereford (Show Yard)	4	11. 0 a.m.	7 0	7 0	7 0	7 0	7 0	5 0	—	40 0	Works 11.0 a.m. Trip Worcester Sidings to Show Yard. Shunts Gas Works Siding; then Painters Siding at 2.0 p.m. To Worcester Sidings with London District traffic to connect 4.35 p.m. Worcester Sidings—Gloucester, 5.0 p.m. trips Show Yard to Worcester Sidings. Shunts Down Side Worcester Sidings if required and thence to Barton.	
Hereford (Moorfields)	5	7. 0 a.m.	12 30	12 30	12 30	12 30	12 30	12 30	—	75 0	Off shed 6.45 a.m. LE to Barr's Court. Works 7.30 a.m. trip to Moorfields. Shunts and works trip to Worcester Sidings. Shunts Down Side Wor- cester Sidings on arrival, approx. 11.0 a.m. to 1.45 p.m. (including Cripple Sidings 12.30 p.m.—1.30 p.m.). LE to Barton to work 2.5 p.m. trip to Barr's Court and 3.15 p.m. trip Barr's Court to Moorfields. Shunt and work 7.0 p.m. trip to Worcester Sidings.	
Hereford (Barton)...	6	8. 0 a.m.	12 30	12 30	12 30	12 30	12 30	12 30	—	75 0	Shunts and works as required.	
										Total	574 0	
Leominster ...	1	9.30 a.m. TWF 11. 0 a.m.	—	1 30	1 30	—	1 30	—	—	4 30	Shunting in connection with Engineering Dept. Stripping Depot. Yard Shunting.	
Builth Road (High Level)	1	9.50 p.m. SX 11. 0 p.m. SO	2 10	7 0	7 0	7 0	7 0	5 50	4 50	40 50	Class 2 Freight Engine Mid 0-6-0 (back cab) Builth Road, Howey or Llangunllo. Banking Engine.	
Knighton ...	1	3. 0 a.m.	20 02	15 22	15 22	15 22	15 22	15 4 0	135 15	56XX Engine (0-6-2) Knighton-Llangunllo. Banking Engine.		
Craven Arms ...	1	6.30 a.m. 3.20 p.m.	6 0 5 20	6 0 5 20	6 0 5 20	6 0 5 20	6 0 5 20	6 0 5 20	—	68 0	Yard Shunting. To Shed 1.0 p.m. to 3.20 p.m., 8.30 p.m. to 9.10 p.m. disposing of coaches of 6.20 p.m. ex Llandover and transferring Van to 7.55 p.m. ex Hereford.	
Shrewsbury:— Coleham ...	1	12.50 a.m. Mon	23 10	24 02	24 02	24 02	24 0	6 0	149 10	—		
	2	9.45 p.m. SX	2 10	2 10	2 10	2 10	2 10	—	10 50	Engine of No. 67 Trip SX.		
									Total	160 0		
Crewe Bank ...	1	5. 0 a.m.	6 0	6 0	6 0	6 0	6 0	6 0	—	36 0	—	
	2	3. 0 p.m.	—	3 30	—	—	—	—	—	3 30	—	

BANK ENGINES RUNNING LIGHT TO THE BOTTOM OF INCLINES

The following are the booked times for the running of "Light" Bank Engines:—

UP

Llandoverly and Craven Arms Section, Llangunllo to Knighton 12 minutes

REFUGE SIDINGS AND LOOPS

STATION	Refuge Sidings	Running Loops	Number of Wagons Siding or Loop Holds ‡	STATION	Refuge Sidings	Running Loops	Number of Wagons Siding or Loop Holds ‡
DOWN MAIN LINE				UP MAIN LINE			
Oxley Sidings	—	1	55	Saltney, Dee Junction to Green Lane	—	1 (No. 1)	60
Codsall	—	—	71	" " " " " " " "	—	1 (No. 2)	55
Cosford	—	—	60	Rossett North to Rossett South ...	—	—	80
Shifnal	—	—	56	Wrexham North	—	—	90
Madeley Junction	—	—	31	Croes Newydd, North Fork to South Fork	—	1	60
Hollinswood	—	—	58	Johnstown and Hafod	—	—	48
Allscott Sugar Works	—	—	60	Ruabon North	—	—	30
Upton Magna	—	—	68	Ruabon South	—	—	40
Abbey Foregate	—	—	64	Black Park	—	—	72
Shrewsbury (Crewe Jct. to Coton Hill South)	—	1	48	Weston Rhyn	—	1	58
Shrewsbury (Coton Hill South to Coton Hill North)	—	1	75Z	Gobowen South	—	—	51
Leaton	—	—	41	Haughton	—	1	38
Baschurch	—	—	58	Baschurch	—	—	76
Haughton	—	—	43	Shrewsbury, Coton Hill North to Coton Hill South	—	1	110
Gobowen South	—	—	68	Shrewsbury, Coton Hill South to Crewe Junction	—	Avoiding Line	37
Weston Rhyn	—	1	47	Walcot	—	—	68
Black Park	—	—	61	Allscott Sugar Works	—	1	59
Whitehurst	—	—	38	Wellington (Market Drayton Junction)	—	—	36
Ruabon South to Ruabon Middle	—	1	65	Oakengates	—	—	41
Ruabon North	—	1	57	Hollinswood UP AND DOWN	—	1	45
Croes Newydd, South Fork to North Fork	—	1	60	Hollinswood	—	1	50
Croes Newydd, South Fork to North Fork (clear of Branch)	—	1	43	Shifnal	—	—	50
Wrexham South to Wrexham North	—	1	60	Cosford	—	1	60
Wheatsheaf Junction	—	1	57	Albrighton	—	—	40
Rossett South to Rossett North	—	1	116	Codsall	—	1	62
Saltney, Green Lane to Dee Junction	—	—	66	Oxley Sidings	—	1	85
Saltney, Green Lane to Dee Junction	—	(No. 1) 1 (No. 2)	65				

SHREWSBURY—CREWE LINE

DOWN				UP			
Crewe Bank	—	1	45	Crewe Bank	—	1	110
Harlescote Sidings	—	3	No. 1 65 No. 2 69 No. 3 60				

WELLINGTON, HADLEY JUNCTION AND COALPORT (EAST)

DOWN				UP			
Oakengates (Market Street)	—	1	52				
Dawley & Stirchley	1 (Down or Up)	—	34				

WREXHAM (CENTRAL) AND BRYMBO JUNCTION

DOWN				UP			
Brymbo Junction	—	1	44	Brymbo Junction	1	—	51

Z—Capacity from Loop entrance to Siding Signal 75 wagons. From Siding Signal to the Loop exit 43 wagons.

‡—Capacity based on length of wagons as 21 feet, in addition to Engine and Van.

Refuge Sidings and Loops—continued

RUABON—BARMOUTH LINE

STATION	Refuge Sidings	Running Loops	Number of Wagons Siding or Loop holds ‡	STATION	Refuge Sidings	Running Loops	Number of Wagons Siding or Loop holds ‡
DOWN				UP			
Dolgelly	1	—	32	Llangollen Goods Junction to Pentrefelin	1	—	50
				Llangollen Goods Junction	1	—	30

CROES NEWYDD

Croes Newydd (Down)	—	1	45				
----------------------------	---	---	----	--	--	--	--

SHREWSBURY AND HEREFORD

	From	To	Refuge Sidings	Running Loops	Number of Wagons Siding or Loop holds ‡
DOWN	Shrewsbury, Sutton Bridge	—	—	1	54
	Condover	—	—	1	65
	Dorrington	—	—	1	65
	Leebotwood	—	—	1	65
	Church Stretton	—	—	1	65
	Marsh Farm Junction	—	—	1	65
	Craven Arms Crossing	—	—	1	65
	Craven Arms Crossing	Craven Arms Junction	—	Two	trains.
	Bromfield	—	—	1	65
	Ludlow	—	—	1	58
	Woofferton	—	—	1	65
	Leominster	—	—	1	35
	Leominster South End	—	2	—	50
	Moreton-on-Lugg	—	—	1	70
	Hereford, Barr's Court Junction	Brecon Curve Junction	—	1	65
	Hereford, Brecon Curve Junction	Ayleston Hill	—	Several	trains.
	Hereford, Barton Curve	Hereford, Barton	—	1*	41
	Hereford, Barton Curve	Hereford, Barton	—	1*	38
UP	Hereford, Ayleston Hill	Brecon Curve Junction	—	Several	trains.
	Hereford, Barton Curve	Hereford, Barton	—	1*	41
	Hereford, Barton Curve	Hereford, Barton	—	1*	38
	Hereford, Brecon Curve Junction	Barr's Court Junction	—	1	71
	Moreton-on-Lugg	—	—	1	70
	Leominster South End	—	—	1	65
	Woofferton	—	—	1	65
	Ludlow	—	—	1	70
	Onibury	—	—	1	47
	Craven Arms Junction	Craven Arms Crossing	—	Two	trains.
	Craven Arms Crossing	—	—	1	39
	Marsh Farm Junction	—	—	1	60
	Church Stretton	—	—	1	59
	Dorrington	—	—	1	41
	Condover	—	—	1	65
	Shrewsbury (Bayston Hill)	Sutton Bridge Junction	—	Several	trains.

KNIGHTON AND LLANDRINDOD WELLS

UP and DOWN	Knighton	—	1	—	45
UP	Llangunilo	—	1	—	49
	Penybont	—	1	—	33
UP and DOWN	Llandrindod Wells	—	1	—	60
UP	" "	—	1	—	60

KIDDERMINSTER AND WOOFFERTON

DOWN	Woofferton	—	1	1	65
UP	Woofferton	—	1	—	32
	Woofferton	—	—	1	65

*—Permissive Block. May be used for Up and Down trains.

‡—Capacity based on length of wagons as 21 ft., in addition to Engine and Van.

INSTRUCTIONS FOR CALCULATING LOADS OF FREIGHT TRAINS

1. The maximum "engine" and "working" loads applicable to the lines referred to in this Working Time Table are shown on pages 105 to 111.

2. Loaded wagons bear labels overprinted with the numerals 1 (coal, coke or patent fuel), 2 (other minerals), 3 (General Merchandise) and guards, to arrive at the load of a train, must ascertain the number of wagons of each class of traffic, or empty wagons to be conveyed. Wagons conveying empty containers to be counted as loaded Class 3 wagons.

NOTE.—The following traffics bearing Class 2 or Class 3 labels to be regarded as Class 1 for train loading purposes:—

Ballast.	Gravel.
Barytes.	Fertilisers, packed or in bulk.
Basic Slag.	Lime and limestone.
Beet Pulp (wet).	Loam.
Bricks, including firebricks.	Ores.
Cement, chalk.	Pig iron.
Cinder tap and mill scale.	Pitch, tar, creosote, in drums or barrels.
Clay and China Clay.	Sand.
Copper.	Scrap iron, steel and other metals, including turnings and borings.
Dross.	Sisal, slates, spar.
Explosives (in bulk).	Steel, billets, bloom, sheets, slabs and ingots.
Gannister.	Stone—all kinds, including concrete slabs, and concrete sleepers.
Grain (in bulk).	Sugar in wagon loads, sugar beet.
	Sulphur in bulk, zinc and spelter.

3. The maximum "engine" and "working" loads shown on pages 105 to 111 apply (with a few exceptions specially indicated) to ordinary freight wagons of 13-ton carrying capacity. For train loading purposes, the calculation of larger capacity wagons is to be in accordance with the table provided—see Clause 6.

4. Special Class wagons such as "Weltrols," "Borails," "Rail Tank Cars," etc., when loaded and empty are to be calculated as shown in tables on pages 142 and 143.

5. Mixed loads should be calculated upon the basis of the traffic which forms the greatest proportion of the train, e.g.:—

A Train composed of	Traffic forming greatest proportion of Train	Equivalent Load of Train in Class 3 Traffic.
8 wagons Class 1	Class 3	8 wagons Class 1 equal 16 Class 3.
4 wagons Class 2... ..	—	4 wagons Class 2 equal 6 Class 3.
25 wagons Class 3... ..	—	25 wagons Class 3 equal 25 Class 3.
4 Empty wagons	—	4 empty wagons equal 3 Class 3.
		Total 50 Class 3.

6. For the purpose of calculating mixed loads, a Ready Reckoner is given on page 139, showing the relationship of all classes of traffic and empties (including larger capacity wagons) to each other.

7. With the exception of B.R. types, all engines are classified into seven groups—A, B, C, D, DX, E and EX. The Group letter is painted in a circle on both sides of the engine, just above the engine number.

8. The standard loads are also to apply to C, D, and E headcode freight trains subject to the following maxima:—

"C" HEADCODE			"D" & "E" HEADCODES		
10XX	49XX, 59XX, 69XX, 79XX,	*43XX, *53XX, *63XX, *73XX, *93XX	10XX	49XX, 59XX, 69XX, 79XX,	43XX, 53XX, 63XX, 73XX, 93XX
4037, 4073-4099 5000-5099, 70XX	68XX	*78XX	4037, 4073-4099, 5000-5099, 70XX	68XX	78XX
47XX	B.R. Class 5 73XXX	B.R. Class 4 75XXX	47XX	B.R. Class 5 73XXX	B.R. Class 4 75XXX
B.R. Class 7 70XXX			B.R. Class 7 70XXX		
B.R. Class 9F, 92XXX			B.R. Class 9F, 92XXX		
Number of wagons conveying Class 3 traffic or equivalent not to exceed			Number of wagons conveying Class 3 traffic or equivalent not to exceed		
50	50	50	70	67	64

*—Not suitable for "C" headcode Freight trains with loads in excess of 35 fully fitted wagons.

Instructions for Calculating Loads of Freight Trains—continued

9. The following traffic suitably loaded in suitable wagons may be conveyed by the freight trains shown:—

Headcode	Distance train may run without intermediate examination (miles)	Maximum Speed (m.p.h.)	Class of traffic which may be conveyed indicated by*				Type of Axle Box
			1	2	3	Empty	
"C"	160	60	—	*	*	*	Oil
"D"	160	45	*	*	*	*	Oil
"E"	125	35	*	*	*	*	Oil
"F"	125	30	*	*	*	*	Oil
"F"	125	30	*/	—	—	—	Oil
"H" and "J"	125	25	*	*	*	*	Oil
Below "J"	85	25	*	*	*	*	Oil/Grease

*—Load not to exceed 80 per cent of that shown in Working Time Tables.

Tank Wagons of the following types may be conveyed by the trains indicated:—

Type of Tank	Highest Headcode train by which may be conveyed:—	
	Loaded	Empty.
Unstarred ...	"H"	"H"
One Star ...	"E"	"D" if wheelbase 10 ft. or more, otherwise "E"
Two Stars ...	"D"	"D"
Three Stars (including demountable) ...	"C"	"C"

10. In addition to the foregoing, when calculating the load (length) of freight trains allowance must be made for all wagons which are longer than ordinary wagons, i.e. exceeding 21 feet over the buffer, and train advices must include the following information:—

- Total number of wagons.
- Equal to (.....No.) of Class (1, 2 or 3).
- Length (on ordinary wagon basis, 21 feet over buffers).
- Engine number.
- Home Station of Enginemen and time on duty.
- Home Station of Guard and time on duty.

Examples:—

- 7.10 p.m. A to B at.....(time)
50 equal 65 Class 3 equal 60 length.
Engine 4901.
Bristol Enginemen and Guard 8.0 p.m.
- 7.10 p.m. A to B at.....(time).
35 equal 60 Class 1 equal 47 length.
Engine 2854.
Swindon Enginemen 8.0 p.m.
Severn Tunnel Junction Guard 7.30 p.m.

11. Types of Wagons which may NOT be conveyed on "D" Headcode trains as listed in the Working Time Tables:—

All types of the following special wagons:—

Brick (bogie)	ARMOUR PLATE
Match (7 ft. and 7 ft. 6 in. wheelbase)	BOILER
Sulphate (bogie)	FLAT
Anhydrite	GIRDER
Single Bolster	GLASS
Twin Bolster	GUN
Hytwin	MACHINE, LOW
Twincase	MACHINE, HIGH
Borail (all types)	PARROT
Boplate (all types)	RECTANK
Hop XX	ROLL
Hopside XL (bogie)	STATOR
	TRANSFORMER
	TRESTLE PLATE
	TROLLEY FLAT
	TROLLEY PROPELLOR
	TROLLEY TRESTLE
	TROLLEY WELL
	WHEEL.

FREIGHT TRAIN LOADS—READY RECKONER

Shewing Relationship of Different Classes of Traffic to each other

Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties	Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties
1	1	2	3	41	55	82	100
2	3	4	5	42	56	84	100
3	4	6	8	43	57	86	100
4	5	8	10	44	59	88	100
5	7	10	13	45	60	90	100
6	8	12	15	46	61	92	100
7	9	14	18	47	63	94	100
8	11	16	20	48	64	96	100
9	12	18	23	49	65	98	100
10	13	20	25	50	67	100	100
11	15	22	28	51	68	100	100
12	16	24	30	52	69	100	100
13	17	26	33	53	71	100	100
14	19	28	35	54	72	100	100
15	20	30	38	55	73	100	100
16	21	32	40	56	75	100	100
17	23	34	43	57	76	100	100
18	24	36	45	58	77	100	100
19	25	38	48	59	79	100	100
20	27	40	50	60	80	100	100
21	28	42	53	61	81	100	100
22	29	44	55	62	83	100	100
23	31	46	58	63	84	100	100
24	32	48	60	64	85	100	100
25	33	50	63	65	87	100	100
26	35	52	65	66	88	100	100
27	36	54	68	67	89	100	100
28	37	56	70	68	91	100	100
29	39	58	73	69	92	100	100
30	40	60	75	70	93	100	100
31	41	62	78	71	95	100	100
32	43	64	80	72	96	100	100
33	44	66	83	73	97	100	100
34	45	68	85	74	99	100	100
35	47	70	88	75	100	100	100
36	48	72	90	76	100	100	100
37	49	74	93				
38	51	76	95				
39	52	78	98				
40	53	80	100				

The above table is for the guidance of staff in computing the equivalent of mixed loads to Class 1, 2 or 3 Traffic or Empties.

Where variations occur between calculations obtained by the Ready Reckoner and the Maximum Loads shown on pages 105 to 111, the latter must be strictly adhered to.

COMPUTATION OF STEAM CRANES AND ENGINEERING DEPARTMENT TRACK RELAYING CRANES FOR TRAIN LOADING PURPOSES

Tare of Crane										Equivalent in Class 1 Traffic
Not exceeding 32 tons										1½
Exceeding 32 tons but not exceeding 48 tons										2
"	48	"	"	"	"	64	"	"	"	3
"	64	"	"	"	"	80	"	"	"	4
"	80	"	"	"	"	96	"	"	"	5
"	96	"	"	"	"	112	"	"	"	6
"	112	"	"	"	"	128	"	"	"	7
"	128	"	"	"	"	144	"	"	"	8
"	144	"	"	"	"	160	"	"	"	9

**TABLE SHEWING RELATIONSHIP OF HIGHER CAPACITY
WAGONS TO THE 13-TON BASIC WAGON**

LOADED							EMPTY				
13-ton	*14-17 ton and Coke in 20-22 ton wagons without rails	20/21 ton	22/24 ton and 21 ton steel coke crate wagons	24 1/2/25/ 27 ton	Loaded Continental ferry wagons (= Class 3)	40/42 ton	6/16 ton	20/21 ton 25/27 ton	22/24/24 1/2 ton and 21 ton steel coke crate wagons	40/42 ton	Continental Ferry wagons
1	1	1	1	1	—	—	1	—	—	—	1
2	2	—	—	—	1	—	2	1	—	—	2
3	—	2	2	2	—	1	3	2	1	—	3
4	3	—	—	—	—	—	4	3	—	—	4
5	4	3	3	3	2	—	5	4	3	—	5
6	5	4	4	4	—	2	6	5	4	2	6
7	6	5	—	4	3	—	7	—	—	—	7
8	—	—	—	—	—	—	8	6	5	—	8
9	7	6	5	5	—	3	9	7	—	3	9
10	8	—	—	—	4	—	10	8	6	—	10
11	9	7	6	6	—	4	11	9	7	—	11
12	10	8	7	7	5	—	12	10	8	—	12
13	—	—	—	—	—	—	13	11	9	—	—
14	11	9	8	8	—	—	14	—	—	—	—
15	12	10	9	9	6	5	15	—	10	5	13
16	13	—	10	10	—	—	16	12	—	—	14
17	14	11	—	10	7	6	17	13	—	—	15
18	—	—	—	—	—	—	18	14	11	6	16
19	15	12	11	11	—	—	19	—	12	—	17
20	16	13	—	12	8	7	20	15	—	—	18
21	17	14	12	12	—	—	21	16	13	7	19
22	18	—	13	13	9	—	22	17	14	—	20
23	—	15	—	14	—	8	23	—	—	—	21
24	19	—	14	—	—	—	24	18	15	8	—
25	20	16	—	15	10	—	25	19	—	—	22
26	21	17	15	15	—	9	26	20	16	—	23
27	22	—	—	16	11	—	27	—	17	9	24
28	—	18	16	16	—	—	28	21	—	—	25
29	23	—	—	17	—	10	29	22	18	—	26
30	24	19	17	17	12	—	30	23	19	10	27
31	25	20	18	18	—	—	31	—	—	—	28
32	26	21	—	19	13	11	32	24	20	—	29
33	—	—	19	—	—	—	33	25	21	11	30
34	27	22	—	19	—	—	34	26	22	—	31
35	28	—	20	—	14	12	35	—	22	—	32
36	29	23	21	20	—	—	36	27	—	12	33
37	30	24	—	—	15	—	37	28	23	—	—
38	—	—	22	21	—	13	38	29	24	—	34
39	31	25	—	22	—	—	39	—	—	13	35
40	32	—	23	22	16	—	40	30	25	—	36
41	33	26	24	23	—	14	41	31	—	—	37
42	34	27	—	17	—	—	42	32	26	14	38
43	—	—	—	24	—	—	43	—	27	—	39
44	35	28	25	—	—	15	44	33	—	—	—
45	36	29	26	25	18	—	45	34	28	15	40
46	37	30	27	26	—	16	46	35	29	—	41
47	38	—	—	19	—	—	47	—	—	—	42
48	—	31	—	27	—	—	48	36	30	16	43
49	39	—	28	—	—	—	49	37	—	—	44
50	40	32	—	28	20	17	50	38	31	—	45
51	41	33	29	29	21	18	51	—	32	17	46
52	42	—	30	29	—	—	52	39	—	—	47
53	—	34	—	30	—	—	53	40	33	—	48
54	43	—	31	30	—	—	54	41	34	18	—
55	44	35	—	—	22	—	55	—	—	—	49
56	45	36	32	31	—	19	56	42	35	—	50
57	46	37	33	32	23	—	57	43	—	19	51
58	—	—	—	—	—	20	58	44	36	—	52
59	47	38	34	33	—	—	59	—	37	—	53
60	48	—	—	24	—	—	60	45	—	20	54
61	49	39	35	34	—	21	61	46	38	—	55
62	50	40	—	25	—	—	62	47	39	—	56
63	—	—	36	35	—	—	63	—	—	21	57
64	51	41	—	—	—	22	64	48	40	—	58
65	52	—	37	36	26	—	65	49	—	—	59
66	53	42	38	37	—	—	66	50	41	22	60
67	54	43	—	—	27	23	67	—	42	—	—
68	—	—	39	38	—	—	68	51	—	—	61
69	55	44	—	—	—	—	69	52	43	23	62
70	56	45	40	39	28	24	70	53	44	—	63

**Table shewing Relationship of Higher Capacity Wagons
to the 13-ton Basic Wagon—continued**

LOADED							EMPTY				
13-ton	*14-17 ton and Coke in 20/22 ton wagons without rails	20/21 ton	22/24 ton and 21 ton steel coke crate wagons	24-25/ 27 ton	Loaded Continental ferry wagons (= Class 3)	40/42 ton	6/16 ton	20/21 ton 25/27 ton	22/24/24½ ton and 21 ton steel coke crate wagons	40/42 ton	Continental Ferry wagons
71	57	46	41	—	—	—	71	—	—	—	64
72	58	—	—	40	29	25	72	54	45	24	65
73	—	47	42	—	—	—	73	55	—	—	66
74	59	—	—	41	—	—	74	56	46	—	—
75	60	48	43	—	30	—	75	—	47	25	67
76	61	49	44	42	—	26	76	57	—	—	68
77	62	—	—	43	31	—	77	58	48	—	69
78	—	50	45	—	—	—	78	59	49	26	70
79	63	—	—	44	—	27	79	—	—	—	71
80	64	51	46	—	32	—	80	60	50	—	72
81	65	52	47	45	—	28	81	61	—	27	73
82	66	—	—	—	33	—	82	62	51	—	74
83	—	53	48	46	—	—	83	—	52	—	75
							84	63	—	28	—
							85	64	53	—	—
							86	65	54	—	—
							87	—	—	29	—
							88	66	55	—	—
							89	67	—	—	—
							90	68	56	30	—
							91	—	57	—	—
							92	69	—	—	—
							93	70	58	31	—
							94	71	59	—	—
							95	72	—	—	—
							96	73	60	32	—
							97	—	—	—	—
							98	74	61	—	—
							99	—	62	33	—
							100	75	—	—	—

*—14/17 ton wagons, without rails, loaded with coke, for train loading purposes to be calculated as equal to one 13-ton loaded wagon.

J142 CLASSIFICATION OF SPECIAL WAGONS, LOADED AND EMPTY

Shewing their Relationship in Weight to a Class 3 Loaded Wagon

Code	Description	MAXIMUM Length over Buffers of Vehicle		MAXIMUM Carrying Capacity of Vehicle	MAXIMUM Tare of Vehicle		EQUALS	
							When empty A	When loaded B
							Loaded Class 3 Wagons	
		Ft.	In.	Tons.	Tons	Cwt.		
Arm WB ...	Armour-plate Wagon ...	37	0	45	18	15	2	6
Arm WC ...	Armour-plate Wagon ...	25	1	50	17	19	2	7
Asmot ...	Covered Motor-car Truck ...	36	4	10	11	2	1	2
Bolbol A ...	Bolster Wagon ...	38	0	30	16	0	2	5
Bolbol A ...	Bolster Wagon ...	38	0	25	14	3	1	4
Bolbol C ...	Bolster Wagon ...	48	0	30	23	0	2	5
Bocar A (8 wheels) ...	Motor-car Body Truck ...	50	11	5	16	5	2	2
Bocar B (4 wheels) ...	Motor-car Body Truck ...	36	5	5	8	6	1	1
Borail WB ...	Bolster Wagon ...	48	0	30	19	9	2	5
Borail WC ...	Bolster Wagon ...	73	0	30	21	4	2	5
Borail WE ...	Bolster Wagon ...	48	0	40	23	0	2	6
Borail WF ...	Bolster Wagon ...	65	0	40	22	3	2	6
Carfit* ...	Carriage Truck ...	21	0	12	6	10	X	2
Carfit A* ...	Carriage Truck ...	24	0	12	7	10	X	2
Cartruck* ...	Carriage Truck ...	21	0	12	5	9	X	2
Cartruck A* ...	Carriage Truck ...	24	3	10	7	4	X	2
Cone ...	Gunpowder Van ...	19	6		7	16	X	1
Covgrain ...	Grain Hopper Wagon (Covered) ...	22	6	20	10	5	1	3
Covhop ...	24-ton Covered Hopper Van ...	24	6	24	10	13	1	3
Damo A† ...	Covered Motor-car Truck ...	33	4	10	11	2	1	2
Damo B* ...	Covered Motor-car Truck ...	23	4	10	8	19	1	2
Dogfish ...	24-ton Ballast Hopper ...	25	6	24	11	0	1	3
Double ...	Bolster Wagon ...	28	6	14	7	9	X	2
Flat WB ...	30-ton Flat Wagon ...	48	0	30	17	7	2	5
Flatrol WLL ...	Well Trolley ...	35	10½	80	29	12	3	11
Flatrol WX ...	Well Trolley ...	55	7	40	26	11	3	7
Flatrol WW ...	Well Trolley ...	34	0	20	12	10	1	3
Flatrol WY ...	Well Trolley ...	35	0	25	14	0	1	4
Gane (Engineering Dept.) ...	Rail and Timber Wagon ...	48	0	40	18	0	2	6
Gane A (Engineering Dept.) ...	Rail and Timber Wagon ...	65	0	40	22	5	2	6
Girdwag WB ...	Girder Wagon ...	52	11	60	24	10	2	8
Girdwag WC ...	Girder Wagon ...	42	6	40	14	14	1	5
Girdwag WE ...	When used as gun wagons, 4 per set ...	85	6	100	51	5	5	15
Girdwag WE ...	When used as girder wagons 2 per set ...	46	6	60	21	12	2	8
Girdwag WF ...	Girder Wagon ...	52	1	40	16	16	2	6
Girdwag WG ...	Girder Wagon ...	41	3	40	15	16	2	6
Glaswag WB ...	Glass Wagon ...	22	3	12	6	2	X	3
Glaswag WC ...	Glass Wagon ...	24	6	12	7	9	X	2
Grain ...	Grain Hopper ...	24	6	20	12	16	1	2
Herring ...	20-ton Ballast Hopper ...	19	0	20	7	7	1	3
Hopcem ...	20-ton Cement Hopper ...	19	6	20	8	2		
Hymac WK ...	Well Truck ...	34	6	5	12	8	X	3
Hymac WJ ...	Well Truck ...	29	0	12	7	10	1	2
Hymac WR ...	Well Truck ...	43	0	25	16	17	2	4
Hytwin ...	High-sided Twin Bolster Wagon ...	39	3	26	15	0	2	4
Iron Ore ...	56-ton Hopper ...	36	5	56	29	3	3	8
Lowmac WB, WC, WE, WG, WH, WR ...	Well Truck ...	30	0	15	8	16	1	2
Lowmac WF ...	Well Truck ...	36	6	6	7	0	X	1
Lowmac WL ...	Well Truck ...	36	7	15	12	2	1	3
Lowmac WM ...	Well Truck ...	30	0	20	9	12	1	3
Lowmac WN ...	Well Truck ...	36	7	20	11	5	1	3
Lowmac WP ...	Well Truck ...	33	0	25	13	0	1	4
Lowmac WT ...	Well Truck ...	28	11	8	7	13	X	2
Lowmac WV ...	Well Truck ...	31	11	15	8	10	1	2
Lowmac WW ...	Well Truck ...	36	7	20	12	5	1	3
Mogo* ...	Covered Motor Truck ...	20	6	12	7	11	X	2
Parrot ...	—	63	0	20	18	14	2	4
Pig Iron ...	30-ton Wagon ...	20	6	30	9	7	2	4
Roll WB, WC, WE, WF, WH ...	10-ton to 15-ton ...	23	0	15	9	11	1	2
Roll WG ...	30-ton (21999) ...	29	1½	30	15	16	2	5
Salmon ...	50-ton Bogie Rail Wagon ...	65	0	50	27	0	3	8
Shrimp ...	Bogie Bolster Wagon ...	48	0	30	17	12	2	5
Signal Dept. Wagon ...	40-ton Bogie Tank Wagon (Rubber Latex) ...	51	5	40	22	7	2	6
Signal Dept. Wagon ...	10-ton ...	23	0	10	5	11	X	2
Single ...	14-ton ...	28	0	14	6	11	X	2
Sleeper (Chaired) Wagon ...	Single Bolster Wagon ...	19	6	12	5	18	X	2
Sleeper Wagon ...	18-ton ...	35	5	18	11	16	1	3
Sleeper Wagon ...	10-ton to 14-ton ...	31	6	14	7	17	X	2
Sleeper Wagon ...	Fall-down Sides ...	34	6	14	8	12	1	2
Sturgeon ...	General Utility Wagon ...	69	1	50	27	18	2½	7
Travan (Nos. 47722 to 47727) ...	Covered Goods ...	24	0	18	8	18	1	3
Travan ...	Large Covered Goods Van ...	39	0	30	15	3	2	5
Travan ...	20-ton ...	33	0	20	10	15	1	3
Tube ...	Long Open ...	28	0	15	7	12	X	2
Tube (21/22 tons) ...	Long Open ...	33	9¾	22	9	10	1	3
Twin ...	Twin Bolster ...	34	1	20	10	12	1	3
Twincase ...	Single Bolster Wagons, short coupled in pairs ...	37	2	18	12	0	1	3

For continuation and Notes see next page.

Classification of Special Wagons, Loaded and Empty—continued

Code	Description	MAXIMUM Length over Buffers of Vehicle	MAXIMUM Carrying Capacity of Vehicle	MAXIMUM Tare of Vehicle	EQUALS	
					When empty A	When loaded B
					Loaded Class 3 Wagons	
		Ft. In.	Tons.	Tons Cwt.		
Wetrol WB	Well Trolley	53 0	15	15 1	2	3
Wetrol WC, WN	Well Trolley	56 0	25 or 40	18 15	2	4 or 6
Wetrol WE, WO	Well Trolley	65 0	20 or 35	24 19	2	4 or 6
Wetrol WF, WP, WX	Well Trolley	57 0	25 or 40	21 10	2	5 or 6
Wetrol WG, WR, WT, WU	Well Trolley	50 0	35	23 8	2	6
Wetrol WH	Well Trolley	45 6	65	23 12	2	9
Wetrol WJ	Well Trolley	57 0	50	28 6	3	8
Wetrol WK	Well Trolley	49 0	10	17 2	2	3
Wetrol WL or Transformer WL	Well Trolley	89 6	120	82 3	8	20
Wetrol WM	Well Trolley	65 7	12 or 20	21 3	2	3 or 4
Wetrol WY	Well Trolley	37 0	15	8 6	1	2
Wetrol WZ	Well Trolley	50 0	25	16 8	2	4
Wheelwag WB	Propeller Wagon	28 0	20	10 14	1	3
Wheelwag WC	Propeller Wagon	28 0	25	10 12	1	4
Vanfit	Large Covered Goods Van	31 6	10	9 10	1	2
—	10-ton to 14-ton Tank	20 6	14	10 0	1	2
—	20-ton Tank	24 6	20	12 10	1	3
—	23-ton Rail Tank	27 8	23	17 12	2	4
—	40-ton Tank	33 10	25 to 40	24 0	2	4 or 6

X—Wagons marked thus, when empty to be calculated as one ordinary empty wagon.

*—When load does not exceed two tons may be counted one equal one Class 3 loaded wagon.

**—As load does not exceed 25 tons, loaded tanks one equal four Class 3.

†—When load does not exceed 3 tons may be counted two Asmo or two Damo A equal three Class 3 loaded wagons.

In compiling the WORKING LOAD, allowance must be made for the additional length of any vehicle exceeding 21-ft. over buffers in order to conform with the maximum length of train over sections which the train works. See also clause 9, "Instructions for Calculating Loads of Freight Trains."

If the above-mentioned wagons bear "Special" labels and/or the total weight of the load is recorded on the label they may be calculated for maximum load purposes in accordance with the following instruction, unless the vehicle is carrying approximately its maximum registered load, when it should be counted as shewn in column B.

For every 13 tons or fraction of 13 tons (over 6 tons 10 cwt. and up to 13 tons) of a load add 1 Class 3 traffic to the figure given in column A against the particular class of vehicle.

Example: Borail WE carrying load of 16 tons, load equals 2 Class 3 traffic.

Vehicle when empty, column A, equals 2 Class 3 traffic.

Total load to be calculated as 4 Class 3 traffic.

MILITARY TANKS (A.F.V.s) BY RAIL

Calculation for Freight Train Loading Purposes

Vehicle	Dimensions		Maximum Capacity	Tare Weight		Equivalent to following Class 3 Traffic		
	Ft.	Ins.	Tons	Tons	Cwts.	When Empty	Loaded with One Tank	Loaded with Two Tanks
Rectank M.A.	37	2	35	15	2	2 equals 3	See below	See below
" M.B.	37	2	35	14	1	2 equals 3		
" E.A.	37	2	35	14	10	2 equals 3		
" E.B.	37	0	35	15	5	2 equals 3		
" W.B.	37	0	38	14	10	2 equals 3		
Warflat	43	10½	50	20	8	2		
Warwell	47	0	50	26	15	3		

Type of Tank	Equivalent to following Class 3 Traffic when loaded on "Warwells"		Equivalent to following Class 3 Traffic when loaded on "Rectanks"		Equivalent to following Class 3 Traffic when loaded on "Warflats"	
	Loaded with One Tank	Loaded with Two Tanks	Loaded with One Tank	Loaded with Two Tanks	Loaded with One Tank	Loaded with Two Tanks
Churchill Mk. I-VI	—	—	—	—	6	—
" Mk. VII-XI	—	—	—	—	6	—
" Crocodile (less trailer)	—	—	—	—	6	—
" A.P.C.	—	—	—	—	5	—
" AVRE III, IV and VII	—	—	—	—	6	—
Cromwells Mk. I-VIII	—	—	—	—	5	—
S.P. 25-pdr. Sexton	1=5 2=9 5	—	—	—	—	—
RAM G.P.O.	—	—	—	—	—	—
Stuart Towing conveyed singly on Rectank M.A.	—	—	3	—	—	—
" M.B.	—	—	—	—	—	—
" W.B.	—	—	—	—	—	—
" E.A.	—	—	—	—	—	—
" E.B.	—	—	—	—	—	—
Stuart Towing, conveyed in pairs	—	—	—	—	—	1=5 2=9

COACHING STOCK**Calculation for Freight Train Loading Purposes**

The tare weight of each vehicle must be ascertained and calculated as every 10-tons equalling a Class 3 loaded wagon, e.g. a passenger coach weighing 20-tons should be counted as two Class 3 wagons.

In dealing with fractions of 10 tons, 5 tons and under to be dropped and over 5 tons to be treated as 10 tons, e.g. a passenger coach weighing 25 tons 15 cwt. should be counted as 30 tons, equalling three Class 3 wagons; similarly a passenger coach weighing 24 tons 19 cwt. should be counted as 20 tons, equalling two Class 3 wagons.

DIMENSIONS OF PASSENGER FITTED VEHICLES OVER 21 FEET IN LENGTH

Codes of Vehicles					Maximum Length over Buffers		Codes of Vehicles					Maximum Length over Buffers		Codes of Vehicles					Maximum Length over Buffers	
					Ft. Ins.							Ft. Ins.							Ft. Ins.	
B	...	...	...	...	43	1	CCT	...	...	...	31	0½	Parcels Vans	...	...	...	31	11
B	...	...	...	...	51	1	CCT	...	...	...	32	1	Pasfruits C	...	...	...	25	5
B	...	...	...	...	51	7	CCT	...	...	...	33	11	Pasfruits D	...	...	...	31	11
BG	...	...	...	...	43	1	Giants	...	...	...	53	7	SCV...	...	...	...	29	5
BG	...	...	...	...	60	0	Hymac WK	...	...	...	34	6	Siphons	...	...	...	31	0½
BG	...	...	...	...	60	1	Insixfish	...	...	...	34	5	Siphons C	...	...	...	32	1
BG	...	...	...	...	60	6½	Lowmac WT	...	...	...	28	11	Siphons F	...	...	...	43	7
BG	...	...	...	...	63	4½	Lowmac WV	...	...	...	31	11	Siphons G	...	...	...	53	7
BG	...	...	...	...	63	6½	Monsters	...	...	...	53	7	Siphons H	...	...	...	53	7
BG	...	...	...	...	73	1	Monsters	...	...	...	53	8	Siphons J	...	...	...	53	7
Bloaters	...	...	...	...	31	11												

CONTINENTAL FERRY WAGONS**Classification for Train Loading Purposes**

WHEN EMPTY one Continental Train Ferry wagon equals one loaded Class 3 wagon, provided the number conveyed by any one train does not exceed two.

When three or more are conveyed by any one train they should be calculated as three empties equal to four loaded Class 3 wagons.

WHEN LOADED one Continental Train Ferry wagon to be calculated as one equal to three loaded Class 3 wagons.

MISCELLANEOUS**WAGONS FROM BERSHAM COLLIERY**

Guards picking up these Wagons must send full particulars of each Wagon to Goods Agent, Wrexham.

ENGINES OF OTHER REGIONS COUPLED TO W.R. ENGINES

For instructions, see General Appendix to the Rule Book.