(PRIVATE and not for publication)

SECTION **D**

BRITISH RAILWAYS

WESTERN OPERATING AREA

WORKING TIME TABLE

OF

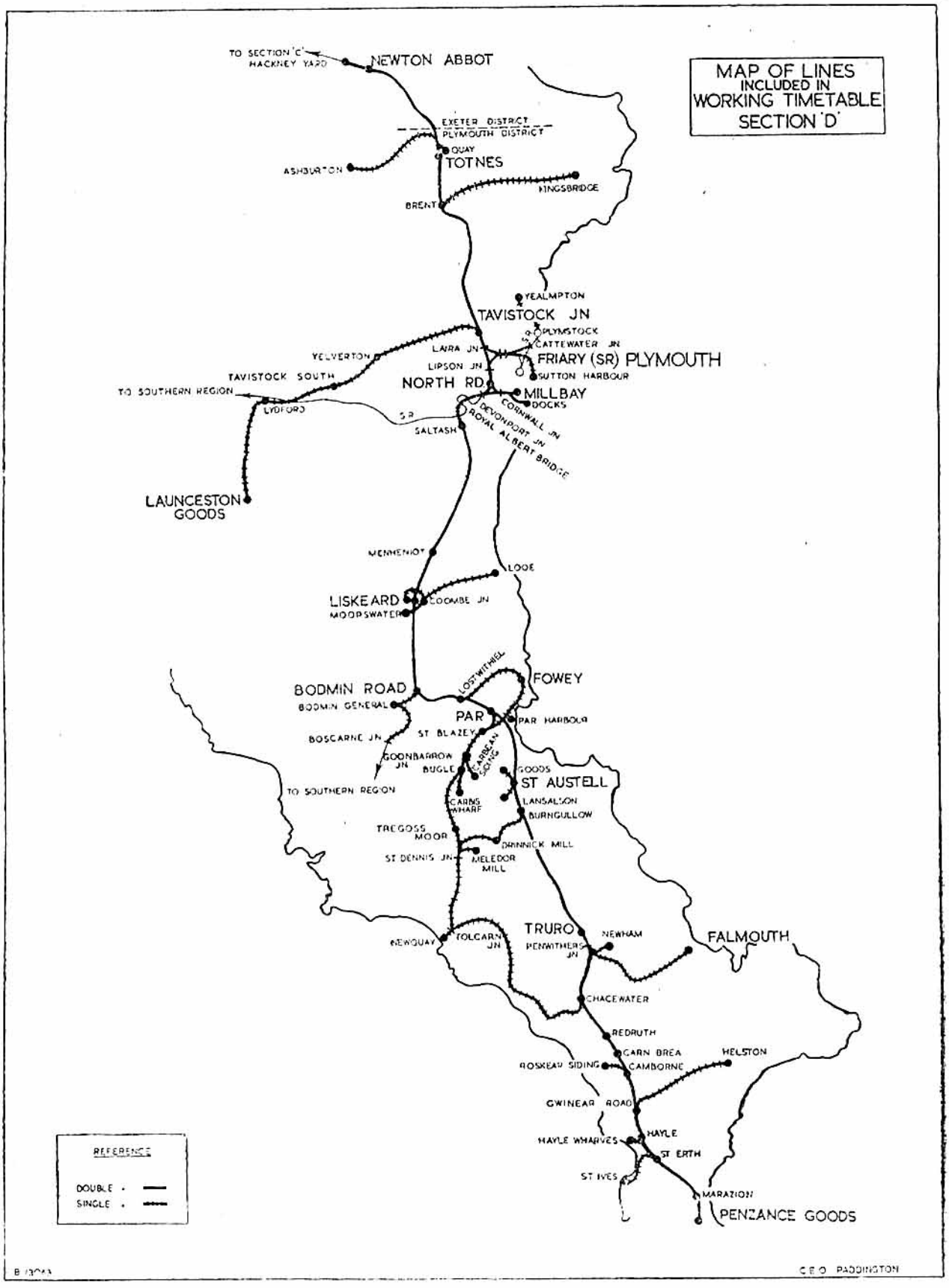
FREIGHT TRAINS

PLYMOUTH DISTRICT

16th SEPTEMBER, 1957 to 8th JUNE, 1958
(or until further notice)

S. G. HEARN,
Chief Operating Superintendent

PADDINGTON


MAP OF LINES INCLUDED IN WORKING TIMETABLE SECTION 'D'
TO SECTION 'C' HACKNEY YARD
NEWTON ABBOT
EXETER DISTRICT
PLYMOUTH DISTRICT
QUAY
TOTNES
ASHBURTON
KINGSBRIDGE
BRENT
YEALMPTON
TAVISTOCK JN
PLYMSTOCK
CATTEWATER JN
LARA JN
FRIARY (SR) PLYMOUTH
YELVERTON
LIPSON JN
SUTTON HARBOUR
TAVISTOCK SOUTH
NORTH RD
MILLBAY
TO SOUTHERN REGION
DOCKS
LYDFORD
CORNWALL JN
S.R.
DEVONPORT JN
SALTASH
ROYAL ALBERT BRIDGE
LAUNCESTON GOODS
MENHENIOT
LOOE
LISKEARD
COOMBE JN
MOORSWATER
LOSTWITHIEL
FOWEY
BODMIN ROAD
BODMIN GENERAL
PAR
PAR HARBOUR
BOSCARNE JN
ST BLAZEY
GOONBARROW JN
CARBEAN SIDING
BUGLE
GOODS
ST AUSTELL
TO SOUTHERN REGION
CARNS WHARF
LANSALSON
BURNGULLOW
TREGOSS MOOR
DRINNICK MILL
ST DENNIS JN
MELEDOR MILL
TRURO
NEWHAM
FALMOUTH
NEWQUAY
TOLCARN JN
PENWITHERS JN
CHACEWATER
REDRUTH
CARN BREA
HELSTON
ROSKEAR SIDING
CAMBORNE
GWINEAR ROAD
HAYLE
HAYLE WHARVES
ST ERTH
ST IVES
MARAZION
PENZANCE GOODS
REFERENCE
DOUBLE
SINGLE
C.E.O. PADDINGTON

INDEX

EXPLANATION AND POSITIONING OF REFERENCES

M	— Monday	**Th**	— Thursday
T	— Tuesday	**F**	— Friday
W	— Wednesday	**S**	— Saturday

The addition of the letter "**O**" indicates that the train will run on that day or those days only. The letter "**X**" indicates the train will not run on that day or those days.

AL	— Avoiding Line	**RL**	— Relief Line
GL	— Goods Line	**TL**	— Through Line

ML — Main Line

AE — Stops only to attach or detach assisting engine.

D — Traffic detached only (**D** in arrival time).

E — Stops for examination, etc.

E in departure time only	— Traffic and examination
E in both arrival and departure times	— Examination only.
E in arrival time and * in departure time	— Examination and shunts for other trains to pass.
WE in both arrival and departure times	— Examination and water.
EL in both arrival and departure times	— Examination and change engine or trainmen.

EBV or † — Engine and Brake Van.

L — Change engine (**L** in both arrival and departure times).

LE or ‖ — Light Engine.

P — Stops only to pin down or pick up wagon brakes.

Q — Runs when required.

R — Traffic attached and/or detached when required.

T — Change trainmen, etc.

T in both arrival and departure times	— Change trainmen only.
T in departure time	— Change trainmen and work.
TW in both arrival and departure times	— Change trainmen and water.

U — Traffic attached only (**U** in departure time).

W — Stops for water, etc.

W in both arrival and departure times	— Water only.
W* in both arrival and departure times	— Water and shunts for other trains to pass.

X — Indicates points at which trains are booked to cross each other on a single line at a crossing place.

* — Shunts for other trains to pass, etc.

* in departure time	— Traffic and shunts for other trains to pass.
* in both arrival and departure times;	— Stops or shunts for other trains ahead or to pass only.

§ — Indicates that head code is changed *en route*.

→ — For continuation of train timings see subsequent column.

← — Train timings continued from previous column.

NOTES

(i) Letters inserted in columns over train titles indicate the classification of the trains and the head codes to be carried.

(ii) Figures inserted in columns immediately below train titles indicate train reporting numbers.

(iii) Where no separate time is shewn for arrival and departure, the time indicated is the departure time.

(iv) Figures in light type indicate the time at which a train should pass a Station or Signal Box.

RECOVERY OF TIME

When trains are running late, every endeavour must be made to recover time, subject to the strict observance of all speed restrictions, both permanent and temporary.

WEEKDAYS — NEWTON ABBOT TO PLYMOUTH (MILLBAY)

Mileage from Paddington: Via Somerto and Millbay (Z) M	C	Via Somerton and Cornwall Loop (Z) M	C	Mile Post Mileage via Temple Meads and Millbay (W) M	C	Via Temple Meads and Cornwall Loop (W) M	C	DOWN		Ruling Gradient 1 in	K	K	C	H	H	F		H		K	K	
												To St. Germans	SUSPENDED	To Truro		To Penzance		To St. Blazey				
											MX	MX	SO	MO	MO	SO		MX		MO	MX	
											am	am	am	am	PM	am		am		am	am	
—	—	—	—	—	—	—	—	HACKNEY YARD ..... dep			.....	.....	.....	.....	11 0	.....	.....	.....	.....	.....	.....	.....
193	67	—	—	214	6	—	—	NEWTON ABBOT ... arr		289 R	..	..	..	..	(Sun.)	..	..	..	..	..	..	..
								..... dep			.....	.....	.....	.....	11 3	.....	.....	.....	.....	.....	.....	.....
194	76	194	76	215	15	215	15	Aller Junction ... ... arr		259 R	..	..	..	..	11 7	..	..	..	..	..	..	..
								..... dep			.....	.....	.....	.....	11 AE9	.....	.....	.....	.....	.....	.....	.....
197	61	197	61	218	—	218	—	Dainton Siding ... ... arr		36 R	..	..	..	..	11 P20	..	..	..	..	..	..	..
								..... dep			.....	.....	.....	.....	11 24	.....	.....	.....	.....	.....	.....	.....
202	46	—	—	222	65	—	—	TOTNES ... ... arr		38 F	..	..	..	..	11 P40	..	..	..	..	..	..	..
								..... dep			.....	.....	.....	.....	11 AE46	.....	.....	.....	.....	.....	.....	.....
207	10	—	—	227	29	—	—	Rattery		46 R	..	..	..	..	12 7	..	..	..	..	..	..	..
209	35	—	—	229	54	—	—	Brent ..... arr		131 R	.....	.....	.....	.....	MO	.....	.....	.....	.....	.....	.....	.....
								... ... dep			..	..	..	..	12 13	..	..	..	..	..	..	..
211	51	—	—	231	70	—	—	Wrangaton..... arr		117 R	.....	.....	.....	.....	am	.....	.....	.....	.....	.....	.....	.....
								... ... dep			..	..	..	..	..	..	..	..	..	..	..	..
214	74	—	—	235	13	—	—	Ivybridge ..... arr		67 F	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
								... ... dep			..	..	..	..	..	..	..	..	..	..	..	..
217	29	—	—	237	48	—	—	Cornwood ..... arr		129 F	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
								... ... dep			..	..	..	..	..	..	..	..	..	..	..	..
219	1	—	—	239	20	—	—	Hemerdon ..... arr		150 F	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
								... ... dep			..	..	..	..	..	..	..	..	..	..	..	..
219	21	—	—	239	40	—	—	Stop Board..... arr		89 F	.....	.....	.....	.....	12 P40	.....	.....	.....	.....	.....	.....	.....
								... ... dep			..	..	..	..	12 46	..	..	..	..	..	..	..
221	56	—	—	241	75	—	—	Plympton		41 F	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
222	71	—	—	243	10	—	—	TAVISTOCK JN.... ... arr		81 F	..	..	..	..	1 5	..	..	..	..	..	..	..
								..... dep			12 10	.....	12 30	12 40	.....	1 10	.....	1 10	.....	1 25	.....	.....
223	63	—	—	244	2	—	—	Laira Junction ... ... arr		173 F	12 20	..	..	..	..	..	..	..	..	..	..	..
								..... dep			.....	12 15	.....	.....	.....	.....	.....	.....	.....	.....	1 25	.....
224	16	—	—	244	35	—	—	Lipson Junction...		67 R	..	12 21	12 35	12 48	..	1 17	..	1 18	..	1 34	1 34	..
225	57	225	57	245	76	245	76	PLYMOUTH (NORTH ROAD) arr		72 R	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
								... ... dep			..	12 27	12 40	12 52	..	1 22	..	1 22	..	1 40	1 40	..
226	7	—	—	246	26	—	—	Cornwall Junction		65 F	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
226	45	—	—	246	64	—	—	Plymouth (Millbay) ... arr		51 F	..	..	..	..	..	..	..	..	..	1 45	1 45	..

W—Distance via Bristol Relief Line 25 chains less, via Weston Loop 1 mile 2 chains extra, via Badminton 57 chains less, via Badminton and Bristol Relief Line 30 chains less

Z—One chain more via Westbury, 15 chains less via Frome Loop, 14 chains less via both Loops.

To convey traffic arriving on 6.30 pm (FO) Bristol (West Depot) to Tavistock Junction and 2.30 pm (FO) Paddington to Tavistock Junction

Conveys Falmouth Branch traffic only, correctly marshalled.

WEEKDAYS

NEWTON ABBOT TO PLYMOUTH (MILLBAY)

DOWN	F	H		C	H	D	H	E	K	C	K	H	K	E	K	H		H	K	K	K	E	
	To Penzance	To Truro	1.55 am Friary S.R	12.45 pm Oxley Sidings		9.45 pm Bristol to Penzance	To Camborne	To Laira	To Truro	8.55 pm Paddington to Penzance	To Plymouth			1.30 am Hackney	3.30 am Tavistock Jn.	To St. Blazey	4.15 am Friary S.R.	To St. Blazey	To Doublebois		To Devonport (King's Road)	3.45 pm Stoke Gifford to Tavistock Jn.	
		MO		MX	MO	MX	MO	MX		MX	MX	MO	MO	MX	MX	MO		MX		MO		MX	
	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am	
HACKNEY YARD ..... dep	.....	.....	.....	12 40	12 15	1 12	.....	1 30	.....	.....	.....	1 30	.....	.....	.....	.....	.....	.....	.....	.....	.....	4 10	.....
NEWTON ABBOT ... arr	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
..... dep	.....	.....	.....	12 42	12 18	1 14	.....	1 32	.....	1 57	.....	1 33	.....	.....	.....	.....	.....	.....	.....	.....	.....	4 13	.....
Aller Junction ... ... arr	..	..	..	12 47	12 22	1*17	..	1*35	..	2 0	..	1 37	..	..	..	..	..	..	..	..	..	4 17	..
..... dep	.....	.....	.....	12AE49	12AE24	1AE*27	.....	1AE*39	.....	2AE2	.....	1AE39	.....	.....	.....	.....	.....	.....	.....	.....	.....	4AE19	.....
Dainton Siding ... ... arr	..	..	..	..	12P35	1P37	..	1P50	..	..	..	1P50	..	..	..	..	..	..	..	..	..	4P31	..
..... dep	.....	.....	.....	.....	12 39	1 38	.....	1 52	.....	.....	.....	1 54	.....	.....	.....	.....	.....	.....	.....	.....	.....	4 35	.....
TOTNES ... ... arr	..	..	..	1 10	12P54	1P51	..	2P 6	..	2 22	..	2P 9	..	..	..	..	..	..	..	..	..	4P50	..
..... dep	.....	.....	.....	1AE13	1AE5	1AE54	.....	2AE10	.....	2AE25	.....	2AE15	.....	.....	.....	.....	.....	.....	.....	.....	.....	5AE5	.....
Rattery ... ... arr	..	..	..	..	1 26	2 10	..	2 29	..	..	..	2 36	..	←	..	..	..	..	..	..	..	5 26	..
Brent ..... arr	.....	.....	.....	.....	.....	.....	.....	2*36	.....	.....	.....	.....	.....	2*36	.....	.....	.....	.....	.....	.....	.....	.....	.....
... ... dep	..	..	..	1 31	1 32	2 14	..	2*51	..	2 43	..	2 42	..	2*51	..	..	..	..	..	..	..	5 32	..
Wrangaton..... arr	.....	.....	.....	.....	.....	.....	.....	→	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
... ... dep	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Ivybridge ..... arr	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
... ... dep	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Cornwood ..... arr	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
... ... dep	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Hemerdon ..... arr	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	6* 0	.....
... ... dep	..	..	..	1 45	..	..	..	..	..	2 56	..	..	..	..	..	..	..	..	..	..	..	6*44	..
Stop Board..... arr	.....	.....	.....	.....	1P59	2P30	.....	.....	.....	.....	.....	3P 8	.....	3P15	.....	.....	.....	.....	.....	.....	.....	→	.....
... ... dep	..	..	..	..	2 5	2 32	..	..	..	..	..	3 14	..	3 19	..	..	..	..	..	..	..	To page 6	..
Plympton	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
TAVISTOCK JN.... ... arr	..	..	..	1D55	2 25	2TW40E	..	..	..	3TW7	..	3 30	..	3D32	..	..	..	..	..	..	..	..	..
..... dep	1 30	1 50	.....	2 12	.....	2TW47E	3 0	.....	3 5	3TW22E	3 30	.....	3 35	3 50	←	4 10	.....	4 35	4 55	5 55	6 20	.....	.....
Laira Junction ... ... arr	..	..	..	2 20	..	..	..	..	..	..	3 40	..	..	3 55	3 40	..	..	..	..	6 10	..	..	..
..... dep	*	.....	.....	.....	.....	.....	.....	.....	.....	.....	4 30	.....	.....	.....	4 30	.....	.....	.....	.....	.....	.....	.....	.....
Lipson Junction...	1 47	1 58	2 2	..	..	2 52	3 8	..	3 13	3 27	→	..	3 44	..	4 36	4 18	4 21	4 43	5 8	..	6 27	..	..
PLYMOUTH (NORTH ROAD) arr	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
... ... dep	1 53	2 3	2 8	..	..	2 56	3 14	..	3 19	3 32	..	..	3 50	..	4 42	4 22	4 27	4 53	5 16	..	6 35	..	..
Cornwall Junction	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Plymouth (Millbay) ... arr	..	..	..	..	..	..	..	..	..	..	..	..	4 0	..	4 50	..	..	..	..	..	..	..	..

DOWN

	K	F	D	E	K	K	H		K	K	K	K	K	K		H	K	K		F	H		K
		To Penzance	8.40 p.m Paddington to Penzance	3.45 pm Stoke Gifford	To Devonport Dockyard			8.20 am Friary S.R.	To Kingsbridge and Ivybridge	To Devonport Dockyard SX Keyham SO	To St. Austell	To St. Austell	10.0 am Marsh Mills			3.55 p.m. Severn Tunnel Junction			11.5 am Friary S.R.	To Penzance	2.25 am Bristol West Depot		To Ashburton
	MX		MX	MX	MO	MX	MO				SO					MX			SX		MO		SX
	am	am	am	am	am	am	am	am	am	am	am	am	am	am		am	am	am	am	am	am		am
HACKNEY YARD ..... dep	.....	.....	5 8	.....	.....	.....	5 15	.....	7 0	.....	.....	.....	.....	.....	.....	7 40	.....	.....	.....	.....	8 5	.....	8 55
NEWTON ABBOT ... arr	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
..... dep	.....	.....	5 10	.....	.....	.....	5 18	.....	7 3	.....	.....	.....	.....	.....	.....	7 43	.....	.....	.....	.....	8 8	.....	8 58
Aller Junction ... ... arr	..	..	5*13	..	..	..	5*22	..	7 7	..	..	..	..	..	..	7 46	..	..	..	..	8 12	..	9* 2
..... dep	.....	.....	5AE26	.....	.....	.....	5AE26	.....	7AE9	.....	.....	.....	.....	.....	.....	7AE48	.....	.....	.....	.....	8AE14	.....	9AE*15
Dainton Siding ... ... arr	..	..	5P36	..	..	..	5P37	..	7P20	..	..	..	..	..	..	7P59	..	..	..	..	8P25	..	9P26
..... dep	.....	.....	5 37	.....	.....	.....	5 41	.....	7 23	.....	.....	.....	.....	.....	.....	8 3	.....	.....	.....	.....	8 28	.....	9 29
TOTNES ... ... arr	..	..	5P50	..	..	..	5P*56	..	7P38	..	..	..	..	..	..	8P18	..	..	..	..	8P*43	..	9P44
..... dep	.....	.....	5AE53	.....	.....	.....	6AE*55	.....	8AE*6	.....	.....	.....	.....	.....	.....	8AE24	.....	.....	.....	.....	9AE*33	.....	10 5
Rattery	..	..	6 10	..	..	..	7 16	..	8 27	..	..	..	..	..	..	8 45	..	..	..	..	9 54	..	..
Brent ..... arr	.....	.....	.....	.....	.....	.....	.....	.....	8 35	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	10* 3	.....	Ashburton arr. 11.15 am
... ... dep	..	..	6 13	..	..	..	7 22	..	9 0	..	..	..	..	..	..	8 51	..	..	..	..	10*20	..	
Wrangaton..... arr	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
... ... dep	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	10 20	..	..	..	..	
Ivybridge ..... arr	.....	.....	.....	From page 5	.....	.....	.....	.....	Kingsbridge arr. 10.10 am	.....	.....	.....	.....	.....	.....	.....	.....	10 30	.....	.....	.....	.....	
... ... dep	..	..	..		..	..	..	..		..	..	..	..	..	..	..	..	10†40	..	..	..	..	
Cornwood ..... arr	.....	.....	.....	←	.....	.....	.....	.....		.....	SUSPENDED	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
... ... dep	..	..	..		..	..	..	..		..		..	..	..	..	..	..	..	..	..	..	..	
Hemerdon ..... arr	.....	.....	.....	6* 0	.....	.....	.....	.....		.....		.....	.....	.....	.....	9*18	.....	.....	.....	.....	10*50	.....	
... ... dep	..	..	..	6*44	..	..	..	..		..		..	..	..	..	9*56	..	..	..	..	11* 2	..	
Stop Board..... arr	.....	.....	6P30	6P46	.....	.....	7P*48	.....		.....		.....	.....	.....	.....	9P58	.....	.....	.....	.....	11P 4	.....	
... ... dep	..	..	6 32	6 52	..	..	8* 1	..	..	..		..	..	..	..	10 4	..	..	..	..	11 10	..	
Plympton	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....		.....	.....	.....	.....	.....	.....	11† 0	.....	.....	.....	.....	
TAVISTOCK JN.... ... arr	..	..	6L40	7 10	..	..	8 20	..	..	..		..	..	..	..	10 20	..	..	..	..	11 30	..	
..... dep	6 25	6 35	6E57L	.....	7 40	7 40	.....	.....	.....	8 25	9 0	9 25	10 2	10 10	.....	.....	10 40		.....	11 10	.....	.....	.....
Laira Junction ... ... arr	6 35	..	..	..	..	..	..	..	..	..	..	..	10 10	..	..	..	10 50		..	..	..	..	..
..... dep	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....		.....	.....	.....	.....	.....
Lipson Junction...	..	6 42	7 2	..	7 48	7 48	..	8 26	..	8 33	9 8	9 33	..	10 17	..	..	..	E B Y from Ivybridge	11 11	11 17	..	..	..
PLYMOUTH (NORTH ROAD) arr	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....		.....	.....	.....	.....	.....
... ... dep	..	6 52	7 6	..	7 57	7 54	..	8 32	..	8 40	9 13	9 37	..	10 23	..	..	..	..	11 17	11 21	..	..	..
Cornwall Junction	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Plymouth (Millbay) ... arr	..	..	..	..	..	8 0	..	..	..	..	..	..	..	10 30	..	..	..	..	..	..	..	..	..

WEEKDAYS — NEWTON ABBOT TO PLYMOUTH (MILLBAY)

DOWN

	G	H		D	H	H	H	K		K	K		E	H	H	G	K		K	K	K	K	K
	E B V	To Tavistock Jn.		10.5 p.m. Oxley Sidings	To Penzance	To Burngullow	9.20 a.m. Hackney		12.44 pm Friary S.R.	Engineer's Materials	10.15 am Tavistock		2.25 am Bristol West Depot	To Penzance	11.55 pm (Suns.) Severn Tunnel Jn	11|40 am Ashburton L E	7.0 am Hackney			To Ivybridge SUSPENDED	To Devonport Dockyard	2.40 pm Marsh Mills	1.30 pm Ashburton
	Q																						
	TW ThO			MX	SO	SX			SO	TFO			MX		MO	SX				SX	SX		SX
	am	am		am	am	am	am	PM	PM	PM	PM		am	PM	am	PM	PM		PM	am	PM	PM	PM
HACKNEY YARD ..... dep	.....	9 20	.....	10 10	.....	.....	.....	.....	.....	.....	.....	.....	10 25	.....	10 25	.....	.....	.....	.....	11 40	.....	.....	.....
NEWTON ABBOT ... arr	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
..... dep	SUSPENDED	9 23	.....	10 12	.....	.....	.....	.....	.....	.....	.....	.....	10 27	.....	10 28	.....	.....	.....	.....	11 43	.....	.....	.....
Aller Junction ... ... arr		9*27	..	10 15	..	..	..	..	..	..	..	..	10 30	..	10 32	..	..	..	..	11AE47	..	..	..
..... dep		9AE*49	.....	10AE17	.....	.....	.....	.....	.....	.....	.....	.....	10AE32	.....	10AE34	.....	.....	.....	.....	11 49	.....	.....	.....
Dainton Siding ... ... arr		10P 0	..	10P27	..	..	..	..	..	..	..	..	10P43	..	10P45	..	..	..	..	12P 0	..	..	..
..... dep		10 4	.....	10 28	.....	.....	←	.....	.....	.....	.....	.....	10 47	.....	10 49	.....	.....	.....	.....	12 3	.....	.....	.....
TOTNES ... ... arr		10*P19	..	10P41	..	..	10P*19	..	..	..	..	..	11P*1	..	11P*4	12‖ 5	..	..	..	12P18	..	..	2 55
..... dep	.....	10AE53	.....	10AE44	.....	.....	10AE53	.....	.....	.....	.....	.....	11AE17	.....	11AE17	.....	.....	.....	.....	12AE56	.....	.....	.....
Rattery	..	→	..	11 2	..	..	11 14	..	..	..	..	..	11 36	..	11 38	..	..	..	..	1 17	..	..	..
Brent ..... arr	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	12 15	.....	.....	1 26	.....	.....	.....
... ... dep	..	..	..	11 5	..	..	11 22	..	..	..	..	..	11 40	..	11 44	.....	1 14	..	..	2*36	..	..	..
Wrangaton ..... arr	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1 22	.....	.....	→	.....	.....	.....
... ... dep	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	.....	1*53	..	..	To page 8	..	..	..
Ivybridge ..... arr	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2 5	.....	.....	.....	.....	.....	.....
... ... dep	11† 0	..	..	..	..	..	..	..	..	..	..	..	..	..	..	To work 12.18 pm Passenger Totnes to Ashburton	..	..	..	.....	..	..	..
Cornwood ..... arr	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
... ... dep	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	.....	..	..	..	..	..	..	..
Hemerdon ..... arr	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	12* 0	.....	12*12	.....	.....	.....	.....	.....	.....	.....	.....
... ... dep	..	..	..	..	..	..	..	..	..	..	..	..	12*33	..	12*33	.....	..	..	..	..	..	..	..
Stop Board ..... arr	.....	.....	.....	11P22	.....	.....	11P48	.....	.....	.....	.....	.....	12P35	.....	12P35	.....	.....	.....	.....	.....	.....	.....	.....
... ... dep	..	..	..	11 24	..	..	11 54	..	..	..	..	..	12 41	..	12 41	.....	..	..	..	..	..	..	..
Plympton	11†25	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1 35	.....	.....	.....	.....
TAVISTOCK JN.... ... arr	..	..	..	11 40	..	..	12 10	..	..	..	..	..	1 0	..	1 0	..	..	..	1 40	..	..	..	..
..... dep	.....	.....	.....	To be kept clear of 10.15 am Q Newton Abbot to Plymouth when running	11 50	11 55	.....	12 40	.....	.....	12 54	.....	.....	1 15	.....	.....	.....	.....	1 50	.....	2 30	2 42	.....
Laira Junction ... ... arr	..	..	..		..	..	..	..	..	..	1 0	..	..	..	..	..	..	..	2 0	..	..	2 50	..
..... dep	.....	.....	.....		.....	.....	.....	.....	.....	12 55	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lipson Junction...	..	..	..		11 58	12 3	..	12 47	12 50	..	..	..	..	1 23	..	..	..	..	..	..	2 36	..	..
PLYMOUTH (NORTH ROAD) arr	.....	.....	.....		.....	.....	.....	.....	.....	1 5	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
... ... dep	..	..	..		12 3	12 8	..	12 53	12 56	..	..	..	..	1 27	..	..	..	..	..	..	2 42	..	..
Cornwall Junction	.....	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Plymouth (Millbay) ... arr	..	..	..		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..

NEWTON ABBOT TO PLYMOUTH (MILLBAY)

DOWN

	D	K	G	F	F	G	D	F	H		G	K		G	H	H	K	K		K	H	K	K
	1.45 am Oxley Sidings SUSPENDED	11.40 am Hackney SUSPENDED	L E	To Falmouth	1.20 am Scours Lane	L E to Menheniot	To Tavistock Jn.	12.30 am Avonmouth	2.15 am Stoke Gifford	5.21 pm Friary S.R.	E B V	2.50 pm Launceston		L E to Menheniot		To St. Blazey		To Truro	8.25 pm Friary S.R		SUSPENDED		
	MO	SX				SO Q	SX	MX	MO	SX				Q						SX	FO	SX	SO
	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM		PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
HACKNEY YARD ..... dep	12 20	.....	.....	.....	1 10	.....	.....	2 30	2 30	.....	.....	.....	.....	.....	3 15	.....	.....	.....	.....	.....	3 15	.....	.....
NEWTON ABBOT ... arr	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
..... dep	12 23	.....	.....	.....	1 16	.....	.....	2 33	2 33	.....	.....	.....	.....	.....	3 18	.....	.....	.....	.....	.....	3 18	.....	.....
Aller Junction ... ... arr	12*27	..	..	..	1*20	..	..	2 37	2 37	..	..	..	..	..	3 22	..	..	..	..	..	3 22	..	..
..... dep	12AE40	.....	.....	.....	2AE*0	.....	.....	2AE39	2AE39	.....	.....	.....	.....	.....	3AE24	.....	.....	.....	.....	.....	3AE24	.....	.....
Dainton Siding ... ... arr	12P50	..	..	..	2P11	..	..	2P50	2P50	..	..	..	..	..	3P35	..	..	..	..	..	3P35	..	..
..... dep	12 53	.....	.....	.....	2 15	.....	.....	2 54	2 54	.....	.....	.....	.....	.....	3 39	.....	.....	.....	.....	.....	3 39	.....	.....
TOTNES ... ... arr	1P*9	From page 7	..	..	2P*28	..	..	3P*10	3P*10	..	..	..	..	..	3P52	..	..	..	..	..	3P52	..	..
..... dep	1AE*30		.....	.....	2AE*52	.....	.....	3AE*38	3AE*38	.....	.....	.....	.....	.....	3AE58	.....	.....	.....	.....	.....	4AE50	.....	.....
Rattery	1 48	←	..	..	3 12	..	..	3 58	3 59	..	..	..	..	..	4 19	..	..	..	..	..	5 11	..	..
Brent ..... arr	.....	1 26	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4 28	.....	.....	.....	.....	.....	5 18	.....	.....
... ... dep	1 51	2*36	..	..	3 16	..	..	4 2	4 5	..	..	..	..	..	5*U10	..	..	..	..	..	7*U40	..	..
Wrangaton..... arr	.....	2 44	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
... ... dep	..	3* 5	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Ivybridge ..... arr	.....	3 15	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
... ... dep	..	..	..	..	..	..	4 10	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Cornwood ..... arr	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
... ... dep	..	..	..	..	..	SUSPENDED	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Hemerdon ..... arr	2* 9	.....	.....	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	5*40	.....	.....	.....	.....	.....	.....	.....	.....
... ... dep	2*36	..	..	..	..		..	..	..	..	..	..	..	..	6*14	..	..	..	..	..	..	..	..
Stop Board..... arr	2P38	.....	.....	.....	3P38		P	4P24	4P31	.....	.....	.....	.....	.....	6P16	.....	.....	.....	.....	.....	8P 9	.....	.....
... ... dep	2 40	..	..	..	3 44		..	4 30	4 37	..	..	..	..	..	6 22	..	..	..	..	..	8 15	..	..
Plympton	.....	.....	.....	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
TAVISTOCK JN.... ... arr	2 55	..	..	..	4 0		4 35	4 45	4 55	..	..	..	..	..	6 40	..	..	..	..	..	8 35	..	..
..... dep	To be kept clear of 10.35 am Paddington to Penzance when running	.....	3‖45	3 50	To be kept clear of 10.35 am Paddington to Penzance when running	.....	.....	.....	.....	.....	.....	6 4	.....	.....	.....	7 20	8 5	8 18	.....	8 25	.....	8 45	8 45
Laira Junction ... ... arr		..	3‖50Y	..		..	..	..	..	..	..	6 12	..	..	..	..	..	..	..	8 40	..	..	9 0
..... dep		.....	Y—Laira Shed	.....		4‖15	.....	.....	.....	.....	6†10	.....	.....	6‖40	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lipson Junction...		..		3 58		4 19	..	..	..	5 27	..	..	..	6 45	..	7 27	8 12	8 26	8 31	..	..	8 52	..
PLYMOUTH (NORTH ROAD) arr		.....		.....		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
... ... dep		..		4 5		4 22	..	..	..	5 32	6 16	..	..	6 50	..	7 31	8 18	8 32	8 37	..	..	8 58	..
Cornwall Junction		.....	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Plymouth (Millbay) ... arr		..	..	..		..	..	..	..	..	6†20	..	..	..	..	..	8 25	..	..	..	..	9 10	..

WEEKDAYS

NEWTON ABBOT TO PLYMOUTH (MILLBAY)

DOWN	H	H	H	H	G		H		K	C	H		E	E		H§	G	H	H	H	C	E	
	3.0 am Severn Tunnel Jn.	SUSPENDED	3.0 am Severn Tunnel Jn. SUSPENDED	To Truro	L E to Keyham		7.10 am Rogerstone M.P. Coal	10.10 pm Friary S.R.		2.30 pm Paddington SUSPENDED	To Truro		SUSPENDED	2.55 pm Bristol West Depot		To Bristol West Depot via S.R.	E B V	6.30 am Acton	8.10 am Bassaleg	SUSPENDED	6.30 pm Bristol West Depot SUSPENDED	2.50 pm Stoke Gifford SUSPENDED	
		SO	SX		SO			SX	SO	FO			SO				SO	MO	MX	SO	FO	FO	
	PM	PM	PM	PM	PM		PM	PM	PM	PM	PM		PM	PM		night	PM	PM	PM	PM	PM	PM	
HACKNEY YARD ..... dep	6 10	6 10	6 10	.....	.....	.....	7 30	.....	.....	9 0	.....	.....	9 0	9 0	.....	.....	.....	10 20	10 20	10 20	10 40	11 0	.....
NEWTON ABBOT ... arr	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
..... dep	6 13	6 13	6 13	.....	.....	.....	7 34	.....	.....	9 3	.....	.....	9 2	9 4	.....	.....	.....	10 23	10 23	10 23	10 43	11 2	.....
Aller Junction ... ... arr	6 17	6*17	6*17	..	..	..	7 37	..	..	9* 6	..	..	9* 5	9* 9	..		..	10 26	10 26	10 26	..	11* 5	..
..... dep	6AE19	7AE*19	7AE*19	.....	.....	.....	7AE41	.....	.....	9*19	.....	.....	9AE19	9AE19	.....		.....	10AE28	10AE28	10AE28	10 47	11AE22	.....
Dainton Siding ... ... arr	6P30	7P30	7P30	..	..	..	7P52	..	..	..	..	..	9P32	9P32	..		..	10P39	10P39	10P39	..	11P33	..
..... dep	6 34	7 34	7 34	.....	.....	.....	7 56	.....	.....	.....	.....	.....	9 36	9 36	.....		.....	10 42	10 42	10 42	.....	11 35	.....
TOTNES ... ... arr	6 49	7 49	7 49	..	..	..	8P11	..	..	..	..	..	9*P49	9P*49	..		..	10P*56	10P*56	10P56	..	11*P48	..
..... dep	7AE30U	8AE15U	8AE24U	.....	.....	.....	8AE17	.....	.....	9 38	.....	.....	9AE55	10AE30	.....		.....	11AE30	11AE30	11AE2	11 8	am 12AE*8	.....
Rattery	7 51	8 36	8 45	..	..	..	8 38	..	..	..	..	..	10 14	10 49	..		..	11 51	11 51	11 23	..	12 27	..
Brent ..... arr	8* 0	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....		.....	12* 0	12* 0	11*32	.....	.....	.....
... ... dep	8*15	8 42	8 51	..	..	..	8 44	..	..	10 2	..	..	10 18	10 53	..		..	12*18	12*18	12*18	11 25	12 31	..
Wrangaton ..... arr	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....		.....	.....	.....	.....	.....	(Sat.)	.....
... ... dep	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..		..	..	..	..	..	..	..
Ivybridge ..... arr	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....		.....	.....	(Wed. to Sun.)	.....	.....	.....	.....
... ... dep	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..		..	..		..	..	..	..
Cornwood ..... arr	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....		.....	(Tues.)		.....	.....	.....	.....
... ... dep	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..		..	am	am	..	..	..	..
Hemerdon ..... arr	.....	.....	9*18	.....	SUSPENDED	.....	9*11	.....	.....	.....	.....	.....	10*39	.....	.....		.....	.....	.....	(Sun.)	.....	.....	.....
... ... dep	..	..	9*50	..		..	9*50	..	..	10 22	..	..	11* 0	..	..		..	..	..	am	11 38	..	..
Stop Board ..... arr	8P45	9P 9	9P52	.....		.....	9P52	.....	.....	.....	.....	.....	11P 2	11P14	.....		.....	12P47	12P47	12P47	.....	12P52	.....
... ... dep	8 51	9 15	9 58	..		..	9 58	..	..	..	..	..	11 8	11 20	..		..	12 53	12 53	12 53	..	12 58	..
Plympton	.....	.....	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....		.....	.....	.....	.....	.....	.....	.....
TAVISTOCK JN.... ... arr	9 10	9 35	10 15	..		..	10 15	..	..	10 35	..	..	11 25	11 40	..		..	1 10	1 10	1 10	11 50	1 15	..
..... dep	.....	.....	Runs 22nd July to 30th August inclusive	9 20	.....	.....	.....	.....	10 30	.....	11 25	.....	.....	.....	.....	.....	11†45	.....	.....	.....	.....	.....	.....
Laira Junction ... ... arr	..	..		..	..	..	..	..	10 45	..	..	..	..	..	..	..	11†55	..	..	..	..	..	..
..... dep	.....	.....		.....	9‖30	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	11 50	.....	.....	.....	.....	.....	.....	.....
Lipson Junction...	..	..		9 28	..	..	..	10 16	..	..	11 33	..	..	..	..	12 3	..	..	..	..	..	..	..
PLYMOUTH (NORTH ROAD) arr	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	MX am	.....	.....	.....	.....	.....	.....	.....
... ... dep	..	..		9 32	9 35	..	..	10 22	..	..	11 37	..	..	..	..	12 10	..	..	..	..	..	..	..
Cornwall Junction	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Plymouth (Millbay) ... arr	..	..		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..

Via Devonport Junction and S.R. to Exeter Riverside

§—E from Exeter

SUNDAYS

NEWTON ABBOT TO PLYMOUTH (MILLBAY)

DOWN	H§	K	G		H		H	F		K	F		C			F	H		F	F	H		
	To Bristol West Depot via S.R.	To St. Germans	E B V		8.10 am Bassaleg		To St. Blazey	To Truro					8.55 pm (Sats.) Paddington to Penzance			10.50 pm (Sats.) Bristol (West Depot)	3.55 pm (Sats.) Severn Tunnel Jn.		To Penzance	6.30 pm (Sats.) Avonmouth	To St. Blazey		
	night	am	am		PM		am	am		am	am		am			am	am		am	am	am		
HACKNEY YARD ..... dep	.....	.....	.....	.....	10 20	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2 30	4 5	.....	.....	4 55	.....	.....	.....
NEWTON ABBOT ... arr	..	..	..	..	(Sat.)	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
..... dep	Via Devonport Junction and S.R. to Exeter Riverside. §—E from Exeter	.....	.....	.....	10 23	.....	.....	.....	.....	.....	.....	.....	1 57	.....	.....	2 33	4 8	.....	.....	4 57	.....	.....	.....
Aller Junction ... ... arr		..	..	..	10 26	..	..	..	..	..	..	..	2 0	..	..	2 36	4 12	..	..	5 1	..	..	..
..... dep		.....	.....	.....	10AE28	.....	.....	.....	.....	.....	.....	.....	2AE2	.....	.....	2AE38	4AE16	.....	.....	5AE3	.....	.....	.....
Dainton Siding ... ... arr		..	..	..	10P39	..	..	..	..	..	..	..	..	..	..	2P49	4P27	..	..	5P14	..	..	..
..... dep		.....	.....	.....	10 42	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2 53	4 31	.....	.....	5 18	.....	.....	.....
TOTNES ... ... arr		..	..	..	10P*56	..	..	..	..	..	..	..	2 22	..	..	3P*6	4P46	..	..	5P32	..	..	..
..... dep		.....	.....	.....	11AE30	.....	.....	.....	.....	.....	.....	.....	2AE25	.....	.....	3AE*40	4AE52	.....	.....	5AE38	.....	.....	.....
Rattery		..	..	..	11 51	..	..	..	..	..	..	..	..	..	..	4 0	5 13	..	..	5 58	..	..	..
Brent ..... arr		.....	.....	.....	12* 0	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4* 7	.....	.....	.....	.....	.....	.....	.....
... ... dep		..	..	..	12*18	..	..	..	..	..	..	..	2 43		..	4*23	5 19	..	..	6 2	..	..	..
Wrangaton..... arr		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Terminates at Tavistock Jn on and from 3rd November, 1957	.....	.....	.....	.....	.....	.....	.....	.....	.....
... ... dep		..	..	..	..	..	..	..	..	..	..	..	..		..	..	..	..	..	..	..	..	..
Ivybridge ..... arr		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	.....
... ... dep		..	..	..	..	..	..	..	..	..	Commences 3rd November, 1957	..	..		..	..	..	..	..	..	..	..	..
Cornwood ..... arr		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	.....
... ... dep		..	..	..	..	..	..	..	..	..		..	..		..	..	..	..	..	..	..	..	..
Hemerdon ..... arr		.....	.....	.....	(Sun.)	.....	.....	.....	.....	.....		.....	.....		.....	4*49	.....	.....	.....	.....	SUSPENDED	.....	.....
... ... dep		..	..	..	am	..	..	..	..	..		..	2 56		..	5* 7	..	..	..	..		..	..
Stop Board..... arr		.....	.....	.....	12P47	.....	.....	.....	.....	.....		.....	.....		.....	5P 9	5P46	.....	.....	6P25		.....	.....
... ... dep		..	..	..	12 53	..	..	..	..	..		..	..		..	5 15	5 52	..	..	6 39		..	..
Plympton		.....	.....	.....	.....	.....	.....	.....	.....	.....		.....	.....		.....	.....	.....	.....	.....	.....		.....	.....
TAVISTOCK JN.... ... arr		..	..	..	1 10	..	..	..	..	..		..	3L 7		..	5 30	6 10	..	..	6 50		..	..
..... dep		.....	12†50	.....	.....	.....	1 10	1 30	.....	2 15	2 45	.....	3EL30	.....	.....	.....	.....	.....	6 20	.....	7 30	.....	.....
Laira Junction ... ... arr		..	1† 0	..	..	..	..	..	..	2 25	..	..	..	..	..	..	..	..	..	..	..	..	..
..... dep	11 50	12 15	.....	.....	.....	.....	.....	*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lipson Junction...	12 3	12 21	..	..	..	..	1 18	1 47	..	..	2 52	..	3 35	..	..	..	..	..	6 28	..	7 40	..	..
PLYMOUTH (NORTH ROAD) arr	Sun. am	.....	.....	.....	.....	..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
... ... dep	12 10	12 27	..	..	..	..	1 23	1 54	..	..	2 56	..	3 40	..	..	..	..	..	6 34	..	7 47	..	..
Cornwall Junction	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Plymouth (Millbay) ... arr	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..

SUNDAYS

NEWTON ABBOT TO PLYMOUTH (MILLBAY)

DOWN	E			K			F			D			F			H				H			H
	3.45 pm Stoke Gifford			SUSPENDED			10.10 pm (Sats.) Paddington			10.5 pm (Sats.) Oxley Sidings			To Penzance			To Penzance							
	am			am			am			am			am			PM				PM			PM
HACKNEY YARD ..... dep	6 5	.....	.....	.....	.....	.....	8 39	.....	.....	9 0	.....	.....	.....	.....	.....	.....	.....	.....	.....	9 35	.....	.....	11 0
NEWTON ABBOT ... arr	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
..... dep	6 8	.....	.....	.....	.....	.....	8 41	.....	.....	9 2	.....	.....	.....	.....	.....	.....	.....	.....	.....	9 38	.....	.....	11 3
Aller Junction ... ... arr	6*12	..	..	..	..	..	8 45	..	..	9 5	..	..	..	..	..	..	..	..	..	9 42	..	..	11 7
..... dep	6AE30	.....	.....	.....	.....	.....	8AE47	.....	.....	9AE 7	.....	.....	.....	.....	.....	.....	.....	.....	.....	9AE44	.....	.....	11AE9
Dainton Siding ... ... arr	6P41	..	..	..	..	..	8P58	..	..	9P17	..	..	..	..	..	..	..	..	..	9P55	..	..	11P20
..... dep	6 45	.....	.....	.....	.....	.....	9 2	.....	.....	9 18	.....	.....	.....	.....	.....	.....	.....	.....	.....	9 59	.....	.....	11 24
TOTNES ... ... arr	6P59	..	..	..	..	..	9P16	..	..	9P31	..	..	..	..	..	..	..	..	..	10P*14	..	..	11P40
..... dep	7AE5	.....	.....	.....	.....	.....	9AE22	.....	.....	9AE37	.....	.....	.....	.....	.....	.....	.....	.....	.....	10AE42	.....	.....	11AE46
Rattery	7 24	..	..	..	..	..	9 42	..	..	9 55	..	..	..	..	..	..	..	..	..	11 3	..	..	12 7
Brent ..... arr	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	11*12	.....	.....	MO
... ... dep	7 28	..	..	..	..	..	9 46	..	..	9 58	..	..	..	..	..	..	..	..	..	11*38	..	..	12 13
Wrangaton..... arr	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	am
... ... dep	..	..	..	..	..	..	..	..	..	..	..	..	SUSPENDED	..	..	..	..	..	..	..	..	..	..
Ivybridge ..... arr	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
... ... dep	..	..	..	..	..	..	..	..	..	..	..	..		..	..	..	..	..	..	..	..	..	..
Cornwood ..... arr	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
... ... dep	..	..	..	..	..	..	..	..	..	..	..	..		..	..	..	..	..	..	..	..	..	..
Hemerdon ..... arr	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
... ... dep	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	am	..	..	..
Stop Board..... arr	7P48	.....	.....	.....	.....	.....	10P 9	.....	.....	10P23	.....	.....	.....	.....	.....	.....	.....	.....	.....	12P 7	.....	.....	12P40
... ... dep	7 56	..	..	..	..	..	10 15	..	..	10 25	..	..	..	..	..	..	..	..	..	12 13	..	..	12 46
Plympton	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
TAVISTOCK JN.... ... arr	8 15	..	..	..	..	..	10 30	..	..	10 45	..	..	..	..	..	..	..	..	..	12 30	..	..	1 5
..... dep	.....	.....	.....	9 15	.....	.....	.....	.....	.....	.....	.....	.....	11 5	.....	.....	1 10	.....	.....	.....	.....	.....	.....	.....
Laira Junction ... ... arr	..	..	..	9 30	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
..... dep	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lipson Junction...	..	..	..	..	..	..	..	..	..	..	..	..	11 11	..	..	1 18	..	..	..	..	..	..	..
PLYMOUTH (NORTH ROAD) arr	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1T24	.....	.....	.....	.....	.....	.....	.....
... ... dep	..	..	..	..	..	..	..	..	..	..	..	..	11 17	..	..	1T27	..	..	..	..	..	..	..
Cornwall Junction	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Plymouth (Millbay) ... arr	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..

WEEKDAYS — PLYMOUTH (MILLBAY) TO NEWTON ABBOT

Mileage from Penzance M	Mileage from Penzance C	UP	Ruling Gradient I in	D	D	K	H		G	D	F	F	J	E	H	K		H	H	H	F	
				Empties to Avonmouth	To Cardiff		To Bristol West Depot		L E	To Crewe	6.50 pm Penzance	Empties to Rogerstone	7.50 pm Penzance	To Acton	To Newton Abbot			12.50 am St. Blazey	To Severn Tunnel Junction	1.15 am St. Blazey	To Stoke Gifford (for Oxley Sidings)	
				MO	MX	MX	MX		MO		MX		MX		SO			MX		MO	N	
				am	am	am	am		am	am	am	am	am	am	am	am		am	am	am	am	
79	66	Plymouth (Millbay) ..... dep	—	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	..	2 25	.....	.....	.....	.....	.....	.....
80	24	Cornwall Junction	51 R	..	.....	.....	SUSPENDED	..	..	Y—Includes allowance T'stock Jn. to Plympton for Bank Engine purposes Plympton Loop	..	Y—Includes allowance T'stock Jn. to Plympton for Bank Engine purposes Plympton Loop	..	Y—Includes allowance T'stock Jn. to Plympton for Bank Engine purposes Plympton Loop	SUSPENDED	..	..	..	..	..	Y—Includes allowance T'stock Jn. to Plympton for Bank Engine purposes Plympton Loop	..
80	54	**PLYMOUTH (NORTH ROAD)** arr	80 R	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		... ... dep				..		..	..		1 13		2 3			2 35	..	2 42	..	3 0		..
82	15	Lipson Junction	72 F			.....		.....	.....		1 17		2 8			2 41	.....	2 49	.....	3 5		.....
82	48	Laira Junction ... ... arr	67 F			..	..	..	..		..		2 25			.	..	..	..	..		
		..... dep				12 5	12 20	.....	1 0		.....		.....		2 35	.....		.....	3 0	.....		
83	40	**TAVISTOCK JN.** ... arr	173 R			12V15	12 30	..	1 5N		1 30		..		2 44	2N50	..	3 0	3 9	3 15		
		..... dep		12 5	12 5	.....	12AE35	.....	.....	1 20	.....	1 55	.....	2 45	2AE50	.....	.....	.....	3AE14	.....	3 45	
84	55	Plympton	81 R	Y12 20	Y12 20	..	12 40	..	..	Y1 30	..	Y2 5	..	Y2 55	2 55	..	..	..	3 19	..	Y3 55	
87	30	Hemerdon ..... arr	41 R	[2]	[2]	.....	.....	.....	.....	[2]	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
		... ... dep		12 30	12 30		12 51	..		1 40	..	2 15	..	3 5	3 6		..	..	3 30	..	4 5	
89	2	Cornwood ..... arr	150 R	.....	.....		.....	.....		.....	.....	.....	.....	.....	.....		.....	.....	.....	.....	.....	
		... ... dep		..	..		..	..		..	..	..	..	..	..		..	..	..	..	..	
91	37	Ivybridge ..... arr	129 R	.....	.....		.....	.....		.....	.....	.....	.....	.....	3 20		.....	.....	.....	.....	.....	
		... ... dep		[4]	[4]		..	..		[8]	..	[5]	..	[3]	3 32		..	..	[4]	..	[2]	
94	60	Wrangaton ..... arr	67 R	.....	.....		.....	.....		.....	.....	.....	.....	.....	.....		.....	.....	.....	.....	.....	
		... ... dep		..	..		..	..		..	..	..	..	..	..		..	..	..	..	..	
96	76	Brent ..... arr	117 F	.....	.....		1*16	.....		.....	.....	2*41	.....	.....	3 48		.....	.....	.....	.....	4*28	
		... ... dep		12 48	12 48	..	2* 8	..	..	2 2	..	2*55	..	3 24	4 0		..	..	3 56	..	4*46	
99	21	Rattery	131 F	[2]	[2]		.....	.....		[2]	.....	.....	.....	.....	.....		.....	.....	.....	.....	.....	
—	—	Stop Board (226M. 9½C.)... arr	65 F	12P58	12P58	..	2P22	..	..	2P12	..	3P 7	..	3P33	4P13	..	..	..	4P 6	..	4P58	
		..... dep		1 0	1 0	.....	2 30	.....	.....	2 14	.....	3 15	.....	3 41	4 19		.....	.....	4 14	.....	5 6	
103	65	**TOTNES** ... ... arr	46 F	1P12	1P12	..	2P48	..	..	2P26	..	3P33	..	3P54	4P37	..	..	..	4P29	..	5P20	
		..... dep		1AE30	1AE18	.....	2AE54	.....	.....	2AE32	.....	3AE39	.....	4AE0	5AE*20	.....	.....	.....	4AE35	.....	5AE26	
—	—	Dainton Siding	38 R	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
—	—	Stop Board ..... arr	—	1P44	1P32	.....	3P 8	.....	.....	2P44	.....	3P53	.....	4P13	5P34	.....	.....	.....	4P49	.....	5P40	
		... ... dep		1 45	1 33	..	3 12	..	..	2 45	..	3 57	..	4 17	5 38	..	..	..	4 53	..	5 44	..
—	—	Aller Junction ..... arr	36 F	1 53	1 41	.....	3 22	.....	.....	2 52	.....	4 7	.....	4 25	5 50	.....	.....	.....	5 5	.....	5 53	.....
		... ... dep		1P54	1P42	..	3P26	..	..	2P53	..	4P11	..	4P29	5 53	..	..	..	5P 8	..	5P56	..
112	44	**NEWTON ABBOT** ... arr	259 F	1T57	1T45	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	6T 1	.....
		... ... dep		2T 2	1T50	..	3 30	..	..	2 56	..	4 15	..	4 32	5 57	..	..	..	5 12	..	6T 6	..
—	—	**HACKNEY YARD** ..... arr	—	.....	.....	.....	.....	.....	.....	2 58	.....	4 17	.....	4L34	5 59	.....	.....	.....	5L14	.....	.....	.....

Y—Includes allowance T'stock Jn. to Plympton for Bank Engine purposes Plympton Loop

Y—Up Yard

Z—Down Yard

N—Forms 6.20 pm Stoke Gifford to Oxley Sidings

WEEKDAYS

PLYMOUTH (MILLBAY) TO NEWTON ABBOT

UP

	H	H		K	G	F		H	K	K	K	K	C	D			G	D	G	K		K	K
	To Exeter	11.55 pm Truro	6.0 pm Templecombe S.R.	3.25 am St. Germans	E B V	Empties to Rogerstone		2.0 am Truro	To Tavistock South			To Launceston	To Old Oak Common	Empties to Taunton		3.15 am MO Exmouth Jn., 10.15 pm SX Nine Elms S.R.	E B V	Empties to Avonmouth Dock	7†15 am E B V Devonport (King's Road)			To Marsh Mills	
		MX	MX	MX	MO					MX	MX		SX	SO									
	am	am	am	am	am	am	..	am	am	am	am	am	am	am		am	am	am	am	am		am	am
Plymouth (Millbay) ..... dep	.....	.....	.....	.....	4†40	.....	.....	.....	.....	.....	5 30	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cornwall Junction	..	..	..	..	..	Y—Includes allowance: T'stock Jn. to Plympton: for Bank Engine purposes Plympton Loop	..	..	..	..	..	..	Y—Includes allowance: T'stock Jn. to Plympton: for Bank Engine purposes Plympton Loop	Y—Includes allowance: T'stock Jn. to Plympton: for Bank Engine purposes Plympton Loop	..	..	..	Y—Includes allowance: T'stock Jn. to Plympton: for Bank Engine purposes Plympton Loop	..	..	..	..	..
PLYMOUTH (NORTH ROAD) arr	.....	.....	.....	.....	.....		..	.....	.....	.....	.....	.....			.....	.....	.....		.....	.....	.....	.....	.....
... ... dep	..	4 4	4 32	4 46	4 50		..	5 5	..	..	5 40	..			..	6 25	..		7*28	..	..	..	..
Lipson Junction	.....	4 9	4 38	4 52	4 56		.....	5 10	.....	.....	5 46	.....			.....	6 31	.....		7 33	.....	.....	.....	.....
Laira Junction ... ... arr	..	4 25	..	4 58	..		..	..	..	..	5 55	..			..	..	..		..	..	..	..	..
..... dep	4 10	.....	.....	.....	.....		.....	.....	5 20	5 35	.....	6 0			.....	.....	6†40		.....	7 50	.....	8 5	.....
TAVISTOCK JN.... ... arr	4 19	..	..	..	5†N5		..	5 20	..	5V50	..	..			..	..	6†N55		7†40N	8D 0	..	..	..
..... dep	4AE24	.....	.....	.....	.....	5 10	.....	.....	5 29	.....	.....	6 9	6 25	6 25	.....	.....	.....	7 30	.....	8* 8	.....	8 12	.....
Plympton	4 29	..	..	..	..	Y5 20	..	..	..	..	..	..	Y6 35	Y6 35	..	..	..	Y7 48	..	8 18	..	..	9 0
Hemerdon ..... arr	.....	.....	.....	.....	Z—Down Yard	.....	.....	.....	.....	Y—Up Yard	.....	.....	[2]	[2]	.....	.....	Y—Down Yard	[2]	Z—Down Yard	.....	.....	.....	.....
... ... dep	4 40	..	..	..		5 30	..	..	..		..	..	6 45	6 45	..	..		7 58		..	..	..	..
Cornwood ..... arr	.....	.....	.....	.....		.....	.....	.....	.....		.....	.....	.....	.....	.....	.....		.....		.....	.....	.....	R
... ... dep	..	..	..	..		..	..	..	..		..	..	..	..	..	..		..		..	..	..	..
Ivybridge ..... arr	[5]	.....	.....	.....		[8]	.....	.....	.....		.....	.....	[2]	[2]	.....	.....		.....		.....	.....	.....	9 25
... ... dep	..	..	..	..		..	..	..	..		..	..	..	..	..	..		..		..	..	..	9 44
Wrangaton..... arr	.....	.....	.....	.....		.....	.....	.....	.....		.....	.....	.....	.....	.....	.....		.....		.....	.....	.....	9 54
... ... dep	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
Brent ..... arr	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	8*15	.....	.....	.....	.....	⊘
... ... dep	5 7	..	..	..	..	5 56	..	..	..	..	..	..	7 0	7 1	..	..	..	8*33	..	..	..	..	
Rattery	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
Stop Board (226M. 9¼C.)... arr	5P17	..	..	..	..	6P 5	..	..	..	..	..	..	..	7P 9	..	..	..	8P44	..	..	..	..	
..... dep	5 25	.....	.....	.....	.....	6 13	.....	.....	.....	.....	.....	.....	.....	7 11	.....	.....	.....	8 46	.....	.....	.....	.....	
TOTNES ... ... arr	5D40	..	..	..	..	6P27	..	..	..	..	..	..	7*14	7P*23	..	..	..	8P*58	..	..	..	..	
..... dep	6AE10	.....	.....	.....	.....	6AE35	.....	.....	.....	.....	.....	.....	8*AE4	8*AE4	.....	.....	.....	9AE*42	.....	.....	.....	.....	
Dainton Siding	.....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..		..	..	..	..	
Stop Board..... arr	6P23	.....	.....	.....	.....	6P50	.....	.....	.....	.....	.....	.....	8AE17	8P16	.....	.....	.....	9P55	.....	.....	.....	.....	
... ... dep	6 26	..	..	..	..	6 54	..	..	..	..	..	..	8 20	8 17	..	..	..	9 56	..	..	..	..	
Aller Junction ..... arr	6 35	.....	.....	.....	.....	7 4	.....	.....	.....	.....	.....	.....	.....	8 24	.....	.....	.....	10 3	.....	.....	.....	.....	
... ... dep	6P37	..	..	..	..	7P 7	..	..	..	..	..	..	..	8P25	..	..	..	10P 4	..	..	..	..	
NEWTON ABBOT ... arr	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	10T*9	.....	.....	.....	.....	
... ... dep	6 41	..	..	..	..	7 11	..	..	..	..	..	..	8 28	8 29	..	..	..	10T*20	..	..	..	..	..
HACKNEY YARD ..... arr	6 43	.....	.....	.....	.....	7L16	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

⊘ To be kept clear of 8.50 am Tavistock Junction when run

WEEKDAYS — PLYMOUTH (MILLBAY) TO NEWTON ABBOT

UP

	K	H	G	K	C		K	K	H	H	K	F		K	H		K		K	K	K	
	8.55 am Newton Abbot to Ashburton	To Swindon	8‡35 am Devonport Dockyard E B V		To Hull E.R. via Compton and Banbury	7.30 pm SX Basingstoke, 5.35 am Exmouth Jn. MO S.R.		9.45 am Keyham	6.55 am Truro	8.50 am Tavistock Jn. to Swindon	3.45 am Truro	To Bristol (West Depot)		5.50 am Penzance		12.15 pm Plymouth Docks	9.0 am Okehampton S.R.		12.50 pm Devonport Dockyard	To Marsh Mills	
	SX	SX Q	MO	MX				SO	MX	SX Q		Q					SX		SX		
	am	am	am	am	am	am	am	am	am	am	am	am		am	am		PM	PM	PM	PM	PM	
Plymouth (Millbay) ..... dep	.....	.....	.....	3 45		.....	.....	.....	.....	.....	.....	.....		11 10	.....	.....	12 38	.....	1 10	.....	.....	.....
Cornwall Junction	..		..	..		..	..	..	..	..	..			..	..	..	..	..	..	..	..	..
PLYMOUTH (NORTH ROAD) arr	.....		.....	.....		.....	.....	.....	.....	.....	.....			.....	.....		.....	.....	.....	.....	.....	.....
... ... dep	..	Y—Includes allowance T'stock Jn. to Plympton for Bank Engine purposes Plympton Loop	8 53	8 53	N—To be restricted to single engine load for Hemerdon Incline	9 47	..	9 56	10 8	..	10 52	Y—Includes allowance T'stock Jn. to Plympton for Bank Engine purposes Plympton Loop	To Bristol (West Depot) To be kept clear at Plympton of 11.15 am Plymouth, and at Totnes of 9.30 am Falmouth (and 9.15 a.m. Penzance) when run.	11 17	11 22	..	12 47	1 2	1 15	1 30	..	..
Lipson Junction	.....		9 0	9 0		9 53	.....	10 3	10 13	.....	10 58			11 23	11 26	.....	12 53	1 8	1 20	1 35	.....	.....
Laira Junction ... ... arr	..		..	..		..	..	10 15	..	..	..			..	..	..	1 0	..	1 28	..	..	..
..... dep	.....		.....	.....		.....	10 0	.....	.....	.....	.....			.....	.....		.....	.....	.....	.....	1 40	.....
TAVISTOCK JN. ... ... arr	..		9‡N10	9N10		..	10N10	..	10 20	..	11 5			11N30	11 35	..	..	..	..	1V40	..	..
..... dep	.....	8 50	.....	.....	Z9 40	.....	.....	.....	.....	.....	.....	11 10		.....	.....	.....	.....	.....	.....	.....	1 47	.....
Plympton	..	Y9 3	..	..	9 55	..	..	..	..	..	..	Y11 28		..	..	..	..	..	..	..	..	..
Hemerdon ..... arr	.....	.....			.....	.....	.....	.....	.....	.....	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	.....
... ... dep	..	9 14	Z—Down Yard	Z—Down Yard	10 3	..	..	..	..	..	..	11 38		..	..	..	..	..	..	..	..	..
Cornwood ..... arr	.....	.....			.....	.....	.....	.....	.....	.....	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	.....
... ... dep	..	..		..	..	..	..	..	..	..	..	..		..	..	..	..	..	..	..	..	..
Ivybridge ..... arr	.....	.....		.....	4	.....	.....	.....	.....	.....	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	.....
... ... dep	..	..		..	..	..	..	..	..	..	..	..		..	..	..	..	..	..	..	..	..
Wrangaton ..... arr	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	.....
... ... dep	..	..	..	..	..	..	..	..	..	..	..	..		..	..	..	..	..	..	..	..	..
Brent ..... arr	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	.....
... ... dep	..	9 36	..	..	10 20	..	..	..	..	..	..	11 56		..	..	..	..	..	..	..	..	..
Rattery	.....	.....			.....	.....	.....	.....	.....	.....	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	.....
Stop Board (226M. 9¼C.)... arr	..	9P46	..	..	2	..	..	..	..	..	..	12P 5		..	..	..	..	..	..	..	..	..
..... dep	.....	9 54			.....	.....	.....	.....	.....	←	.....	12 13		.....	.....	.....	.....	.....	.....	.....	.....	.....
TOTNES ... ... arr	9 44	10P*10	..	..	..	..	..	..	..	10P*10	..	12P27		..	..	..	..	..	..	..	..	..
..... dep	10 5	10AE44	.....	.....	10 33	.....	.....	.....	.....	10AE44	.....	12AE33		.....	.....	.....	.....	.....	.....	.....	.....	.....
Dainton Siding	To Ashburton	→	..	..	..	..	..	..	..	10P58	..	..		..	..	..	..	..	..	..	..	..
Stop Board ..... arr		.....	.....	.....	.....	.....	.....	.....	.....	11 2	.....	12P47		.....	.....	.....	.....	.....	.....	.....	.....	.....
... ... dep		..	..	..	..	..	..	..	..	..	..	12 51		..	..	..	..	..	..	..	..	..
Aller Junction ..... arr		.....	.....	.....	.....	.....	.....	.....	.....	11 12	.....	1 0		.....	.....	.....	.....	.....	.....	.....	.....	.....
... ... dep		..	..	..	..	..	..	..	..	11P15	..	1P 4		..	..	..	..	..	..	..	..	..
NEWTON ABBOT ... arr		.....	.....	.....	10T53	.....	.....	.....	.....	.....	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	.....
... ... dep	..	..	..	..	11T 0	..	..	..	..	11 19	..	1 8		..	..	..	..	..	..	..	..	..
HACKNEY YARD ..... arr	.....	.....	.....	.....	.....	.....	.....	.....	.....	11 21	.....	1 10		.....	.....	.....	.....	.....	.....	.....	.....	.....

WEEKDAYS — PLYMOUTH (MILLBAY) TO NEWTON ABBOT

UP

	K	H	H	K	K	H		K		K	K	F	K	K	K		H	K	C	K	K	K	C
	1.30 pm Ashburton	To Swindon SX Westbury SO	11.0 am Exeter (Riverside)	12.30 pm Doublebois	12.40 pm Doublebois	12.45 pm St. Blazey			9.30 am Yeoford S.R.	Engineer's Materials		To Bristol West Depot	4.0 pm Devonport Dockyard		5.30 pm Plymouth Docks		3.5 pm St. Blazey	3.0 pm St. Austell	6.15 pm Menheniot to Exeter or beyond				6.15 pm Menheniot to Exeter or beyond
	SX			SX	SO					TFO	SO		SX	SX					SO Q			SX	SO Q
	PM	PM	PM	PM	PM	PM		PM	PM	PM	PM	PM	PM	PM	PM		PM	PM	PM	PM	PM	PM	PM
Plymouth (Millbay) ..... dep															5 35						7 5		
Cornwall Junction	..	Y—Includes allowance T'stock Jn. to Plympton for Bank Engine purposes Plympton Loop	..	..	..	..	..	..	..	..	..	Y—Includes allowance T'stock Jn. to Plympton for Bank Engine purposes Plympton Loop	..	..	5 40	..	..	..	..	..	..	..	SUSPENDED
PLYMOUTH (NORTH ROAD) arr																							
... ... dep	..		2*17	2 20	2 20	2 34	..	..	3 26	3 50	..		5 5	..	5 43	..	5 52	6 46	6 59	..	7 14	..	..
Lipson Junction			2 27	2 30	2 30	2 40			3 32	3 56			5 10		5 49		5 57	6 52	7 4		7 20		←
Laira Junction ... ... arr	..		2 35	2 45	2 45	..	..	..	..	4 5	..		5 20	..	5 55	..	..	7 3	7 10	..	..	..	7 10
..... dep								3 20											8 15	7 15		7 30	8 15
TAVISTOCK JN ... ... arr	..		..	..	..	2 48	..	3N35	..	..	..		..	..	..	..	6 5	..	→	7V25	7V30	7N42	8 20
..... dep		2 26										5 5		5 25									8AE25
Plympton	..	Y2 36	..	..	..	..	..	..	..	..	..	Y5 22	..	5 33	..	..	..	..	SUSPENDED	Y—Conveys traffic to Up Yard for "C" and "D" Head Code trains	..	..	..
Hemerdon ..... arr																							
... ... dep	..	2 47		..	..	..	..	..	..	..	..	5 32	..	..	..	..	..	..			..	..	8 38
Cornwood ..... arr																							
... ... dep		..		..	..	..	..		..	..	..	..	..	..	..	..	..	..					..
Ivybridge ..... arr												2		5 55							V—Up Yard	Z—Down Yard	
... ... dep		..		..	..	..	..		..	..	3 12	..	..	6 15	..	..	..	..					..
Wrangaton..... arr											R												
... ... dep		..		..	..	..	..		..	..	..	..	..	..	..	..	..	..	..				..
Brent ..... arr											3 32			6 28									8 53
... ... dep		3 9		..	..	..	..		..	..	3 45	5 52	..	7T*12	..	..	..	..	..				..
Rattery																							
Stop Board (226M. 9½C.)... arr	..	3P19	..	..	..	..	..	..	..	..	3P55	6P 1	..	7P25	..	..	..	..	..		..	..	..
..... dep		3P27									4 1	6 9		7 31									
TOTNES ... ... arr	2 55	3P42	..	..	..	..	..	..	..	..	4P13	6P*24	..	7 47	..	..	..	..	..		..	..	9 6
..... dep	3AE*27	3AE48									4AE*55	7AE*25		9AE*7									9AE12
Dainton Siding	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Stop Board..... arr	3P41	4P 2									5P 9	7P39		9P21									9AE25
... ... dep	3 45	4 6	..	..	..	..	..	..	..	..	5 12	7 43	..	9 24	..	..	..	..	..	..	..	..	9 27
Aller Junction ..... arr	3 53	4 16									5 22	7 53		9 34									
... ... dep	3P57	4P19	..	..	..	..	..	..	..	..	5P25	7P57	..	9P37	..	..	..	..	..	..	..	..	..
NEWTON ABBOT ... arr											5D30			9D42									9T37
... ... dep	4 1	4 23	..	..	..	..	..	..	..	..	5 45	8 1	..	9 53	..	..	..	..	..	..	..	..	9T42
HACKNEY YARD ..... arr	4 3	4L25									5 48	8 6		9 56									

To be restricted to single engine load for Dainton Incline

Via Southern Region

WEEKDAYS — PLYMOUTH (MILLBAY) TO NEWTON ABBOT

UP

	D§		D§		D				K	K		C	D		D		H	K	K	H	K	K	
	2.50 pm Penzance to Paddington		5.5 pm Marazion to Crewe		5.5 pm Marazion to Oxley Sidings							8.50 pm Menheniot to Exeter or beyond	7.18 pm Drumpt Lane to Bristol		7.18 pm Drumpt Lane to Bristol		7.15 pm Exeter (Riverside)	10.20 pm Keyham		9.15 pm St. Blazey			
			SX		SO					SO			FX		FO			SO	SO		SX	SX	
	PM		PM		PM				PM	PM		Q PM	PM		PM		PM	PM	PM	PM	PM	PM	
Plymouth (Millbay) ..... dep	.....	.....	.....	.....	.....	.....	.....	.....	8 50	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	11 20	.....
Cornwall Junction	..	..	N	..	N	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
PLYMOUTH (NORTH ROAD) arr	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	.....	.....	..	..	..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
... ... dep	8 31	..	8 58		8 58		..	..	9 0	..	..	9 28	10 8	..	10 8	..	10*11	10 31	.	11 9	..	11 28	..
Lipson Junction	8 35		9 2		9 2		.....	.....	9 4	.....	.....	9 32	10 14	.....	10 14	.....	10 17	10 37	.....	11 15	.....	11 34	.....
Laira Junction ... ... arr	..		..		..		..	..	9 12	..	..	9E40	..	..	..	..	10 30	10 45	..	..	..	11 40	..
..... dep	§C	Z—Plympton Loop 9*15—9AE29 pm	§C	Z—Runs via Mangotsfield and Yate Jn. Z—Plympton Loop 10*5—10AE 22 pm	.....	Z—Runs via Mangotsfield and Yate Jn. Z—Plympton Loop 10*5—10AE22 pm	.....	.....	.....	9 25	.....	10E35	.....		.....		.....	.....	11 5	.....	11 30	.....	.....
TAVISTOCK JN. ... ... arr	8L40		9TW10		9TW10		..	..	..	9N40	..	10 44	10L20	..	10L20	..	..	..	11V20	11 25	11N45	..	..
..... dep	9E10L		10TW0E		10TW0E		.....	.....	.....	.....	.....	10AE49	11E10L		11E10L			SUSPENDED	.....	.....	.....	.....	.....
Plympton	Z9 34		Z10 27		Z10 27		..	..	..	..	..	3	Y11 22		Y11 22				..	..	..	..	..
Hemerdon ..... arr	.....		2		2		.....	.....	.....	.....	.....	.....	2		2				.....	.....	.....	.....	.....
... ... dep	9 42	..	10 37		10 37		..	..	..	N—Down Yard	..	11 4	11 32	Y—Includes allowance Tavistock Jn. to Plympton for Bank Engine purposes Plympton Loop	11 32	Y—Includes allowance Tavistock Jn. to Plympton for Bank Engine purposes Plympton Loop	Via Southern Region		Y—Up Yard	..	N—Down Yard	..	..
Cornwood ..... arr	.....		.....		.....		.....	.....	.....		.....	.....	.....		.....					.....		.....	.....
... ... dep	..	..	..		..		..	..	..		..	..	..		..					..		..	..
Ivybridge ..... arr	3	.....	2		.....		.....	.....	.....		.....	.....	.....		.....					.....		.....	.....
... ... dep	..	..	..		..		..	..	..		..	8	2		2					..		..	..
Wrangaton..... arr	.....	.....	.....		7		.....	.....	.....		.....	.....	.....		.....					.....		.....	.....
... ... dep	..	..	..		..		..	..	..		..	..	..		..					..		..	..
Brent ..... arr	.....	.....	.....		.....		.....	.....	.....		.....	.....	.....		.....					.....		.....	.....
... ... dep	9 58	..	10 52		10 58		..	..	..	..	..	11 25	11 48		11 48				..	..	..	..	..
Rattery	.....	.....	.....		.....		.....	.....	.....	.....	.....	3	.....		.....					.....		.....	.....
Stop Board (226M. 9½C.)... arr	4	..	..		11P 6		..	..	..	..	..	..	11P56		11P56				..	..	..	..	..
..... dep	.....	.....	.....		11 8		.....	.....	.....	.....	.....	.....	11 58		11 58					.....		.....	.....
TOTNES ... ... arr	10 14	..	11 4		11P20		..	..	..	..	..	11 40	12P10		12P*10		..	..	..	..	..	..	..
..... dep	10AE18	.....	11AE8	.....	11AE24		.....	.....	.....	.....	.....	11AE45	12AE15		12AE52					.....		.....	.....
Dainton Siding	..	..	..	..	..		..	..	..	..	..	..	..		..								
Stop Board..... arr	10AE31	.....	11AE21	.....	11P37		.....	.....	.....	.....	.....	11AE58	12P27		1P 4		..	..	..	..	..	..	..
... ... dep	10 33	..	11 23	..	11 38		..	..	..	..	..	12 1	12 28	..	1 5					.....		.....	.....
Aller Junction ..... arr	.....	.....	.....	.....	11 45		.....	.....	.....	.....	.....	.....	12 35	.....	1 12					..		..	..
... ... dep	..	..	..	..	11P46		..	..	..	..	..	..	12P36	..	1P13	..	..	..	..	..	..	..	..
NEWTON ABBOT ... arr	.....	.....	11T31	.....	11 50		.....	.....	.....	.....	.....	12T11	.....		1*17					.....		.....	.....
... ... dep	10 40	..	11T34	..	12*27	..	..	..	..	..	..	12T16	12 39	..	1*20	..	..	..	..	..	..	..	..
HACKNEY YARD ..... arr	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

SUNDAYS

PLYMOUTH (MILLBAY) TO NEWTON ABBOT

UP

	D		K	E	H	E	F	K	H §		J	D	F	H	K	F	K	H	H	K	H		F
	To Cardiff			To Bristol (West Depot)	10.35 pm (Sats.) St. Blazey	To Norton Fitzwarren (for Acton)	6.50 pm (Sats.) Penzance		To Banbury (via Westbury and Compton)		7.50 pm (Sats.) Penzance	Empties to Avonmouth Docks	To Bristol SUSPENDED	11.55 pm (Sats.) Truro	3.25 am St. Germans	Empties to Cardiff SUSPENDED		3.30 am from St. Blazey	To Severn Tunnel Jn.		8.20 am from St. Blazey		To Oxley Sdgs. via Westbury and Swindon
						V																	
	am		am	am	am	am	am	am	am		am	am	am	am	am	am	am	am	am	am	am		PM
Plymouth (Millbay) ..... dep	.....	Y—Includes allowance Tavistock Jn. to Plympton for Bank Engine purposes Plympton Loop 12*10—12AE17 am	.....	SUSPENDED	.....	Y—Includes allowance T'stock Jn. to Plympton for Bank Engine purposes Plympton Loop	.....	.....	Y—Includes allowance T'stock Jn. to Plympton for Bank Engine purposes Plympton Loop	.....	.....	Y—Includes allowance T'stock Jn. to Plympton for Bank Engine purposes Plympton Loop	Y—Includes allowance T'stock Jn. to Plympton for Bank Engines purposes Plympton Loop	.....	.....	Y—Includes allowance T'stock Jn. to Plympton for Bank Engine purposes Plympton Loop	.....	.....	SUSPENDED	SUSPENDED	.....	.....	Y—Includes allowance T'stock Jn. to Plympton for Bank Engine purposes Plympton Loop
Cornwall Junction	..		.....		..		..	..		..	..			..	..		..	..			..	..	
PLYMOUTH (NORTH ROAD) arr	.....		.....		.....		.....			.....				.....	.....		.....	.....			.....	.....	
... ... dep	..		..		12 29		1 10	..		..	2 3			4 4	4 46		..	5 30			10 30	..	
Lipson Junction...	.....		.....		12 35		1 16	.....		.....	2 8			4 9	4 52		.....	5 36			10 36	.....	
Laira Junction ... ... arr	..		..		..		..	..		..	2 25			4 25	4 58		..	..			..	..	
..... dep	.....		12 20	12 30	.....		.....	1 35		.....	.....			.....	.....		5 30	.....			.....	.....	
TAVISTOCK JN.... ... arr	..		12V38	12 40	12 46		1 30	1Y50		..	..			..	..		5V40	5 50			10 45	..	
... ... dep	12 5			12AE45	.....	1 20	.....	.....	2 0	.....	.....	2 55	4 15	.....	.....	5 35		.....	6AE54	.....	.....	.....	11 0
Plympton	Y12 22			12 49	..	Y1 32	..	..	Y2 12	..	..	Y3 7	Y4 27	..	..	Y5 47			6 59	..		..	Y11 12
Hemerdon ..... arr	[2]			1* 0	.....	.....	.....	.....	.....	.....	.....	[2]	.....	.....	.....	.....		.....	.....	.....		.....	.....	
... ... dep	12 32			1*24		1 42	..		2 23	..	..	3 17	4 37	..	..	5 57			7 10	..		..	11 22
Cornwood ..... arr	.....			.....		.....	.....			.....	.....		.....	.....	.....	.....			.....	.....		.....	.....
... ... dep	..			..		..	..		SUS-	..	..	..	..	..	..	..			..			..	..
Ivybridge ..... arr	.....			.....		.....	.....		PEN-	.....	.....	.....	.....	.....	.....	.....			.....			.....	.....
... ... dep	[4]		..	..		..	..		DED	..	..	[4]	[4]	..	..	[4]	..	..	..		..	..	[4]
Wrangaton..... arr	.....		.....	.....		[4]	.....	.....		.....	.....			.....	.....				.....			.....	
... ... dep	..		..	..		..	..	..	[4]	..	..	..	..	..	..	..		..	..		..	..	..
Brent ..... arr	.....		.....	1*46	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....		.....	7*35			.....	.....
... ... dep	12 50		..	2* 6	..	2 2	..	..	2 49	..	..	3 35	4 59	..	..	6 19	..	..	8* 3	..	..	..	11 44
Rattery	.....		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Stop Board (226M. 9½C.)... arr	12P58		..	2P23	..	2P11	..	..	2P59	..	..	3P43	5P 8	..	..	6P28	..	..	8P16	..	..	..	11P53
..... dep	1 0		.....	2 31	.....	2 19	.....	.....	3 7	.....	.....	3 45	5 16	.....	.....	6 36	.....	.....	8 24	.....	.....	.....	12 1
TOTNES ... ... arr	1P12		..	2P47	..	2P32	..	..	3P24	..	..	3P57	5P30	..	..	6P50	..	..	8P40	..	..	..	12P*16
..... dep	1AE18		.....	2AE53	.....	2AE38	.....	.....	3AE30	.....	.....	4AE3	5AE36	.....	.....	6AE56	.....	.....	8AE46	.....	.....	.....	12AE52
Dainton Siding	..		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Stop Board..... arr	1P32		.....	3P 6	.....	2P51	.....	.....	3P44	.....	.....	4P15	5P50	.....	.....	7P10	.....	.....	9P 0	.....	.....	.....	1P 6
... ... dep	1 33		.....	3 10	..	2 52	..	..	3 48	..	..	4 16	5 54	..	..	7 14	..	..	9 3	..	..	..	1 9
Aller Junction ..... arr	1 41		.....	3 19	.....	3 0	.....	.....	3 58	.....	.....	4 23	6 3	.....	.....	7 23	.....	.....	9 12	.....	.....	.....	1 18
... ... dep	1P42		..	3P22	..	3P 2	..	..	4P 2	..	..	4P24	6P 7	..	..	7P27	..	..	9P15	..	..	..	1P20
NEWTON ABBOT ... arr	.....		.....	.....	.....	.....	.....	.....	§E	.....	.....	.....	6T12	.....	.....	7T32	.....	.....	9T20	.....	.....	.....	1T25
... ... dep	1 45	Terminates at St. Philip's Marsh from 27th October to 15th December, 1957, and from 5th January to 30th March, 1958, inclusive, restarting at 10.0 pm	..	3 27	..	3 5	..	..	4 6	..	..	4 27	6T17	..	..	7T37	..	..	9T25	..	..	..	1T30
HACKNEY YARD ..... arr	1 47		.....	.....	.....	3 7	.....	.....	4 8	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

V—Stables at Norton Fitzwarren and works forward thence 5.0 a.m. to Acton, Mondays.

WEEKDAYS — TAVISTOCK JUNCTION TO PENZANCE

Mileage from Paddington: Via Somerton to Millbay (Z) M	C	Via Somerton and Cornwall Loop (Z) M	C	Via Temple Meads and Millbay Mile Post Mileage (W) M	C	Via Temple Meads and Cornwall Loop (W) M	C	DOWN	Ruling Gradient 1 in															
								Transfer No. →		1														
										K	K	C		H	E		E		K	K	E		
											To St. Germans	SUSPENDED			SUSPENDED				12.15 am Laira	To St. Germans SUSPENDED			
										MX	MX	SO		MO	SO		MX		MX	SO	MO		
										am	am	am		am	am		am		am	am	am		
222	71	—	—	243	10	—	—	TAVISTOCK JN.... ... arr	204 F	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
								... ... dep		12 10	..	12N30		12 40	..		..		..	..	..		..
223	63	—	—	244	2	—	—	Laira Junction ..... arr	173 F	12 20	.....	.....		.....	.....		.....		.....	.....	.....		.....
								... ... dep		..	12 15	..		..	..		..		..	12 40	..		..
224	16	—	—	244	35	—	—	Lipson Junction.....	67 R	.....	12 21	12 35		12 48	.....		.....		.....	12 46	.....		.....
225	57	225	57	245	76	245	76	PLYMOUTH (NORTH ROAD) arr	72 R	..	..	..		..	..		..		..	..	..		..
—	—	—	—	—	—	—	—	... ... dep	—	..	12 27	12 40		12 52	..		..		..	12 52	..		..
226	7	—	—	246	26	—	—	Cornwall Junction	65 F	.....	.....	.....		.....	.....		.....		.....	.....	.....		.....
226	45	—	—	246	64	—	—	Plymouth (Millbay) ... arr	51 F	..	..	..		..	..		..		..	..	..		..
								..... dep		.....	.....	.....		.....	12 45		12 45		.....	.....	1 10		.....
227	3	—	—	247	22	—	—	Cornwall Junction	61 R	..	..	..		..	..		..		..	..	..		..
227	35	226	22	247	54	246	41	Devonport Junction.....	80 R	.....	12 30	12 42		12 55	12 52		12 52		.....	12 54	1 15		.....
228	9	226	76	248	28	247	15	Devonport (Albert Road) arr	59 R	..	..	..		..	..		..		..	..	..		..
								..... dep		.....	.....	.....		.....	.....		.....		.....	.....	.....		.....
229	5	227	72	249	24	248	11	Keyham ... ... arr	66 F	..	..	..		..	..		..		..	..	..		..
								..... dep		.....	12 35	.....		.....	.....		.....		.....	12 59	.....		.....
229	76	228	63	250	15	249	2	St. Budeaux (Ferry Road) ...	71 R	..	..	..		..	..		..		..	..	..		..
230	45	229	32	250	64	249	51	Royal Albert Bridge.....	79 R	.....	12X40	12 48		1 2	12 58		12 58		.....	1X 4	1 21		.....
231	7	229	74	251	26	250	13	Saltash... ... ... arr	68 F	..	..	..		..	..		..		..	..	..		..
								..... dep		.....	.....	12 50		1 4	1X 0		1X 0		←	.....	1 23		.....
232	1	230	68	252	20	251	7	Wearde ... ... arr	58 F	..	12W47	..		..	..		..		12W47	1W10	..		..
								..... dep		.....	1W*12	.....		.....	.....		.....		1W*12	1W*50	.....		.....
236	8	234	75	256	27	255	14	St. Germans ... ... arr	97 R	..	→	..		..	..		..		1 25	→	..		..
								..... dep		.....	.....	.....		.....	.....		.....		.....	To page 20	.....		.....
241	41	240	28	261	60	260	47	Menheniot ... ... arr	68 R	..	..	..		..	..		..		..		..		..
								..... dep		.....	.....	.....		.....	.....		.....		.....		.....		.....
244	52	243	39	264	71	263	58	LISKEARD ... ... arr	72 R	..	..	..		..	1 31		1 31		..	..	1 53		..
								..... dep		.....	.....	1 17		1 39	1 40		1 40		.....	.....	2 3		.....
247	74	246	61	268	13	267	0	Doublebois... ... ... arr	57 R	..	..	..		1P49	1P52		1P52		..	..	2P12		..
								..... dep		.....	.....	.....		1 53	1 56		1 56		.....	.....	2 16		.....
253	63	252	50	274	2	272	69	BODMIN ROAD... ... arr	55 F	..	..	1 32		2 8	2 10		2 10		..	..	2 27		..
								..... dep		.....	.....	1 42		2P12	2P22		2P22		.....	.....	2P31		.....
257	16	256	3	277	35	276	22	Lostwithiel... ... ... arr	66 F	..	..	..		..	..		..		..	..	..		..
								..... dep		.....	.....	.....		.....	.....		.....		.....	.....	.....		.....
261	47	260	34	281	66	280	53	PAR ... ... arr	63 R	..	..	1 58		..	2 40		2 40		..	..	2 48		..
								..... dep		.....	.....	2 10		2 36	2 50		2 55		.....	.....	3 0		.....
										1	2	3	4	5	6	7	8	9	10	11	12	13	14

W—Mileage via Bristol Relief Line 25 chains less, via Weston Loop 1 mile 2 chains extra, via Badminton 57 chains less, via Badminton and Bristol Relief Line 30 chains less.
Z—One chain more via Westbury Loop, 15 chains less via Frome Loop, 14 chains less via both Loops.

4—To convey traffic arriving on 6.55 pm FO Bristol W.D. to Tavistock Junction and 2.30 pm FO Paddington to Tavistock Junction

7 — This train will convey Mail for St. Austell, Truro, Redruth, Hayle and Penzance, and must run to time. Working to be given special attention

9 — This train will convey Mail for St. Austell, Truro, Redruth and Hayle, and must run to time. Working to be given special attention.

13 — This train will convey Mail for St. Austell, Truro, Redruth and Hayle, and must run to time. Working to be given special attention.

											1	2	3	4	5	6	7	8	9	10	11	12	13	14
262	33	261	20	282	52	281	39	Par Harbour ... ... arr	55 R		..	..	..	..	..	..	..	..	..	..	..	..	K	..
								..... dep			.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	SUSPENDED	.....
266	8	264	75	286	27	285	14	**ST. AUSTELL** ... ... arr	55 R		..	..	2 27	..	..	3 7	..	3 12	..	..	..	3 17		..
								..... dep			.....	.....	2 44	.....	2 52	3 15	.....	3 22	.....	.....	.....	3 27		.....
266	36	265	23	286	55	285	42	Trenance Junction	81 R		..	..	..	..	..	..	..	..	..	..	..	..		..
266	76	265	63	287	15	286	2	Trenance Siding	81 R		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....		.....
268	37	267	24	288	56	287	43	Burngullow .... arr	84 R		..	..	..	..	..	..	..	..	..	..	..	..		..
								..... dep			.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....		.....
272	78	271	65	293	17	292	4	Grampound Road ... arr	71 F		..	..	..	..	..	..	..	..	..	..	..	..	SO	..
								..... dep			.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....		.....
280	44	279	31	300	63	299	50	**TRURO** ... ... arr	62 F		..	..	3 15	..	3 35	3 50	..	3 55	..	..	..	3 58	am	..
								..... dep			.....	.....	3 30	.....	.....	4 7	.....	4 17	.....	.....	.....	4 17	4N17	.....
281	6	279	73	301	25	300	12	Penwithers Junction...	60 R		..	..	3 33	..		4 10	..	4 20	..	..	..	4 20	4 20	..
285	62	284	49	306	1	304	68	Chacewater	61 R		.....	.....	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	.....
287	15	286	2	307	34	306	21	Wheal Busy Siding ... ... arr	72 R		..	..	..	..		..	..	..	..	..	..	..	..	..
								..... dep			.....	.....	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	.....
289	22	288	9	309	41	308	28	Drump Lane ... ... arr	77 R		..	..	..	..		..	..	..	..	..	..	..	4N43	..
								..... dep			.....	.....	3 51	.....		.....	.....	.....	.....	.....	.....	.....	5* 8	.....
289	49	288	36	309	68	308	55	Redruth ... ... arr	176 F		..	..	..	..		4 30	..	4 40	..	..	..	4 40	..	..
								..... dep			.....	.....	.....	.....		4 38	.....	4 48	.....	.....	.....	4 48	.....	.....
290	13	289	0	310	32	309	19	Redruth Junction	115 F		..	..	..	..		..	..	..	..	..	..	..		..
291	25	290	12	311	44	310	31	Carn Brea Yard..... arr	120 F		.....	.....	.....	.....		.....	.....	.....	.....	.....	.....	.....	5 14	.....
								... ... dep			..	..	..	..		..	..	..	..	..	..	..	5 38	..
291	51	290	38	311	70	310	57	Carn Brea	132 F		.....	.....	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	.....
292	78	291	65	313	17	312	4	Roskear Junction	122 F		..	..	..	..		..	..	..	..	..	..	..		..
293	15	292	2	313	34	312	21	Stop Board..... arr	108 F		.....	.....	.....	.....		4P47	.....	4P57	.....	.....	.....	4P57	P	.....
								... ... dep			..	..	..	..		4 49	..	4 59	..	..	..	4 59	..	..
293	19	292	6	313	38	312	25	Camborne ..... arr	84 F		.....	.....	.....	.....		.....	.....	.....	.....	.....	.....	.....	5 45	.....
								... ... dep			..	..	3 57	..		..	..	..	..	..	..	..	..	..
295	58	294	45	315	77	314	64	**GWINEAR ROAD** ..... arr	55 F		.....	.....	4 2	.....		4 56	.....	5 6	.....	.....	.....	5 6	.....	.....
								..... dep			.....	.....	4 14	.....	.....	5 8	.....	5*25	.....	.....	.....	5*25		.....
296	37	295	24	316	56	315	43	Stop Board... ... ... arr	61 F		..	..	..	..	..	5P11	..	5P28	..	..	..	5P28		..
								..... dep			.....	.....	.....	.....	.....	5 13	.....	5 30	.....	.....	.....	5 30		.....
299	12	297	79	319	31	318	18	Hayle ... ... arr	48 F		..	..	4 23	..	..	5 20	..	5 37	..	..	..	5 37		..
								..... dep			.....	.....	4 33	.....	.....	5*52	.....	5 52	.....	.....	.....	5 52		.....
300	59	299	46	320	78	319	65	**ST. ERTH** ... ... arr	74 R		..	..	4 39	..	..	5 57	..	5 57	..	..	..	5 57		..
								..... dep			.....	.....	4 50	.....	.....	6 5	.....	6 12	.....	.....	.....	6 12		.....
304	36	303	23	324	55	323	42	Marazion ... ... arr	58 R		..	..	..	..	..	..	..	R	..	..	..	R		..
								dep			.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....		.....
305	28	304	15	325	47	324	34	**PENZANCE GOODS** arr	191 F		..	..	5 5	..	..	6 20	..	6 35	..	..	..	6 35		..

Convey Falmouth Branch traffic only, correctly marshalled and form 5.58 am Truro to Falmouth

Z—Runs combined to Drump Lane with 5.10 am Truro to Carn Brea Yard

WEEKDAYS — TAVISTOCK JUNCTION TO PENZANCE

DOWN

	F§	H	K	K	K	F	K	G	H		C	D	K	G	H	K	C	G	K	G	K	K	E
	SUSPENDED	To St. Blazey			12.40 am Laira SUSPENDED		To Carn Brea Yard	St. Austell Shunting Engine		1.55 am Friary S.R.	12.45 pm Oxley Sidings	9.45 pm Bristol (W.D.)	To Falmouth	4‖45 am St. Blazey L E		To Truro	8.55 pm Paddington	Engine and 2 Brake Vans to Burngullow (for (New Carpella)	3.5 am Tavistock Jn. to Truro	L E		To Plymouth	1.30 am Newton Abbot
Transfer No. →			1	1																7	1	1	
	SO	MX	MO	MX	SO			MX	MO		MX	MX		SO	MO		MX			MX	MO	MX	MX
	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am
TAVISTOCK JN. ..... arr	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1055	2TW40E	.....	.....	.....	.....	3TW7	.....	.....	.....	.....	.....	3D32
... ... dep	1 10	1 10	1 25	..	..	1 30	..	..	1 50	..	2 12	2TW47E	..	SUSPENDED	3 0	3 5	3TW22E	..	..	..	3 35	3 30	3 50
Laira Junction ..... arr	.....	.....	.....	.....	.....	*	.....	.....	.....	.....	2 20	.....	.....		.....	.....	.....	.....	.....	.....	.....	3 40	3 55
... ... dep	..	..	..	1 25	..	..	..	..	..	..	..	..	..		..	..	..	..	..	..	..	4 30	..
Lipson Junction	1 17	1 18	1 34	1 34	.....	1 47	.....	.....	1 58	2 2	.....	2 52	.....		3 8	3 13	3 27	.....	.....	.....	3 44	→	.....
PLYMOUTH (NORTH ROAD) arr	..	..	..	..	..	..	..	..	..	..	..	..	..		..	..	..	..	..	..	..	To page 22	..
... ... dep	1 22	1 22	1 40	1 40	..	1 53	..	..	2 3	2 8	..	2 56	..	..	3 14	3 19	3 32	..	..	..	3 50	..	..
Cornwall Junction	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Plymouth (Millbay) ... arr	..	..	1 45	1 45	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	4 0	..	..
..... dep	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3‖38	.....	.....	.....
Cornwall Junction	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Devonport Junction	1 24	1 24	.....	.....	.....	1 56	.....	.....	2 6	2 10	.....	2 58	.....	.....	3 17	3 22	3 34	.....	.....	3 42	.....	.....	.....
Devonport (Albert Road) arr	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..		..	..	..	..	..
..... dep	.....	.....	Docks arrive 2.5 am	Docks arrive 2.5 am	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....		.....	.....	.....	.....	.....
Keyham ... ... arr	..	..			..	..	..	..	..	..	..	..	..	..	..	..	..		..	3‖47	Docks arrive 4.15 am	..	..
..... dep	.....	.....			.....	.....	.....	.....	.....	.....	.....	.....	.....		.....	.....	.....		.....	.....		.....	.....
St. Budeaux (Ferry Road) ...	..	..			..	..	..		..	..	..	..	..		..	..			..	..		..	..
Royal Albert Bridge	1 31	1 31			.....	2 3	.....	Applies until 26th October, 1957, inclusive	2 13	.....	.....	3 4	.....	St. Austell Shunting Engine	3 24	3 29	3 41		.....	Engine and men of 11.55 p.m. Truro		.....	.....
Saltash ... ... arr	..	..			..	..	..		..	..	..	..	..		..	..	..		..			..	..
..... dep	1 33	1 33			←	2 5	.....		2 15	.....	.....	3 6	.....		3 26	3 31	3 43		←			.....	.....
Wearde ... ... arr	..	..	..	..	1W10	..	..		..	..	..	..	..		..	3*33	..	St. Austell Shunting Engine coupled between St. Blazey and St. Austell on Mondays (daily from 28th October, 1957)	3*33			..	..
..... dep	.....	.....	.....	.....	1W*50	.....	.....		.....	.....	.....	.....	.....		.....	3*56	.....		3*56			.....	.....
St. Germans ... ... arr	..	..	..	..	2 5	..	..		..	..	..	..	..		..	→	..		..			..	..
..... dep	.....	.....	.....	.....	From page 18	5	.....		.....	.....	.....	.....	.....		.....		.....		.....			.....	.....
Menheniot ... ... arr	..	..	..	..		..	..		2*42	..	..	..	..		..	..	..		..			..	..
..... dep	.....	.....	.....	.....		.....	.....		3* 4	.....	.....	.....	.....		.....	.....	.....		.....			.....	.....
LISKEARD ... ... arr	..	2W 9	..	..	..	..	..		..	..	..	3 34	..		..	..	4 12		4 30			..	..
..... dep	2 8	2W16	.....	.....	.....	2 41	.....		.....	.....	.....	3 42	.....		4 3	.....	4 22	.....	4*55	.....	.....	.....	.....
Doublebois ... ... arr	2P16	2P26	..	..	..	2P49	..		3P25	..	..	3P50	..		4P12	..	..	..	5P 5	..	..	..	..
..... dep	2 19	2 30	.....	.....	.....	2 53	.....		3 29	.....	.....	3 52	.....		4 16	.....	.....	.....	5 9	.....	.....	.....	.....
BODMIN ROAD ... ... arr	2 31	2 44	..	..	..	3 7	..		3 43	..	..	4 2	..		4 30	..	..	..	5 23	..	..	..	..
..... dep	2P35	2P48	.....	.....	.....	3P11	.....		3P47	.....	.....	4P 4	.....	.....	4P34	.....	4 38	.....	5*44	.....	.....	.....	.....
Lostwithiel ... ... arr	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	5 54	..	..	..	..
..... dep	.....	.....	.....	.....	.....	.....	.....		.....	.....	.....	.....	.....		.....	.....	.....	.....	6*130	.....	.....	.....	.....
PAR ... ... arr	2 54	3 10	..	..	..	..	..	4‖ 3	4D10	..	..	4 19	..	4‖50	5* 0	..	4 56	6† 0	6 45	..	..	..	..
..... dep	3 11	3 15	.....	.....	.....	3 29	.....	4‖ 5	4 17	.....	.....	4 29	.....	4‖52	5*26	.....	5*24	6† 4	7 15	.....	.....	.....	.....
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
Par Harbour ... ... arr	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	→		..	..	..
..... dep	.....	St. Blazey arr. 3.20 am	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	To page 22	K	.....	.....	.....
ST. AUSTELL ... ... arr	..		..	..	..	R	..	4‖14	4035	..	..	4 45	..	5‖0	..	..	5 41	6†17			..	..	..
..... dep	3 27		.....	.....	K	.....	.....	Coupled from St. Blazey to engine for 5.10 am St. Austell Passenger	4 42	.....	.....	4 58	.....	K	5 43	.....	6*13	6†19		To Newham	.....	.....	.....
Trenance Junction	..		..	..		..	..		..	..	..	..	..		..	..	..	..	..		..	..	..
Trenance Siding	.....		.....	.....		.....	.....		.....	.....	.....	.....	.....	4.48 am Truro	.....	.....	.....	Y	.....		.....	.....	.....
Burngullow ... ... arr	3*32	..	..	..		3*57	..		..	..	..	..	..		..	..	..	6†35	..		..	..	..
..... dep	3*54	.....	.....	.....		4*15	.....		.....	.....	.....	.....	.....		.....	.....	.....	.....	.....		.....	.....	.....
Grampound Road ... ... arr	..	..	..	..		..	..		..	..	..	..	..		..	..	..	..	..		..	..	..
..... dep	§ J	.....	.....	.....		.....	.....		.....	.....	.....	.....	.....		.....	.....	.....	.....	.....		.....	.....	.....
TRURO ... ... arr	4 23	..	..	..	am	4 45	..		5 20	..	..	5 28	..		6 18	..	6 43	..	..		..	..	..
..... dep	5 10	.....	.....	.....	4 48	5 0	5 10		.....	.....	.....	5 42	5 58		6*47	.....	6 57		.....	am 7 0	.....	.....	.....
Penwithers Junction...	5 13	..	..	..	4 51	5 3	5 13		..	..	..	5 45	6 1		6 50	..	7 0		..	7 5	..	..	..
Chacewater	.....	.....	.....	.....	5 3	.....	R		.....	.....	.....	.....	.....	am	.....	.....	.....	Engine and Guard to berth traffic available at Trenance Siding.	.....	.....	.....	.....	.....
Wheal Busy Siding ... ... arr	..	..	..	..	..	..	R		..	..	..	..	..	..	..	..	..		..	..	..	..	..
..... dep	.....	.....	.....	.....	.....	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	.....		.....	.....	.....	.....	.....
Drump Lane ... ... arr	5 36	..	..	..	..	..	5 45		..	..	..	6 3	..	..	7 12	..	7 18		..	..	..	..	..
..... dep	6*20	.....	.....	.....	.....	.....	10*10		.....	.....	.....	6*22	.....	.....	7*32	.....	7*32		.....	.....	.....	.....	.....
Redruth ... ... arr	..	..	..	..	..	..	→		..	..	..	..	..	..	..	..	..		..	..	..	..	..
..... dep	.....	.....	.....	.....	.....	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	.....		.....	.....	.....	.....	.....
Redruth Junction	..	..	..	..	..	..	To page 23	..	..	..	..	..	Formed by 12.40 am Tavistock Jn. on Mondays	..	..	..	..		..	..	..	..	..
Carn Brea Yard..... arr	.....	.....	.....	.....	5 21	.....		.....	.....	.....	.....	.....		6†20	7 39	.....	.....		.....	.....	.....	.....	.....
... ... dep	..	..	..	..	5 30	..		..	..	..	..	..		7 45	7 53	..	..		..	..	..	..	..
Carn Brea	.....	.....	.....	.....	.....	.....		.....	.....	.....	.....	.....		.....	.....	.....	.....		.....	.....	.....	.....	.....
Roskear Junction	..	..	..	..	..	..	..	..	..	..	..	..		..	..	..	..		..	..	..	..	..
Stop Board..... arr	6P32	.....	.....	.....	P	5P45	.....	.....	.....	.....	.....	6P30		P	P	.....	.....		.....	.....	.....	.....	.....
... ... dep	6 35	..	..	..	..	5 48	..	..	..	..	..	6 31		..	..	..	..		..	..	..	..	..
Camborne ..... arr	.....	.....	.....	.....	5 35	.....	.....	.....	.....	.....	.....	6 33		7 55	8 0	.....	7 41		.....	.....	.....	.....	.....
... ... dep	..	..	..	..	..	..	..	..	..	..	..	6 39		..	..	..	7 50		..	..	..	..	..
GWINEAR ROAD ..... arr	6 43	.....	.....	.....	.....	5 56	.....	.....	.....	.....	.....	6 45		.....	.....	.....	7 56		.....	.....	.....	.....	.....
... ... dep	7*20	..	..	..	..	6*28	..	..	..	..	..	6 55		..	..	..	8 5		..	..	..	..	..
Stop Board..... arr	7P23	.....	.....	.....	.....	6P31	.....	.....	.....	.....	.....	6P58		.....	.....	.....	.....		.....	.....	.....	.....	.....
... ... dep	7 26	..	..	..	..	6 34	..	..	..	..	..	6 59		..	..	..	..		..	..	..	..	..
Hayle ..... arr	7 33	.....	.....	.....	.....	6 41	.....	.....	.....	.....	.....	7 4		.....	.....	.....	8 14		.....	.....	.....	.....	.....
... ... dep	7 39	..	..	..	..	6 48	..	..	..	..	..	7 14		..	..	..	8 24		..	..	..	..	..
ST. ERTH ..... arr	7 44	.....	.....	.....	.....	6 53	.....	.....	.....	.....	.....	7 19		.....	.....	.....	8 30		.....	.....	.....	.....	.....
... ... dep	8*17	..	..	..	..	7 2	..	..	..	..	..	7*40	..	..	..	..	8*52	..	..	..	..	..	..
Marazion ..... arr	.....	.....	.....	.....	.....	7 12	.....	.....	.....	.....	.....	7 49	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
... ... dep	..	..	..	..	..	7 25	..	..	..	..	..	8* 5	..	..	..	..	..	..	..	..	..	..	..
PENZANCE GOODS arr	8 30	.....	.....	.....	.....	7 35	.....	.....	.....	.....	.....	8 20	.....	.....	.....	.....	9 15	.....	.....	.....	.....	.....	.....

TAVISTOCK JUNCTION TO PENZANCE

DOWN

	H		K	H	K	K			K	K	K	K	K	G	F	K	K	K	D	K	K	K	F
	To St. Blazey	4.15 am Friary S.R.	3.30 am Tavistock Jn.	To St. Blazey	To Doublebois	3.5 am Tavistock Jn. to Truro	S.R. Engine to Devonport (King's Road)			To Devonport (King's Road)		5.10 am Truro	8.0 am St. Blazey to Lansalson	Drinnick Mill Shunt Engine	To Penzance		8.0 am St. Blazey to Lansalson	To Lansalson	8.40 pm Paddington	To Devonport Dockyard		3.5 am Tavistock Jn.	6.35 am Tavistock Jn.
Transfer No. →			1						1	6	8									1	1		
	MO		MX	MX					MO		MX		Q			Q	Q	Q	MX	MO	MX		
	am	am	am	am	am	am	am		am	am	am	am	am	am	am	am	am	am	am	am	am	am	am
TAVISTOCK JN. ..... arr	.....	.....	From page 20	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	6L40	.....	.....	.....	.....
... ... dep	4 10	..	←	4 35	4 55	..	..	..	5 55	6 20	6 25	..	..	..	6 35	..	..	..	6E57L	7 40	7 40	..	..
Laira Junction ..... arr	.....	.....	3 40	.....	.....	.....	.....	.....	6 10	.....	6 35	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
... ... dep	..	..	4 30	..	..	..	..	..	..	..		..	..	..	..	..	..	..	..	..	..	..	..
Lipson Junction	4 18	4 21	4 36	4 43	5 8	.....	5 32	.....	.....	6 27	.....	.....	.....	.....	6 42	.....	.....	.....	7 2	7 48	7 48	.....	.....
PLYMOUTH (NORTH ROAD) arr	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
... ... dep	4 22	4 27	4 42	4 53	5 16	..	5 37	..	..	6 35	..	..	..	..	6 52	..	..	..	7 6	7 57	7 54	..	..
Cornwall Junction	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Plymouth (Millbay) ... arr	..	..	4 50	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	8 0	..	..
..... dep	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cornwall Junction	..	..	Docks arrive 5.10 am	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Devonport Junction	4 25	4 29		4 56	5 19	.....	5 39	.....	.....	6 38	.....	.....	.....	.....	6 56	.....	.....	.....	7 9	8 0	.....	.....	.....
Devonport (Albert Road) arr	..	..		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	Docks arrive 8.20 am	..	..
..... dep	.....	.....		.....	.....	.....	.....	.....	.....	Devonport (King's Road) arr. 6.40 am	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....		.....	.....
Keyham ... ... arr	..	..		..	..	..	..	..	..		..	..	..	..	..	..	..	..	..	8 6		..	..
..... dep	.....	.....		.....	.....	.....	.....	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....		.....	.....
St. Budeaux (Ferry Road) ...	..	..	..	..	..	..	..	..	..		..	..	Banked to St. Austell by Drinnick Mill Shunt Engine	Y—Coupled to 8.0 am St. Blazey to Lansalson	..	..	..	..	..	..		..	..
Royal Albert Bridge	4 32	.....	.....	5 3	5 27	.....	.....	.....	.....		.....	.....			7 8	.....	.....	.....	7X22	.....		.....	.....
Saltash... ... ... arr	..	..	..	..	..	..	..	..	..		..	..			..	..	..	..	..	..		..	..
..... dep	4 34	.....	.....	5 5	5 29	.....	.....	.....	.....		.....	.....			7 10	.....	.....	.....	7 24			.....	.....
Wearde ... ... arr	..	..	..	5W*9	5W33	..	..	..	..		..	..			..	..	..	..	..			..	..
..... dep	.....	.....	.....	5W*28	5W38	.....	.....	.....	.....		.....	.....			.....	.....	.....	.....	.....	H.M. Dockyard arrive 8.15 am		.....	.....
St. Germans ... ... arr	..	..	..	..	5 49	..	..	..	..	..	..	..			..	..	..	..	..			..	..
..... dep	.....	.....	.....	.....	5 57	.....	.....	.....	.....	.....	.....	.....			.....	.....	.....	.....	.....			.....	.....
Menheniot ... ... arr	5* 3	..	..	..	6 13	..	..	..	..	..	..	..			..	..	..	..	..			..	..
..... dep	5*46	.....	.....	.....	7* 2	.....	.....	.....	.....	.....	.....	.....			.....	.....	.....	.....	.....			.....	.....
LISKEARD ... ... arr	5W59	..	..	..	7 15	..	..	..	..	..	..	..			..	..	..	..	7 53			..	..
..... dep	6W 5	.....	.....	6 3	10 10	.....	.....	.....	.....	.....	.....	.....	.....	.....	7 41	.....	.....	.....	8 3	.....	.....	.....	.....
Doublebois... ... ... arr	6P15	..	..	6P13	→	..	..	..	..	..	..	..	..	..	7P51	..	..	..	8P11	..	..	..	..
..... dep	6 19	.....	.....	6 17	To page 24	.....	.....	.....	.....	.....	.....	.....	.....	.....	7 55	.....	.....	.....	8 13	.....	.....	.....	.....
BODMIN ROAD... ... arr	6 33	..	..	6D31		..	..	..	..	..	..	..	..	..	8P 7	..	..	..	8P23	..	..	..	..
..... dep	6P37	.....	.....	6P38	.....	From page 20	.....	.....	.....	.....	.....	.....	.....	.....	8 11	.....	.....	.....	8 33	.....	.....	.....	.....
Lostwithiel... ... . arr	..	..	..	..	..	←	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
..... dep	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
PAR ... ... arr	7D 2	..	..	7D 3	..	6 45	..	..	..	..	..	..	8 5	..	..	..	..	..	8T48	..	..	..	..
..... dep	7 10	.....	.....	7 10	.....	7 15	.....	.....	.....	.....	.....	.....	8 12	.....	8 29	.....	.....	.....	9*T18	.....	.....	.....	.....
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
Par Harbour ... ... arr	..	..	..	St. Blazey arr. 7.15 am	..	..	..	..	..	K	K	..	..	..	..	..	..	..	9*23	..	..	..	..
..... dep																	←		9*48				
ST. AUSTELL ... ... arr	..	..	..		..	7 35	..	..	..			..	8 30	Y	8 45	..	8 30	..	10 2	..	..	..	..
..... dep	St. Blazey arr. 7.15 am					7 50				To Newquay	To Newham		9*15	8 35	8 53		9*15	9 15	10 10				
Trenance Junction		..	..		..	..	..	..	..			..	→	..	..	..	9 22	9 22	..	..	..	..	..
Trenance Siding						8Y 5										9 0							
Burngullow ... ... arr		..	..	..	..	8 10	..	..	..			..	..	8 40	..	9 6	..	..	..	..	..	..	..
..... dep						8*30								8 45									
Grampound Road ... ... arr		..	..	..	..	8 42	..	..	..			..	..	..	R	..			..	..	..	←	..
..... dep						10*45					Q											10 45	
TRUROO ... ... arr	..	..	..	..	..	→	..	..	..	am		..	..	..	9 35	..			10 40	..	..	11 5	..
..... dep										9 0	am 9 40				10*10		To Lanseison arr. 10.30 am	Trenance Jn. arr. 9.18 am via Up Main Line. (Formed by 8.0 am St. Blazey when run)	11* 0				
Penwithers Junction...	..	..	..	..	..	Y—Trenance Siding arrive 7.54 am	..	..	..	9 3	9 45	From page 21	..	To Drinnick Mill	10 13	..			11 3	..	..	..	..
Chacewater										9 30													
Wheal Busy Siding ... ... arr	..	..	..	..	..		..	..	..	..	..		..		..	..	..		..	..	..	..	..
..... dep												←											←
Drump Lane ... ... arr	..	..	..	..	..		..	..	..	..	..	5 45	..		10 34	..	..		11 22	..	..	..	10 34
..... dep												10*10			11*36				11 32				11*36
Redruth ... ... arr	..	..	..	..	..		..	..	..	..	..	..	..	..	→	..	..		..	..	..	..	..
..... dep																							
Redruth Junction	..	..	..	..	..		..	..	..	..	..	..	..	..	..	..	..		..	..	..	..	..
Carn Brea Yard ..... arr												10 17											11 43
... ... dep	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	11 53
Carn Brea																							
Roskear Junction	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Stop Board ..... arr																			P				P
... ... dep	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Camborne ..... arr																			11 43				12 0
... ... dep	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	11 50	..	..	..	12 9
GWINEAR ROAD ..... arr																			11 56				12 16
... ... dep	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	12 4	..	..	..	12 33
Stop Board ..... arr																			12P 7				12P36
... ... dep	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	12 8	..	..	..	12 38
Hayle ..... arr																							12 45
... ... dep	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	R	..	..	..	12 57
ST. ERTH ..... arr																			12 18				1 2
... ... dep	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	12 25	..	..	..	1 12
Marazion ..... arr																			R				1 22
... ... dep	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1*38
PENZANCE GOODS arr																			12 45				1 45

WEEKDAYS — TAVISTOCK JUNCTION TO PENZANCE

DOWN

		K	K	K	K	K	K	K			K	K	K	K		F	K	K	H	H	K	K	
	8.20 am Friary S.R.		To Devonport Dockyard	4.55 am Tavistock Jn.	To Falmouth	8.25 am Boscarne Jn.	SUSPENDED	To St. Austell		10.30 am H.M. Dockyard S.R.	To Bull Point and St. Budeaux (Victoria Road)	10.0 am Marsh Mills Transfer			11.5 am Friary S.R.		12.55 am St. Blazey to Drinnick Mill	9.25 am Tavistock Jn.			To Devonport Dockyard		
Transfer No. →		6	6								6	11	1	9							6	1	
		SO	SX			Q	SO			SX	SX Q				SX				SX	SO	SX		
	am	am	am	am	am	am	am	am		am	am	am	am	am	am	am	PM	PM	am	am	PM	PM	
TAVISTOCK JN. ..... arr	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
... ... dep	..	8 25	8 25	..	..	..	9 0	9 25	..	..	..	10 2	10 10	10 40	..	11 10	..	..	11 55	11 50	..	12 40	..
Laira Junction ..... arr	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	10 10	.....	10 50	.....	.....	.....	.....	.....	.....	.....	.....	.....
... ... dep	..	..	..	..	..	..	..	..	..	..	..	..	..		..	..	..	..	..	..	..	..	..
Lipson Junction	8 26	8 33	8 33	.....	.....	.....	9 8	9 33	.....	.....	.....	.....	10 17	.....	11 11	11 17	.....	.....	12 3	11 58	.....	12 47	.....
PLYMOUTH (NORTH ROAD) arr	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
... ... dep	8 32	8 40	8 40	..	..	..	9 13	9 37	..	..	..	..	10 23	..	11 17	11 21	..	..	12 8	12 3	..	12 53	..
Cornwall Junction	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Plymouth (Millbay) ... arr	..	..	..	..	..	..	..	..	..	..	..	..	10 30	..	..	..	..	..	..	..	..	1 0	..
..... dep	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cornwall Junction	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Devonport Junction	8 34	8 43	8 43	.....	.....	.....	9 16	9 39	.....	.....	.....	.....	Docks arrive 10.50 am	.....	11 19	11 24	.....	.....	12 11	12 6	.....	Docks arrive 1.15 pm	.....
Devonport (Albert Road) arr	—	..	..	..	..	..	..	..	..	..	..	..		..	..	..	..	..	..	..	..		..
..... dep	.....	.....	R	.....	.....	.....	.....	.....	.....	.....	←	.....		.....	.....	.....	.....	.....	.....	.....	12 20		.....
Keyham ... ... arr	..	8 52	8 56	..	..	..	..	..	..	..	8 56	..		..	..	..	..	..	..	..	12 27		..
..... dep	.....	.....	10 40	.....	.....	.....	.....	.....	.....	10 36	10 40	.....		.....	.....	.....	.....	.....	.....	.....	.....		.....
St. Budeaux (Ferry Road) ...	..	..	→	..	..	..	..	..	..	10 40	11 3	..		..	..	..	..	..	..	..	..		..
Royal Albert Bridge	.....	.....	.....	.....	.....	.....	9X30	9 48	.....	.....	.....	.....		.....	.....	11 31	.....	.....	12 28	12 24	.....		.....
Saltash... ... ... arr	..	..	..	..	..	..	..	..	..	To S.R.	Bull Point Siding dep. 11.0 am St. Budeaux (Victoria Road) arr. 11.6 am	..		..	..	..	..	..	..	..	H.M. Dockyard arr. 12.33 pm		..
..... dep	.....	.....	.....	.....	.....	.....	9 32	9X50	.....			.....		.....	.....	11 33	.....	.....	12 32	12 27			.....
Wearde ... ... arr	..	..	..	..	..	..	..	..	..			..	..	..	..	11*35	..	..	..	12*31			..
..... dep	.....	.....	.....	.....	.....	.....	.....	.....	.....			.....	.....	.....	.....	11*51	.....	.....	.....	12*46			.....
St. Germans ... ... arr	..	..	..	From page 22	..	..	..	..	..	..		..	..	..	..	..	..	..	..	..			..
..... dep	.....	.....	.....		.....	.....	.....	.....	.....			.....	.....	.....	.....	.....	.....	.....	.....	.....			.....
Menheniot ... ... arr	..	..	..		..	..	..	..	..	..		..	..	..	..	..	..	..	..	..	..	..	..
..... dep	.....	.....	.....	←	.....	.....	.....	.....	.....			.....	.....	.....	.....	.....	.....	.....	.....	.....			.....
LISKEARD ... ... arr	..	..	..	7 15	..	..	10 8	10 27	..	..		..	..	..	..	..	..	..	..	..	..	..	..
..... dep	.....	.....	.....	10 10	.....	.....	10 40	10 55	.....	.....		.....	.....	.....	.....	12 22	.....	.....	1 7	1 19	.....	.....	.....
Doublebois... ... ... arr	..	..	..	10 20	..	..	10P50	11P 5	..	..		..	..	..	..	12P30	..	..	1P16	1P28	..	..	..
..... dep	.....	.....	.....	.....	.....	.....	10 54	11 9	.....	.....		.....	.....	.....	.....	12 34	.....	.....	1 21	1 33	.....	.....	.....
BODMIN ROAD ... ... arr	..	..	..	..	..	10 40	11P 8	11 23	..	..		..	..	..	..	12P46	..	..	1P34	1P46	..	..	..
..... dep	.....	.....	.....	.....	.....	11 10	11 18	11 54	.....	.....	.....	.....	.....	.....	.....	12 50	.....	.....	1 38	1 50	.....	.....	.....
Lostwithiel... ... ... arr	..	..	..	..	..	11 20	11 28	12 4	..	..	..	..	..	..	..	..	..	..	..	2 0	..	..	..
..... dep	.....	.....	.....	.....	.....	.....	12* 3	12*30	.....	.....	.....	.....	.....	.....	.....	.....	.....	←	.....	2*19	.....	.....	.....
PAR ... ... arr	..	..	..	..	..	..	12 18	12 45	..	..	..	..	..	..	..	..	1 0	12 45	..	..	..	..	..
..... dep	.....	.....	.....	.....	.....	.....	12 27	1*40	.....	.....	.....	.....	.....	.....	.....	1 12	1 25	1*40	1 59	2 34	.....	.....	.....
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
	K																						
Par Harbour ... ... arr	..	..	..	..	..	..	..	..	..	..		..	..	..	..	..	..	..	..	..	..	..	..
..... dep											K												
ST. AUSTELL ... ... arr		..	..	..	..	..	12N45	..	..	..		..	..	..	..	R	R	2 0	..	..	..	..	..
..... dep											To Falmouth SUSPENDED									2 51			
Trenance Junction		..	..	..	..	..		..	..	..		..	..	..	..	..	..	..	..	..	..	..	..
Trenance Siding																							
Burngullow ... ... arr		..	..	..	..	..		..	..	..		..	..	..	..	..	1 55	..	2 25	..	..	..	..
..... dep	Q																2 20						
Grampound Road ... ... arr	am	..	..	..	..	..		..	..	..		..	..	..	..	..	..	..	..	..	..	..	..
..... dep	11 10																						
TRURO ... ... arr	11 30	..	..	..	..	..		..	..	..	SO PM	..	..	..	..	2 16	..	..	..	3 25	..	..	..
..... dep					11 35						12 0					2 30				3 34			
Penwithers Junction...	..	..	..	..	11 38	..		..	..	..	12 3	..	..	..	..	2 33	..	..	..	3 38	..	..	..
Chacewater																							
Wheal Busy Siding ... ... arr	..	..	..	..	..	..		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
..... dep																							
Drump Lane ... ... arr	..	..	..	..	..	..	..	..	..	..	..	..	..		..	R	..		..	..	..	..	..
..... dep														G				G		3 59			
Redruth ... ... arr	..	..	..	..	..	..	..	..	..	..	..	..	..		..		..		..	..	..	..	..
..... dep																							
Redruth Junction	..	..	..	..	..	..	..	..	..	..	..	..	..		..		..		..	..	..	..	..
Carn Brea Yard..... arr														L E SUSPENDED		N—Traffic for Hayle to be detached at Gwinear Road		L E					
... ... dep	..	..	..	..	..	..	..	..	..	..	..	..	..		..		..		..	..	..	..	..
Carn Brea																							
Roskear Junction	..	..	..	..	..	..	..	..	..	..	..	..	..		..		..		..	..	..	..	..
Stop Board..... arr																P				P			
... ... dep	..	..	..	..	..	..	..	..	..	..	..	..	..		..	..	..		..	..	..	..	..
Camborne ..... arr														SO									
... ... dep	..	..	..	..	..	..	..	..	..	..	..	..	..		..	..	..		..	..	..	..	..
GWINEAR ROAD ..... arr														PM		3 20		PM		4*20			
... ... dep	..	..	..	..	..	..	..	..	..	..	..	..	..	3‖20	..	3 32	..	4‖10	..	5* 2	..	..	..
Stop Board..... arr																3P35				5P 5			
... ... dep	..	..	..	..	..	..	..	..	..	..	..	..	..	Engine of 2.15 pm Helston Freight	..	3 38	..	Engine of 2.5 pm Helston Freight	..	5 8	..	..	..
Hayle ..... arr																N				P			
... ... dep	..	..	..	..	..	..	..	..	..	..	..	..	..		..	..	..		..	..	..	..	..
ST. ERTH ... ... arr																3 48		4‖20		5 20			
..... dep																4*21				5 35			
Marazion ... ... arr	..	..	..	..	..	..	..	..	..	..	..	..	..		..	..	..	..	..	..	..	..	..
..... dep																							
Long Rock ... ... arr	..	..	..	..	..	..	..	..	..	..	..	..	..	3‖35	..	..	..	..	..	..	..	..	..
PENZANCE GOODS arr																4 35				5 50			

Z—Extended to Grampound Road if required

WEEKDAYS — TAVISTOCK JUNCTION TO PENZANCE

DOWN

	K	K		G	K	K		K	G	H		K		K	K		G	F		K	G		
			12.44 pm Friary S.R	E B V to St. Blazey	Engineer's Material	10.15 am Tavistock		To Newham	L E			1.35 pm Plympton		To Devonport Dockyard	2.40 pm Marsh Mills Transfer		L E	To Falmouth			L E SUSPENDED	5.21 pm Friary S.R.	
Transfer No. →												5		6	11		12						
	SO Q	SX Q	SO	Q	TFO			SX						SX							SO Q	SX	
	PM	PM	PM	PM	PM	PM		PM	PM	PM		PM		PM	PM		PM	PM		PM	PM	PM	
TAVISTOCK JN. ..... arr												1 40											
... ... dep	..	..	..	..	..	12 54	..	..	..	1 15	Y—To be shunted at Doublebois for 9.30 am Paddington when extended to Cornwall	1 50	..	2 30	2 42	..	3‖45	3 50	..	..	..	..	..
Laira Junction ..... arr						1 0						2 0			2 50		Y3‖50						
... ... dep	..	..	..	..	12 55	..	..	..	..	..		..	..	..	..	..	..	..	..	..	4‖15	..	..
Lipson Junction			12 50							1 23				2 36				3 58			4 19	5 27	
PLYMOUTH (NORTH ROAD) arr	..	..	..	..	1 5	..	..	..	..	..		..	..	..	..	..	..	..	..	..	..	..	..
... ... dep	..	..	12 56	..	..	..	..	..	..	1 27		..	..	2 42	..	..	Y—Laira Shed	4 5	..	..	4 22	5 32	..
Cornwall Junction																							
Plymouth (Millbay) ... arr	..	..	..	..	..	..	..	..	..	..		..	..	..	..	..		..		..	..	..	..
..... dep																							
Cornwall Junction	..	..	..	..	..	..	..	..	..	..		..	..	..	..	..		..		..	..	..	..
Devonport Junction			12 58							1 30				2 45				4 8	To convey traffic for Falmouth Branch only		4 24	5 34	
Devonport (Albert Road) arr	..	..	..	..	..	..	..	..	..	..		..	..	..	..	..	..	..		..	..	..	..
..... dep																							
Keyham ... ... arr	..	..	..	..	..	..	..	..	..	..		..	..	2 52	..	..	..	..		..	..	..	..
..... dep														2 56									
St. Budeaux (Ferry Road) ...	..	..	..	..	..	..	..	..	..	..		..	..	H.M. Dockyard arr. 3.5 pm	..	..	..	..		..	..	..	..
Royal Albert Bridge										1 37								4X15			4 30		
Saltash... ... ... arr	..	..	..	..	..	..	..	..	..	..		..	..		..	..	..	..		..	..	..	..
..... dep										1X39								4 17			4 32		
Wearde ... ... arr	..	..	..	..	..	..	..	..	..	..		..	..		..	..	..	..		..	..	..	..
..... dep																					*		
St. Germans ... ... arr	..	..	..	..	..	..	..	..	..	..		..	..		..	..	..	..		..	..	..	..
..... dep																							
Menheniot ... ... arr	..	..	..	..	..	..	..	..	..	..		..	..	..	..	..	..	..		..	5‖ 5	..	..
..... dep																				4 40			
LISKEARD ... ... arr	..	..	..	..	..	..	..	..	..	..		..	..	..	..	..	..	..		4 50		..	..
..... dep										2 14								4 50			To work 6.15 pm SO Q Menheniot to Exeter		
Doublebois... ... ... arr	..	..	..	..	..	..	..	..	..	2P25		..	..	..	..	..	..	4P59Y		..		..	..
..... dep										2P29Y								5 3					
BODMIN ROAD... ... arr	..	..	..	..	..	..	..	..	..	2P43		..	..	..	..	..	..	5P15		..		..	..
..... dep										2 47								5 19					
Lostwithiel... ... ... arr	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	5*28		..		..	..
..... dep				2‡45														5*53					
PAR ... ... arr	..	..	..	..	..	..	..	..	..	3*10	..	..	..	..	..	..	..	6T*5		..		..	..
..... dep				2 55						3T*40								7T*5					
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
Par Harbour ... ... arr	..	..	..	Sc. Blazey arrive 3.10 pm	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
..... dep	.....	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
ST. AUSTELL ... ... arr	..	..	..		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
..... dep	Engine and men of 2.45 pm Hayle	Engine and men of 2.45 pm Hayle	.....		.....	.....	.....	.....	.....	3 57	.....	.....	.....	.....	.....	.....	.....	7 22	Y—To be shunted at Doublebois when 11.30 am Paddington to Penzance runs	.....	.....	.....	.....
Trenance Junction			..		..	..	..	..	..	..	..	..	..	..	..	..	..	..		..	..	..	..
Trenance Siding			.....		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....		.....	.....	.....	.....
Burngullow ... ... arr			..		..	..	..	..	..	4* 3	..	..	..	..	..	..	..	..		..	..	..	..
..... dep			.....		.....	.....	.....	.....	.....	4*50	.....	.....	.....	.....	.....	.....	.....	.....		.....	.....	.....	.....
Grampound Road ... ... arr			..		..	..	..	..	..	..	..	..	..	..	..	..	..	..		..	..	..	..
..... dep			.....		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....		.....	.....	.....	.....
TRURO ... ... arr	..	..	..	..	..	..	..	..	..	5 20	..	..	..	..	..	..	..	7 56		..	..	..	..
..... dep	.....	.....	.....	.....	.....	.....	.....	4 40	.....	5 28	.....	.....	.....	.....	.....	.....	.....	8 22		.....	.....	.....	.....
Penwithers Junction...	..	..	..	..	..	..	..	4 45	..	5 32	..	..	..	..	..	..	..	8 25		..	..	..	..
Chacewater	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....		.....	.....	.....	.....
Wheal Busy Siding ... ... arr	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..		..	..	..	..
..... dep	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....		.....	.....	.....	.....
Drump Lane ... ... arr	4 5	4 5	..	..	..	..	..	..	..	5 55	..	..	..	..	..	..	..	..		..	..	..	..
..... dep	4 40	5 42	.....	.....	.....	.....	.....	.....	.....	6*10	.....	.....	.....	.....	.....	.....	.....	.....		.....	.....	.....	.....
Redruth ... ... arr	..	..	..	..	..	..	..	..		..	..	..	..	..	..	..	..	..		..	..	..	..
..... dep	.....	.....	.....	.....	.....	.....	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	.....		.....	.....	.....	.....
Redruth Junction	..	..	..	..	..	..	..	..	Engine of 5.0 pm Helston	..	..	..	..	..	..	..	..	..		..	..	..	..
Carn Brea Yard ..... arr	R	R	.....	.....	.....	.....	.....	.....		R	.....	.....	.....	.....	.....	.....	.....	.....		.....	.....	.....	.....
... ... dep	..	..	..	..	..	..	..	..		..	..	..	..	..	..	..	..	..		..	..	..	..
Carn Brea	R	R	.....	.....	.....	.....	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	.....		.....	.....	.....	.....
Roskear Junction	..	..	..	..	..	..	..	..		..	..	..	..	..	..	..	..	..		..	..	..	..
Stop Board ..... arr	P	P	.....	.....	.....	.....	.....	.....		P	.....	.....	.....	.....	.....	.....	.....	.....		.....	.....	.....	.....
... ... dep	..	..	..	..	..	..	..	..		..	..	..	..	..	..	..	..	..		..	..	..	..
Camborne ..... arr	R	R	.....	.....	.....	.....	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	.....		.....	.....	.....	.....
... ... dep	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..		..	..	..	..
GWINEAR ROAD ..... arr	5 0	6 5	.....	.....	.....	.....	.....	.....	.....	6 38	.....	.....	.....	.....	.....	.....	.....	.....		.....	.....	.....	.....
... ... dep	5 23	6 28	..	..	..	..	..	..	6‖10	7 5	..	..	..	..	..	..	..	..		..	..	..	..
Stop Board ..... arr	P	P	.....	.....	.....	.....	.....	.....	.....	7P 8	.....	.....	.....	.....	.....	.....	.....	.....		.....	.....	.....	.....
... ... dep	..	..	..	..	..	..	..	..	..	7 11	..	..	..	..	..	..	..	..		..	..	..	..
Hayle ..... arr	5 35	6 40	.....	.....	.....	.....	.....	.....	.....	7 18	.....	.....	.....	.....	.....	.....	.....	.....		.....	.....	.....	.....
... ... dep	5‖40	6‖45	..	..	..	..	..	..	..	7 29	..	..	..	..	..	..	..	..		..	..	..	..
ST. ERTH ..... arr	.....	.....	.....	.....	.....	.....	.....	.....	.....	7 34	.....	.....	.....	.....	.....	.....	.....	.....		.....	.....	.....	.....
... ... dep	..	..	..	..	..	..	..	..	..	7*55	..	..	..	..	..	..	..	..	..	..	..	..	..
Marazion ..... arr	.....	.....	.....	.....	.....	.....	.....	.....	.....	R	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Long Rock ... ... arr	..	..	..	..	..	..	..	..	6‖30	..	..	..	..	..	..	..	..	..	..	..	..	..	..
PENZANCE GOODS arr	5‖50	6‖55	.....	.....	.....	.....	.....	.....	.....	8 15	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

WEEKDAYS — TAVISTOCK JUNCTION TO PENZANCE

DOWN

	G	K	K	G	H	K		K		K	K	K	H	G	K		K	K		H	H§	G	
	E B V	5.10 pm Bassarne Jn.	2.50 pm Launceston	L E	To St. Blazey			To Truro	8.25 pm Friary S.R.					L E SUSPENDED	To Devonport (King's Road	10.10 pm Friary S.R.		8.18 pm Tavistock Jn.			To Bristol (West Depot) via S.R.	E B V	
Transfer No. →	3					3				10	2	2		2	2		2					2	
	PM	SX Q PM	PM	Q PM	PM	PM		PM	PM	SX PM	SX PM	SO PM	PM	SO PM	SX PM	SX PM	SO PM	PM		PM	night	SO PM	
TAVISTOCK JN. ..... arr	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
... ... dep	..	..	6 4	..	7 20	8 5	..	8 18	..	8 25	8 45	8 45	9 20	..	..	..	10 30	..	..	11 25	..	11†45	..
Laira Junction ..... arr	.....	.....	6 12	.....	.....	.....	.....	.....	.....	8 40	.....	9 0	.....	.....	.....	.....	10 45	.....	.....	.....	.....	11†55	.....
... ... dep	6†10	..	..	6‖40	..	..	..	..	..	..	..	..	..	9‖30		..	..	..	..	..	11 50	..	..
Lipson Junction	.....	.....	.....	6 45	7 27	8 12	.....	8 26	8 31	.....	8 52	.....	9 28	.....	Z—From Plymouth Docks	10 16	.....	.....	.....	11 33	12 3	.....	.....
PLYMOUTH (NORTH ROAD) arr	..	..	..	..	..	..	..	..	..	..	..	..	..	..		..	..	..	..	..	.. MX am	..	..
... ... dep	6 16	..	..	6 50	7 31	8 18	..	8 32	8 37	..	8 58	..	9 32	9 35		10 22	..	..	..	11 37	12 10	..	..
Cornwall Junction	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Plymouth (Millbay) ... arr	6†20	..	..	..	..	8 25	..	..	..	..	9Y10	..	..	..	9N50	..	..	..	..	..	..	..	..
..... dep	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cornwall Junction	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Devonport Junction	.....	.....	.....	6 52	7 34	.....	.....	8 35	8 39	.....	.....	.....	9 34	9 37	9 58	10 24	.....	.....	.....	11 39	12 14	.....	.....
Devonport (Albert Rad) arr	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
..... dep	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Keyham ... ... arr	..		..	..	..	..	..	..	..	..	..	..	..	9‖42		..	..	..	..	..		..	..
..... dep	.....		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....		.....	.....	.....	.....	.....		.....	.....
St. Budeaux (Ferry Road) ...	..		..	..	..	..	..	..	..	..		..	..	..		..	..	..	..	..		..	..
Royal Albert Bridge	.....		.....	7X 4	7 41	.....	.....	8 43	.....	.....		.....	9 47	.....		.....	.....	.....	.....	11X46		.....	.....
Saltash ... ... arr	..		..	..	..	..	..	..	..	..		..	..	..		..	..	..	..	..		..	..
..... dep	.....		.....	7 6	7X43	.....	.....	8X45	.....	.....		.....	9 49	.....		.....	.....	.....	.....	11 48		.....	.....
Wearde ... ... arr	..		..	..	..	..	..	..	..	..		..	..	..		..	..	..	..	..		..	..
..... dep	.....		.....	.....	.....	.....	.....	.....	.....	.....		.....	.....	.....		.....	.....	.....	.....	.....		.....	.....
St. Germans ... ... arr	..		..	..	..	..	..	..	..	..		..	..	..		..	..	..	..	..		..	..
..... dep	.....		.....	.....	.....	.....	.....	.....	.....	.....		.....	.....	.....		.....	.....	.....	.....	.....		.....	.....
Menheniot ... ... arr	..		..	7‖20	..	..	..	..	..	..		..	..	..		..	..	..	..	..		..	..
..... dep	.....		.....	.....	.....	.....	.....	.....	.....	.....		.....	.....	.....		.....	.....	.....	.....	.....		.....	.....
LISKEARD ... ... arr	..		..		..	..	..	9 25	..	..		..	..	..		..	..	..	..	..		..	..
..... dep	.....		.....		8 20	.....	.....	9 45	.....	.....		.....	.....	.....		.....	.....	.....	.....	12 23		.....	.....
Doublebois ... ... arr	..		..		8P*30	..	..	9P55	..	..		..	10P33	..		..	..	..	..	12P32		..	..
..... dep	.....		.....		8*50	.....	.....	9 59	.....	.....		.....	10 37	.....		.....	.....	.....	.....	12 36		.....	.....
BODMIN ROAD ... ... arr	..	7 20	..		9P 4	..	..	10P13	..	..		..	10P51	..		..	..	..	..	12P50		..	..
..... dep	.....	7 45	.....		9 8	.....	.....	10 38	.....	.....		.....	10 55	.....		.....	.....	.....	.....	12 54		.....	.....
Lostwithiel ... ... arr	..	7N55	..		..	..	..	..	..	..		..	..	..		..	..	..	..	..		..	..
..... dep	.....	.....	.....		.....	.....	.....	.....	.....	.....		.....	.....	.....		.....	.....	.....	.....	.....		.....	.....
PAR ... ... arr	..	..	..	..	9 32	..	..	11 1	..	..		..	..	..		..	..	11 1	..	1T16		..	..
..... dep	.....	.....	..	.....	9 35	.....	.....	11T*35	.....	.....		.....	11 17	.....		.....	.....	11T*35	.....	1T21		.....	.....
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23

Z—E B V to St Blazey or as ordered.

To work 8.50 pm Menheniot to Exeter

Y—Arrive Docks

King's Road arrive 10.1 pm

Southern Region to Exeter Riverside
§—E from Exeter

		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
Par Harbour	arr	..	..	..	..		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
.....	dep																							
ST. AUSTELL	arr	..	..	..	..		..	..	..	..	..	..	..	..	..	..	..	..	11 53	..	..	..	..	..
.....	dep					St. Blazey arr. 9.40 pm													12T30		1 38			
Trenance Junction		..	..	..	..		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Trenance Siding																								
Burngullow	arr	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	R	..	R	..	..	..
.....	dep																							
Grampound Road	arr	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1 5	..	..	..	..	..
.....	dep																		1 20					
TRURO	arr	..	..	..	..	..	..	..	..	..	..	..	..	12 15	..	..	..	..	1 45	..	2 15	..	..	..
.....	dep																							
Penwithers Junction...		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Chacewater																								
Wheal Busy Siding	arr	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
.....	dep																							
Drump Lane	arr	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
.....	dep																							
Redruth	arr	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
.....	dep																							
Redruth Junction		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Carn Brea Yard.....	arr																							
.....	dep	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Carn Brea																								
Roskear Junction		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Stop Board.....	arr																							
... ...	dep	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Camborne	arr																							
... ...	dep	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
GWINEAR ROAD	arr																							
... ...	dep	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Stop Board.....	arr																							
... ...	dep	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Hayle	arr																							
.....	dep	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
ST. ERTH	arr																							
.....	dep	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Marazion	arr																							
.....	dep	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
PENZANCE GOODS	arr																							

SUNDAYS

TAVISTOCK JUNCTION TO PENZANCE

DOWN

	H§	K	G	H	F	K	F	D	G	C	G	K	F	H	D	K	K	F		H	H	H
	To Bristol (West Depot) via S.R.		E B V	To St. Blazey				9.45 pm (Sats.) Bristol (West Depot) SUSPENDED	4.45 am St. Blazey L E	8.55 pm (Sats.) Paddington	L E			To St. Blazey SUSPENDED	12.5 am Newbury Race Course SUSPENDED	SUSPENDED	To Falmouth	SUSPENDED		To St. Blazey SUSPENDED		SUSPENDED
Transfer No. →			2			2					7					18						
	night	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am	PM	am		am	PM	PM
TAVISTOCK JN. ..... arr	.....	.....	.....	.....	.....	.....	.....	2TW40E	.....	3L 7	.....	.....	.....	.....	8L 5	.....	.....	.....	.....	.....	.....	.....
... ... dep	..	..	12†50	1 10	1 30	2 15	2 45	2TW47E	..	3EL30	..	..	..	6 20	7 30	8EL30	9 15	..	11 5	..	11 50	1 10	4 0
Laira Junction ..... arr	.....	.....	1† 0	.....	.....	2 25	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	9 30	.....	.....	.....	.....	.....	.....
... ... dep	11 50	12 15	..	..	*	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	4 11
Lipson Junction	12 3	12 21	.....	1 18	1 47	.....	2 52	2 51	.....	3 35	.....	.....	.....	6 28	7 40	8 35	.....	.....	11 11	.....	12 0	1 18	.....
PLYMOUTH (NORTH ROAD) arr	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1T24	..
	Sun. am																						
... ... dep	12 10	12 27	..	1 23	1 54	..	2 56	2 56	..	3 40		..	..	6 34	7 47	8 40	..	..	11 17	..	12 7	1T27	4 17
Cornwall Junction	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Plymouth (Millbay) ... arr	..	..	..	..	..	..	..	..	..	..		..	..	..	..	..	..	..	..	..	..	..	..
..... dep	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....		3 38	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cornwall Junction	..	..	..	..	..	..	..	..	..	..		..	..	..	..	..	..	..	..	..	..	..	..
Devonport Junction	12 14	12 30	.....	1 26	1 56	.....	2 59	2 58	.....	3 42		3 46	.....	6 37	7 50	8 42	.....	.....	11 19	.....	12 9	1 33	4 19
Devonport (Albert Road) ...	..	..	..	..	..	..	..	..		..		..	..	..	..	..	..	..	..	..	..	..	..
Keyham	.....	12 35	.....	.....	.....	.....	.....	.....		.....		3 50	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Budeaux (Ferry Road) ...		..	..	..	..	..	..	..		..			..	..	..	..	..	..	..	..	..	..	..
Royal Albert Bridge		12X43	.....	1 34	2 3	.....	3 6	3 4		3 49			.....	6 46	7 59	8 49	.....	.....	11 26	.....	12 16	1 47	4 26
Saltash ... ... arr		..	..	..	..	..	..	..		..			..	..	..	..	..	..	..	..	..	..	..
..... dep		.....	.....	1 36	2 5	.....	3 8	3 6		3 51			.....	6 49	8 2	8 51	.....	.....	11X28	.....	12 18	1 50	4X28
Wearde ... ... arr	12W47	..	..	..	..	..		..		..			..		..	..	..	..	..	..	..	..	..
..... dep	12W52	.....	.....	.....	.....	.....		.....		.....			.....		.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Germans ... ... arr	1 5	..	..	..	..	..		..		..			..		..	..	..	..	..	..	..	..	..
..... dep		.....	.....	.....	.....	.....		.....		.....			.....		.....	.....	.....	.....	.....	.....	.....	.....	.....
Menheniot ... ... arr		..	..	..	..	..		..		..			..		..	..	..	..	..	..	..	..	..
..... dep		.....	.....	.....	.....	.....		.....		.....			.....		.....	.....	.....	.....	.....	.....	.....	.....	.....
LISKEARD ... ... arr		..	..	2W13	..	..		3 34		4 22			..		8W37	9 20	..	..	..	..	12W56	..	..
..... dep	.....	.....	.....	2W18	2 41	.....	3 39	3 42		4 34		.....	.....	7 23	8W42	9 30	.....	.....	12 8	.....	1W 3	2 30	5 4
Doublebois ... ... arr	..	..	..	2P28	2P49	..	3P46	3P50		..		..	..	7P31	8P52	9P38	..	..	12P16	..	1P13	2P39	5P13
..... dep	.....	.....	.....	2 32	2 53	.....	3 50	3 52		.....		.....	.....	7 35	8 56	9 40	.....	.....	12 20	.....	1 17	2 43	5 17
BODMIN ROAD ... ... arr	..	..	..	2P46	3P 7	..	4P 2	4P 2		..		..	..	7P48	9P10	9P50	..	..	12P32	..	1P31	2P57	5P31
..... dep	.....	.....	.....	2 50	3 11	.....	4 6	4 4		4 53		.....	.....	7 52	9 14	9 52	.....	.....	12 36	.....	1 35	3 1	5 35
Lostwithiel ... ... arr	..	..	..	..	..	..	..	..	..	..	..	..	..	8N 2	..	..	..	..	..	..	..	..	..
..... dep	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	8 35	.....	.....	.....	.....	.....	.....	.....	.....	.....
PAR ... ... arr	..	..	..	3 16	..	..	4T25	4T19	4 50	5 10	..	..	..	8T50	9 37	10 7	..	..	12T58	..	1 58	R	..
..... dep	.....	.....	.....	3 23	3 30	.....	4T30	4T29	4 52	5T24	.....	.....	.....	9T26	9 42	10 20	.....	.....	1T26	.....	2 3	.....	5 57
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23

Southern Region to Exeter Riverside §—E from Exeter

Commences 3rd November, 1957

Applies until 27th October, 1957, only

St. Austell Shunting Engine

Terminates at Tavistock Jn. on and from 3rd November, 1957

Engine and Men of 11.55 pm Truro

N—Engine and Guard to berth milk tanks

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
Par Harbour ... ... arr	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
..... dep	.....	.....	.....	St. Blazey arrive 3.30 am	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
ST. AUSTELL ... ... arr	..	..	..		3 50	..	..	4 45	5‖ 0	5 41	..	..	..	..	..	10 36	..	..	..	..	..	..	6 20
..... dep	.....	.....	.....		4 2	.....	4 46	4 58	.....	6*30	.....	.....	.....	9 43	.....	10 46	.....	.....	1 42	.....	.....	3 44	.....
Trenance Junction	..	..	..		..	..	..	.....	..	..	..	..	..	..		..	..	..	..	..		..	..
Trenance Siding	.....	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	St. Blazey arrive 9.50 am	.....	.....	.....	.....	.....	St. Blazey arrive 2.10 pm	.....	.....
Burngullow ... ... arr	..	..	..		..	..	..	..	..	..	..	..	..	..		..	..	..	..	..		..	..
..... dep	.....	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....		.....	.....	.....	.....	.....		.....	.....
Grampound Road ... ... arr	..	..	..	..	..	..	..	..	..	..	..	..	..	..		..	..	..	..	..		..	..
..... dep	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....		.....	.....	.....	.....	.....		.....	.....
TRURO ... ... arr	..	..	..	..	4 45	..	5 17	5 28	..	7 2	..	..	..	10 20 ML		11 16 GL	..	..	2 18 GL	..		4 18 ML	..
..... dep	.....	.....	.....	.....	.....	.....	5 35	5 40	.....	7 15	.....	.....	10 15	10 27	.....	12*10	.....	12 15	2 30	.....	.....	4 24	.....
Penwithers Junction...	..	..	..	..	..	..	5 38	5 45	..	7 19	..	..	..	10 31	..	..	..	12 18	2 33	..	..	4 28	..
Chacewater	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Wheal Busy Siding ... ... arr	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..			..	..	..	..
..... dep	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....			.....	.....	.....	.....
Drump Lane ... ... arr	..	..	..	..	..	..	..	..	..	..	..	..	10 40	10 52	..	12 32	..			..	..	..	..
..... dep	.....	.....	.....	.....	.....	.....	5 57	5 57	.....	7 38	.....	.....	.....	11 5	.....	12 40	.....			.....	.....	4 49	.....
Redruth ... ... arr	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..			..	..	..	..
..... dep	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....			.....	.....	.....	.....
Redruth Junction	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..			..	..	..	..
Carn Brea Yard..... arr	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....			.....	.....	.....	.....
... ... dep	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..			..	..	..	..
Carn Brea	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....			.....	.....	.....	.....
Roskear Junction	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..			..	..	..	..
Stop Board..... arr	.....	.....	.....	.....	.....	.....	6P 6	6 10	.....	.....	.....	.....	.....	P	.....	P	.....		3P 3	.....	.....	5P 0	.....
... ... dep	..	..	..	..	..	..	6 8	6 11	..	..	..	..	..	..	..	..	..		3 5	..	..	5 2	..
Camborne ..... arr	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	12 49	.....		.....	.....	.....	.....	.....
... ... dep	..	..	..	..	..	..	..	..	..	..	..	..	..	R	..	1 0	..		..	..	..	..	..
GWINEAR ROAD ..... arr	.....	.....	.....	.....	.....	.....	6 15	6 17	.....	7 50	.....	.....	.....	11 33	.....	1 8	.....		3Y12	.....	.....	5 10	.....
... ... dep	..	..	..	..	..	..	6 25	6 27	..	8*20	..	..	..	11 45	..	1 22	..		3 35	..	..	5 20	..
Stop Board..... arr	.....	.....	.....	.....	.....	.....	6P28	6P30	.....	.....	.....	.....	.....	11P48	.....	1P24	.....		3P38	.....	.....	5P23	.....
dep	..	..	..	..	..	..	6 30	6 31	..	..	..	..	..	11 50	..	1 26	..		3 40	..	..	5 25	..
Hayle ... ... arr	.....	.....	.....	.....	.....	.....	P	P	.....	.....	.....	.....	.....	P	.....	P	.....		P	.....	.....	P	.....
..... dep	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..		..	..	..	..	..
ST. ERTH ... ... arr	.....	.....	.....	.....	.....	.....	6 42	6 44	.....	8 32	.....	.....	.....	12 0	.....	1 36	.....		3 50	.....	.....	5 35	.....
..... dep	.....	.....	.....	.....	.....	.....	6 55	6 55	.....	8 45	.....	.....	.....	12*45	.....	1 45	.....		4*25	.....	.....	5 45	.....
Marazion ... ... arr	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
..... dep	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
PENZANCE GOODS arr	..	..	..	..	..	..	7 10	7 10	..	9 0	..	..	..	1 0	..	2 0	..	..	4 40	..	..	6 0	..

Y—To shunt Yard and marshal traffic for Haylo

One hour later when 12.10 pm ⊕ Falmouth Flower Special runs

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WEEKDAYS

PENZANCE TO TAVISTOCK JUNCTION

Mileage M	Mileage C	UP	Ruling Gradient 1 in	K	H		G	J§	J	H	K	H	H	H	H	K	H	H		K	G	
					To Bristol (West Depot)		L E	6.50 pm Penzance	7.50 pm Penzance	To Newton Abbot SUSPENDED		12.50 am St. Blazey	To Severn Tunnel Jn.	1.15 am St. Blazey	To Laira		To Exeter	11.55 pm Truro	6.0 pm SX Templecombe S.R.		E B V	
		Transfer No. →		2			1				1					7					1	
				MX	MX		MO			SO		MX		MO		MX		MX	MX	MX	MO	
				am	am		am	night	night	am	am	am	am	am	night	am	am	am	am	am	am	
1	3	**PENZANCE GOODS** dep	L																			
1	37	Long Rock	359 R	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
1	75	Marazion ..... arr	191 R																			
		... ... dep		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
5	52	**ST. ERTH** ..... arr	58 F																			
		... ... dep		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
7	19	Hayle ..... arr	74 F																			
		... ... dep		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
10	53	**GWINEAR ROAD** ..... arr	48 R																			
		... ... dep		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
13	12	Camborne ..... arr	55 R																			
		... ... dep		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
13	33	Roskear Junction	84 R																			
14	60	Carn Brea ... ... arr	150 R	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
		..... dep																				
15	6	Carn Brea Yard... ..... arr	132 R	..	..	..	..		..	..	..	..	..	..	..	..	..	..	..	..	..	..
		..... dep																				
16	18	Redruth Junction	337 F	..	..	..	..		..	..	..	..	..	..	..	..	..	..	..	..	..	..
16	62	Redruth ..... arr	120 R																			
		... ... dep		..	..	..	..		..	..	..	..	..	..	..	..	..	..	..	..	..	..
17	15	Drump Lane ..... arr	176 R																			
		... ... dep		..	..	..	..		..	..	..	..	..	..	..	..	..	..	..	..	..	..
19	16	Wheal Busy Siding ..... arr	100 R																			
		... ... dep		..	..	..	..		..	..	..	..	..	..	..	..	..	..	..	..	..	..
20	49	Chacewater	72 F																			
25	25	Penwithers Junction...	61 F	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
25	67	**TRURO** ..... arr	60 F																			
		... ... dep		..	..	..	..	..	..	..	..	..	..	..	11 55	..	..	..	..	..	..	..
33	33	Grampound Road ..... arr	66 R																			
		... ... dep		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
37	74	Burngullow ..... arr	71 R																			
		... ... dep		..	..	..	..	..	From page 42	..	..	..	..	..	MX	..	..	..	..	..	..	..
39	35	Trenance Siding	84 F																			
39	75	Trenance Junction	81 F	..	..	..	..	..	←	..	..	..	..	..	am	..	..	..	..	..	..	..
40	23	**ST. AUSTELL** ..... arr	81 F						11 T50						12 38							
		... ... dep		..	..	..	..	..	12T10	..	..	..	..	..	12055	..	..	..	..	..	..	..
				1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19

§ "F" from Truro

				1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
43	78	Par Harbour ..... arr	55 F																			
		... ... dep		..	..	..	..	..	MX	..	..	..	..	..	..	..	..	..	..	..	..	..
44	64	**PAR** ..... arr	55 F						am						1T10							
		... ... dep		..	..	..	..	..	12 23	..	..	12 56	..	1 20	1T20	..	..	..	..	..	..	..
49	15	Lostwithiel ..... arr	63 F																			
		... ... dep		..	..	..	..	From page 43	..	..	..	..	..	..	..	..	..	..	..	..	..	..
52	48	**BODMIN ROAD**..... arr	66 R																			
		... ... dep		..	..	..	..	..	12 45	..	..	1 19	..	1 43	1 46		..	..	..	..	..	..
58	37	Doublebois..... arr	55 R					MX														
		... ... dep		..	..	..	..	am	..	..	..	..	..	..	..		..	..	..	..	..	..
61	59	**LISKEARD** ..... arr	57 F									1W48										
		... ... dep		..	..	..	..	12 26	1 13	..	..	1W53	..	2 12	2 16		..	..	..	..	..	..
64	70	Menheniot ..... arr	72 F																			
		... ... dep		..	..	..	..	..	..	..	..	..	..	..	..		..	..	..	..	..	..
70	23	St. Germans ..... arr	68 F																			
		... ... dep		..	..	..	..	..	..	..	..	..	..	..	..		..	..	..	3 25	..	..
74	30	Wearde ..... arr	97 F																			
		... ... dep			..	..		..	..	..		..	..	..	..			..	..	..	..	..
75	24	Saltash..... arr	58 R																	3X40		
		... ... dep			..	..		1X 1	1 48	..		2 28	..	2 46	2 50	..	..	..	..	4 30		..
75	66	Royal Albert Bridge.....	68 R					1 3	1 50			2 30		2 48	2 52					4 32		
76	35	St. Budeaux (Ferry Road) ...	79 F		..	..		..	..	..		..	..	..	..	..	..		..	..		..
77	26	Keyham ..... arr	71 F												3N 0			3 0				
		... ... dep			..	..		..	..	..		..	..	..		3V15	..	3 55	..	..		..
78	22	Devonport (Albert Road) arr	76 R																			
		... ... dep			..	..		..	..	..		..	..	..		..	..	..	..	..		..
78	76	Devonport Junction.....	59 F					1 10	2 0			2 39		2 57		3 23		4 1	4 28	4 42		
79	28	Cornwall Junction	107 F	..		..	..	..	..	..	..	..	..	..		..	..	..	..	..	..	..
79	66	Plymouth (Millbay) ..... arr	51 F													3 30						
		... ... dep		..		..	..	..	..	..	2 25	..	..	..		..	..	..	..	..	4†40	..
80	24	Cornwall Junction	51 R																			
80	54	**PLYMOUTH (NORTH ROAD)**	80 R	..		..	..	1 13	2 3	..	2 35	2 42	..	3 0		..	..	4 4	4 32	4 46	4 50	..
82	15	Lipson Junction.....	72 F					1 17	2 8		2 41	2 49		3 5				4 9	4 38	4 52	4 56	
82	48	Laira Junction ... ... arr	67 F	..	..	..	..	..	2 25	..	..	..	..	..		..	..	4 25	..	4 58	..	..
		..... dep		12 5	12 20		1 0			2 35			3 0				4 10					
83	40	**TAVISTOCK JN.**... ... arr	173 R	12V15	12 30	..	1 N5	1 30	..	2 44	2N50	3 0	3 9	3 15		..	4 19	..	..	..	5N† 5	..
		..... dep			12AE35					2AE50			3AE14				4AE24					

Y—Up Yard

Z—Down Yard.

Y—Down Yard

Z—Down Yard

SUSPENDED

Y—Worked by Trainmen of 11.55 pm Truro

Z—Detach wagons of sand next to engine from Gwinear Road and St. Austell

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WEEKDAYS

PENZANCE TO TAVISTOCK JUNCTION

UP	H	K	K	K	K		K		G	G	K		K	K	K	G	C			K	K	G	
	To Tavistock Jn.	To Tavistock South			To Launceston		To Tavistock Jn.	3.15 am MO Exmouth Jn. 10.15 pm SX Nine Elms S.R.	E B V	7†15 am E B V Devonport (King's Road)	To Plympton and Wrangaton		To Marsh Mills	5.30 am St. Blazey to Boscarne Jn. Empty Clay Wagons		E B V	4.48 am Truro	7.30 pm SX Basingstoke S.R.	5.35 am Exmouth Jn. Sidings S.R.	3.45 am Truro to Tavistock Jn.		L E SUSPENDED	
Transfer No. →			8	1					1	6	5		11		1	1							
			MX	MX										Q	MX	MO		MX	MO			SO	
	am	am	am	am	am		am	am	am	am	am		am	am	am	am	am	am	am	am	am	am	
PENZANCE GOODS dep																							
Long Rock		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	5‖30	..
Marazion ..... arr																							
... ... dep		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
ST. ERTH ..... arr																							
... ... dep		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Hayle ..... arr																						N5‖45	
... ... dep		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	6‖45	..
GWINEAR ROAD ..... arr																						6‖55	
... ... dep		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..		..
Camborne ..... arr																	5 35						
... ... dep		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	6 0	..	..	..	..		..
Roskear Junction																							
Carn Brea ... ... arr		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..		..
..... dep																							
Carn Brea Yard... ... ... arr		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	6†20	..	..	..	..		..
..... dep																							
Redruth Junction		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..		..	..	..	6 40		..
Redruth ..... arr																							
... ... dep		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..		..	..	..			..
Drump Lane ..... arr																							
... ... dep		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..		..	..	..		..	..
Wheal Busy Siding ..... arr																							
... ... dep		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..		..	..	..		..	..
Chacewater																							
Penwithers Junction...		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..		..	..	..		..	..
TRURO ..... arr																							
... ... dep	2 0	..	..	..	..	..	3 45	..	..	..	..	..	..	..	..	..		..	..	..	..	..	..
Grampound Road ..... arr	N						4 8																
... ... dep	..	..	..	..	..	..	4 23	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Burngullow ..... arr	R						4 36																
... ... dep	..	..	..	..	..	..	5 11	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Trenance Siding																							
Trenance Junction	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	←	..	..	..
ST. AUSTELL ..... arr	N						5 19													5 19			
... ... dep	..	..	..	..	..	..	5 35	..	..	..	..	..	..	..	..	..	..	..	..	5 35	..	..	..
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23

N—Stops at Grampound Road MX to pick up Shunter (and traffic if required) and set down Shunter at St. Austell.

Conveys milk tanks Camborne to Dolcoath Sidings (arr 6.5 am, dep. 6†15 am)

To Carn Brea (arr. 6.43 am) via Up Main Line

N—Shunts at Hayle as required

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
Par Harbour ... arr																							
... ... dep	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
PAR ... arr	3 0													5 35						5 47			
... ... dep	3 25	..	..	..	..	..	..	..	..	..	..	..	..	5 45	..		..	..	..	6 10	..	..	..
Lostwithiel ... arr																				6 25			
... ... dep	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..		..	..	..	7†20	..	..	..
BODMIN ROAD ... arr														6 10						7 31			
... ... dep	..	..	..	..	..	..	..	..	..	..	..	..	..	6 22	..	H.M. Dockyard depart 8†35 am	..	..	..	8 0	..	..	..
Doublebois ... arr																				8 22			
... ... dep	4 8	..	..	..	..	..	..	..	..	..	..	..	..	..	..		..	..	..	9*19	..	..	..
LISKEARD ... arr																				→			
... ... dep	4 16	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	To page 37	..	..	..
Menheniot ... arr																							
... ... dep	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..		..	..	..		..	..	..
St. Germans ... arr																							
... ... dep	..	..	..	..	..	..	..	..	..		..	..	..	..	..		..	..	..	..	..	..	..
Wearde ... arr																							
... ... dep	..	..	..	..	..	..	..	..	..		..	..	..	..			..	..	..	..	..	..	..
Saltash ... arr																							
... ... dep	4 50	..		..	..	..	..	..	..		..	..	..	..			..	..	..	..	..	..	..
Royal Albert Bridge ...	4 52																						
St. Budeaux (Ferry Road) ...	..	..		..	..	..	..	..	..		..	..	..	..			..	..	..	..	..	..	..
Keyham ... arr																8†40							
... ... dep	..	..		..	..	..	..	..	..		..	..	..	..		8†45	..	..	..	..	..	..	..
Devonport (Albert Road) arr																							
... ... dep	..	..			..	..	..	..			..	..	..	..		..	..	..	..	..	..	..	..
Devonport Junction ...	5 2			..				6 21		7 18						8 51		9 43	9 43				
Cornwall Junction	..	..	..	..	..	..	..	..		..	..	..	..	..	..	..	..	..	..	..	..	..	..
Plymouth (Millbay) ... arr																							
... ... dep	..	..	..	5 30	..	..	..	..		..	..	..	..	..	8 45	..	..	..	..	..	..	..	..
Cornwall Junction ...																							
PLYMOUTH (NORTH ROAD)	5 5	..	..	5 40	..	..	..	6 25	..	7*28	..	..	..	..	8 53	8 53	..	9 47	9 47	..	..	..	..
Lipson Junction ...	5 10			5 46				6 31		7 33					9 0	9 0		9 53	9 53				
Laira Junction ... ... arr	..	..	..	5 55	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
... dep		5 20	5 35		6 0				6†40		7 50		8 5										
TAVISTOCK JN. ... arr	5 20	..	5V50	..	..	..	..	..	N6†55	7†40N	8D 0	..	..	..	9N10	9N10	..	..	..	..	..	..	..
... dep		5 29			6 9						8* 8		8 12										

Z—Down Yard

V—Up Yard

Z—Down Yard

Z—Down Yard

Z—Down Yard

WEEKDAYS — PENZANCE TO TAVISTOCK JUNCTION

UP	K	K	H	K	H	K	K	K	K	K	G		K	K	H		K	K	K	K	G	G
	To Tavistock Jn.				To Tavistock Jn.	8.15 am Newham			10.0 am Lansdown Mineral	3.45 am Truro	L E			10.10 am Newham	5.50 am Penzance				9.20 am Drinnick Mill Mineral	12.0 noon St. Blazey to Boscarne Jn Empty Clay Wagons	L E	L E
Transfer No. →	9	6											1				6	6				
		SO	MX	Q				Q	Q					Q			SX Q	SX		SX Q	SO	SX
	am	am	am	am	am	am	am	am	am	am	am		am	am	am		am	am	am	PM	am	am
PENZANCE GOODS dep					5 50																	
Long Rock	..	..	..	..	..	..	..	..	..	..	7‖48	..	..	..	..	..	..	..	..	..	8‖40	..
Marazion ... arr																						
... ... dep	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..		..	..	..
ST. ERTH ... arr					6 3						7‖57											
... ... dep	..	..	..	..	6 15	..	..	..	..	..	8‖32	..	..	..	..	..	..	..		..	..	..
Hayle ... arr											8‖35											
... ... dep	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..		..	..	9‖52
GWINEAR ROAD ... arr					6 33																9‖ 0	9‖ 0
... ... dep	..	..	..	..	6*58	..	..	..	..	..	..	..	..	..	..	..	..	..		..		
Camborne ... arr																						
... ... dep	..	..	..	..		..	..	..	..	..	..	..	..	..	..	..	..	..		..		
Roskear Junction ...																						
Carn Brea ... ... arr	..	..	..	..		..	..	..	..	..		..	..	..	..	..	..	..		..		
... dep							7 15															
Carn Brea Yard ... ... arr	..	..	..	..		..	7 18	..	..	..		..	..	..	..	..	..	..		..		
... dep																						
Redruth Junction	..	..	..	..		..	..	..	..	..		..	..	..	..	..	..	..		..		
Redruth ... arr																						
... ... dep	..	..	..	..		..	..	..	..	..		..	..	..	..	..	..	..		..		
Drump Lane ... arr																						
... ... dep	..	..	..	..		..	..	..	..	..		..	..	..	..	..	..	..		..		
Wheal Busy Siding ... arr																						
... ... dep	..	..	..	..		..	..	..	..	..		..	..	..	..	..	..	..		..		
Chacewater ...																						
Penwithers Junction	..	..	..	..		8 35	..	..	..	..	..	..	..	10*48	..	..	..	..		..		
TRURO ... arr					7 39	8 40								10 53								
... ... dep	..	..	6 55	..	7 50	..	..	9 20	..	..	..	..	..	..	..	..	..	..		..		
Grampound Road ... arr								9 45														
... ... dep	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..		
Burngullow ... arr			7 29																9 55			
... ... dep	..	..	8* 0	8 10	8 23	..	..	..	..	..	..	..	..	..	..	..	..	..	10 0	..		
Trenance Siding ...				8 16															R			
Trenance Junction	..	..	..	..	..	..	..	..	10 52	..	..	..	..	..	..	..	..	..	..	..		
ST. AUSTELL ... arr									10 55										10P13			
... ... dep	..	..	8 7	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	10 17	..	..	..
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22

Not to exceed equal to 37 Wagons from Gwinear Road

Hayle Wharves Shunt Engine

Runs thirty minutes later throughout from Burngullow until 12th October, 1957, and from 12th May, 1958

Also Mondays to Fridays, 21st December, 1957, to 11th January, 1958, and 4th April to 23rd April, 1958, inclusive.
Gwinear Road Shunt Engine

Will not run from 21st December, 1957, to 11th January, 1958, and 4th April to 23rd April, 1958, inclusive.
Gwinear Road Shunt Engine (after working 8.30 am Penzance)

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
Par Harbour ..... arr				Engine to St. Austell for water																		
... ... dep	..	..	..		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
PAR ..... arr					8 40														10 29			
... ... dep	..	..	8 17		8 52	..	..	..	..	..	..	..	..	..	←	..	..	..	10N34	12 5	..	..
Lostwithiel ..... arr			8 31		9* 7					From page 35					9* 7							
... ... dep	..	..	8U40		9*34	..	..	..	..		..	..	..	..	9*34	..	..	..	..	..	..	..
BODMIN ROAD ..... arr					→					←										12 33		
... ... dep	..	..	8 50		..	..	..	..	..	am 8 22	..	..	..	..	..	..	..	..	N—St. Blazey arr. 10.40 am	1 20	..	..
Doublebois ..... arr										9*19					10*T5							
... ... dep	..	..	..	..	..		..	..	..		..	..	..	..	10*T25	..	..	..		..	..	..
LISKEARD ..... arr										9 29												
... ... dep	..	..	9 18	..	..	S.R. to H.M. Dockyard	..	..	..	10* 0	..	..	..	..	10 34	..	..	..	..	To Boscarne Junction	..	..
Menheniot ..... arr										R												
... ... dep	..	..	..	..	..		..	..	..	..	..	..	..	..	..	..	St. Budeaux (Victoria Road) dep. 11.15 am	..	..		..	..
St. Germans ..... arr										R												
... ... dep	..	..	..	..	..		..	..	..	..	..	..	..	..	..	..		..	..		..	..
Wearde ..... arr																						
... ... dep	..	..	..	..	..		..	..	..	..	..	..	..	..	..	..		..	..		..	..
Saltash ..... arr						SX																
... ... dep	..	..	9X53	..	..	am	..	..	..	10X38	..	..		..	11 8	..	..	..	..		..	..
Royal Albert Bridge			9 55							10 40			N—Down Yard		11 10			←				
St. Budeaux (Ferry Road) ...	..	..	..	..	..	9 51	..	..	..	..	..	..		..	..	..	11 17	..	..	..	..	..
Keyham ..... arr																	11 21	11 21				
... ... dep	..	9 45	..	..	..	9 55	..	..	..	..	..	..		..	..	..	11 32	11 32	..	..	..	..
Devonport (Albert Road) arr																	→	11 40				
... ... dep	..	..	..	..	..		..	..	..	..	..	..		..	..	..	..	12 20	..	..	..	..
Devonport Junction		9 53	10 6			H.M. Dockyard arr. 10. 5 am				10 49					11 19							
Cornwall Junction		..	..	..	..		..	..	..	..	..	..	..	..	..	..	..		..	..	..	..
Plymouth (Millbay) ..... arr																		To H.M. Dockyard				
... ... dep		..	..	..	..		..	..	..	..	..	..	11 10	..	..	..	..		..	..	..	..
Cornwall Junction																						
PLYMOUTH (NORTH ROAD)	N—Down Yard	9 56	10 8	..	..	..	..	..	..	10 52	..	..	11 17	..	11 22	..	..		..	..	..	..
Lipson Junction	am	10 3	10 13							10 58			11 23		11 26							
Laira Junction ... ... arr	..	10 15	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
..... dep	10 0																					
TAVISTOCK JN. ... ... arr	10N10	..	10 20	..	..	..	..	..	..	11 5	..	..	11N30	..	11 35	..	..	..	..	..	..	..
..... dep																						

WEEKDAYS — PENZANCE TO TAVISTOCK JUNCTION

UP

	G	K	K	K	K	K		H	K	K	H		K	K	K		K	G	K		K		
	L E SUSPENDED	10.15 am Falmouth			12.50 am Devonport Dockyard	To Marsh Mills		11.0 am Exeter (Riverside)			12.45 pm St. Blazey		10.45 am New Carpella Sidings to St. Blazey Mineral	10.45 am Lanualson to St. Blazey Mineral		9.30 am Yeoford S.R.	Mineral to Truro	L E	Engineering Department Train				
Transfer No. →				1	6	11									12								
	SO	SX			SX				SX	SO				Q					TFO				
	am	PM	am	PM	PM	PM		PM	PM	PM	PM		am	PM	PM	PM	PM	PM	PM		PM		
PENZANCE GOODS dep																							
Long Rock	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1‖35	..	..	..	..	..
Marazion ... arr																							
... ... dep	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
ST. ERTH ... arr																							
... ... dep	9‖46N	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Hayle ... arr	9‖50																	2‖ 0					
... ... dep	..	..	..	..	..	..	..	..	..	..	..	..		..	..	..	..	..	..	..	2 45	..	..
GWINEAR ROAD ... arr																					2 59		
... ... dep		..		..	..	..	..	..	..	..	..	..		..	..	..	..		..	..	3 20	..	..
Camborne ... arr																					3 28		
... ... dep		..		..	..	..	..	..	..	..	..	..		..	..	..	12 5		..	..	3 38	..	..
Roskear Junction																							
Carn Brea ... ... arr		..		..	..	..	..	..	..	..	..	..		..	..	..	12N18		..	..	..	..	..
... dep																	12 35						
Carn Brea Yard ... ... arr		..		..	..	..	..	..	..	..	..	..		..	..	..	12 37		..	..	3 45	..	..
... dep			11 5														1*24				3 58		
Redruth Junction		..	11N42	..	..	..	..	..	..	..	..	..		..	..	..	..		..	..	..	..	..
Redruth ... arr																							
... ... dep		..	..	..	..	..	..	..	..	..	..	..		..	..	..	..		..	..	..	..	..
Drump Lane ... arr			11 47														1 31				4 5		
... ... dep	..	..	12 5	..	..	..	..	..	..	..	..	..		..	..	..	3*12		..	..		..	..
Wheal Busy Siding ... arr																	→						
... ... dep	..	..	..	..	..	..	..	..	..	..	..	..		..	..	..		..	..	..	..	..	..
Chacewater ...																	To page 40						
Penwithers Junction	..	12 5	..	..	..	..	..	..	..	..	..	..		..	..	..		..	..	..	..	..	..
TRURO ... arr		12 8	12 30																				
... ... dep	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..		..	..	..	..	..	..
Grampound Road ... arr																							
... ... dep	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..		..	..	..	..	..	..
Burngullow ... arr													11 20										
... ... dep	..	..	..	..	..	..	..	..	..	..	..	..	12 30	..	..	..		..	..	..	..	..	..
Trenance Siding ...													R										
Trenance Junction	..	..	..	..	..	..	..	..	..	..	..	..	..	12 55	..	..		..	..	..	..	..	..
ST. AUSTELL ... arr													12W43P	1 0									
... ... dep	..	..	..	..	..	..	..	..	..	..	..	..	12W50	1 10	..	..		..	..	..	..	..	..
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23

Hayle Wharves Shunt N—Engine arriving 9.20 am St. Ives

N—Redruth Jn. arr. 11.10 am

These times apply for loads not exceeding 75 wagons of clay. For heavier loads see special point-to-point times, page 69

To work 2.45 pm Hayle to Drump Lane

N—After proceeding to Carn Brea Yard, thence via Up Line to Carn Brea

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
Par Harbour ..... arr													R								K		
... ... dep	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..		..	..
PAR ..... arr													1 8	1 28									
... ... dep	..	..	..	..	..	..	..	..	..	..	12 50	..	1 13	1 33	..	..	..	..	..	..		..	..
Lostwithiel..... arr																							
... ... dep	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..		..	..
BODMIN ROAD..... arr																							
... ... dep	..	K	..	..	..	..	..	..	..	..	1 12	..	..	..	..	..	..	..	..	..		..	..
Doublebois..... arr																							
... ... dep	..		..	..	..	..	..	..	12 30	12 40	..	..		..	..	..	..	..	..	..	PM	..	..
LISKEARD ..... arr									12 40	12 50	1W40												
... ... dep	..	PM		..	..	..	..	..	12 48	1 0	1W46	..			..	..	..	..	..	..	4 0	..	..
Menheniot ..... arr									12 58	1 10											4 10		
... ... dep	..	..		..		..	..	..	1*40	1*40	..	..			..	..	..	..	..	..	..	..	..
St. Germans ..... arr																							
... ... dep	..			..		..	..		..	..	..	..				..	..	..	..	..	..	..	..
Wearde ..... arr																							
... ... dep	..			..		..	..		..	..	..	..				..	..	..	..	..	..	..	..
Saltash..... arr																							
... ... dep	..			..	..	..	..		2 6	2 6	2 21	..				..	..	..	..	..	..	..	..
Royal Albert Bridge.....			SX						2 8	2 8	2 23												
St. Budeaux (Ferry Road) ...	..			..		..	..		..	..	..	..				..	..	..	..	..	..	..	..
Keyham ... ... arr			PM		12 58																		
..... dep	..		..	..	1 19	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Devonport (Albert Road) arr																							
..... dep	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Devonport Junction.....			12 58		1 27			2 10	2 18	2 18	2 31					3 22							
Cornwall Junction	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Plymouth (Millbay) ..... arr																							
... ... dep	..	12 38	..	1 10	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Cornwall Junction																							
PLYMOUTH (NORTH ROAD)	..	12 47	1 2	1 15	1 30	..	..	2*17	2 20	2 20	2 34	..	..	..	..	3 26	..	..	3 50	..	..	..	..
Lipson Junction.....		12 53	1 8	1 20	1 35			2 27	2 30	2 30	2 40					3 32			3 56				
Laira Junction ... ... arr	..	1 0	..	1 28	..	..	..	2 35	2 45	2 45	..	..	..	..	..	..	..	..	4 5	..	..	..	..
..... dep						1 40									3 20								
TAVISTOCK JN.... ... arr	..	..	..	..	1V40	..	..	..	..	..	2 48	..	..	..	3N35	..	..	..	..	..	..	..	..
..... dep						1 47																	

Starts from Docks at 12.15 pm (Transfer No. 4)

9.0 am Okehampton S.R.

V—Up Yard

Via Southern Region

St. Blazey arr. 1.18 pm

St. Blazey arr. 1.38 pm

N—Down Yard

WEEKDAYS

PENZANCE TO TAVISTOCK JUNCTION

UP	K	K	K	K	K	K	H	K	K	G	G	K	K	C	K	G		K	D§		D		
	2.10 pm Falmouth	12.5 pm Camborne Mineral	1.55 pm Newquay	4.0 pm H.M. Dockyard	2.50 pm Falmouth	5.30 pm Millbay Docks	3.5 pm St. Blazey	To Lairs		Drinnick Mill Shunt Engine	St. Austell Shunt Engine			To Exeter or beyond	To St. Blazey	St. Austell Shunt Engine		4.0 pm Drinnick Mill to St. Blazey Mineral	To Paddington		To Crewe SX Oxley Sidings SO		
Transfer No. →				6		3			2			3	10										
	PM	PM	PM	SX PM	SO PM	PM	PM	PM	PM	PM	SO PM	PM	SX PM	SO Q PM	PM	SX V PM		PM	PM		PM		
PENZANCE GOODS dep																			2 50				
Long Rock	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Marazion ... arr																			2 58				
... ... dep	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3 12	..	5 5	..	..
ST. ERTH ... arr																			3 23		5 15		
... ... dep	..	..	..	..	..	..	..	..	..	..	..	..	..	..		..	..		3 38	..	5 25	..	..
Hayle ... arr																							
... ... dep	..	..	..	..	..	..	..	..	..	..	..	..	..	..		..	..		..	..	..	..	..
GWINEAR ROAD ... arr																			3*55		5 42		
... ... dep	..	..	..	..	..	..		..	..	..	..	..	..	..			..		4*19	..	6 0	..	..
Camborne ... arr																							
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Roskear Junction ...																							
Carn Brea ... ... arr	..	..	..	..	..	..		..	..	..		..	..	..			..		..	..	..	..	..
... dep																							
Carn Brea Yard ... ... arr	..	From page 38	..	..		..		..	..	..		..	..	..			..		..	..	..	..	..
... dep																							
Redruth Junction	..		..	..		..		..	..	..		..	..	..			..		..	..	..	..	..
Redruth ... arr																							
... ... dep	..	←		..		..		..	..	..		..	..	..			..		..	..	..	..	..
Drump Lane ... arr		1 31	Chacewater arr. 4.2 pm		SUSPENDED		U—To attach "C" and "D" Head Code traffic only				Commences 2nd November, 1957				Z—Not to exceed 38 wagons from Truro to Burngullow Y—Not to exceed 12 wagons for St. Blazey without consent of St. Blazey Control	Y—Also runs on Saturdays until 26th October, 1957		These times apply for loads not exceeding 25 wagons of clay. For heavier loads see special point-to-point times, page 69.	4 34				
... ... dep	..	3*12		..		..		..	..	..		..	..	..			..		5*28	..	6 17	..	..
Wheal Busy Siding ... arr		3 20																					
... ... dep	..	3 30		..	..	..		..	..	..		..	..	..			..		..	..	..	..	..
Chacewater ...		R	4U10																				
Penwithers Junction	3 45	4 7	4 22	..	4 29	..		..	..	..		..	..	..			..		5 47	..	6 33	..	..
TRURO ... arr	3 48	4 10	4 27		4 32														5 50		6 37		
... ... dep	..	..	..	..	..	..	..		..	..	..	..	..	..	2N30		..	..	6*16	..	6 57	..	..
Grampound Road ... arr															2*53								
... ... dep	..	..	..	..	..	..	..		..	..	..	..	..	..	3*38		..		..	..	..	..	..
Burngullow ... arr															3L51			4 35					
... ... dep	..	..	..	..	..	..	..		..	3‖42	..	..	..	..	4*24Y		..	4 50	..	..	..	..	..
Trenance Siding ...																							
Trenance Junction	..	..	..	..	..	..	..	N—This train must not exceed 35 wagons from Bodmin Road	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
ST. AUSTELL ... arr															4 32Y			4P58	6 50				
... ... dep	..	..	..	..	..	..	..	3 0	..	..	4‖ 0	..	..	..	4 46	4‖55	..	5 2	7 5	..	7 29	..	..
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
Par Harbour ... arr								R															
... ... dep	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
PAR ... arr							3 10	3 22		3 55	4 8				4 58	5 2		5 16			7T38		
... ... dep	..	..	..	..	..	..	3U16	3T32	..	3 56	4 12	..	..	..	5 8	5 8	..	5 20	7 15	..	7T41	To be kept clear of 6.40 pm Penzance to Paddington Postal. If necessary to be looped at Keyham for this train	..
Lostwithiel ... arr								3 47															
... ... dep	..	..	..	..	..	..	U	4*20	..	..	..	..	..	SUSPENDED	..	..	..	St. Blazey arr. 5.25 pm	..	..	..		..
BODMIN ROAD ... arr								4N31											7 32		8 0		
... ... dep	..	..	..	..	..	..	4U18	5*10	..	To St. Blazey (arrive 4 10 pm)		..	..		St. Blazey arrive 5.12 pm	St. Blazey arr. 5.12 pm (coupled to 2.30 pm Truro)	..		..	..	..		..
Doublebois ... arr											..												
... ... dep	..	..	..	..	..	..	U	..				..	..				..		..	..	..		..
LISKEARD ... arr							4 45	5 42			..												
... ... dep	..	..	..	..	..	..	5U 3	5 55			St. Blazey arr. 4 16 pm	..	..	..			..	..	7 55	..	8 23		..
Menheniot ... arr																							
... ... dep	..	..	..	..	..	..	..	..				..	..	6 15	..		..	..	..	..	..		..
St. Germans ... arr																							
... ... dep	..	..	..	..	..	..	..	..		..		..	..	..	..		..	..	..	..	..		..
Wearde ... arr																							
... ... dep	..	..	..	..	..	..	..	..		..		..	..	..	..		..	..	..	..	..		..
Saltash ... arr																							
... ... dep	..	..	..	..	..	..	5X39	6X32		..	..	..	..	6X45	..		..	..	8X21	..	8X47		..
Royal Albert Bridge ...							5 41	6 34						6 47					8 23		8 49		
St. Budeaux (Ferry Road) ...	..	..	..	..	..	..	..	..		..	..	V—Up Yard	..	..	..	..	..	..	..	..	..		..
Keyham ... arr				4 7																			
... ... dep	..	..	..	4 54	..	..	..	..		..	..		..	..	..	..	..	..	..	..	..	..	..
Devonport (Albert Road) arr																							
... ... dep	..	..	..	..	..	..	..	..		..	..			..	..	..	..	..	..	..	..	..	..
Devonport Junction ...				5 2			5 50	6 43					Z—Down Yard	6 55					8 29		8 56		
Cornwall Junction	..	..	..	..	..	..	..	..	..	..	..	..		..	..	..	..	..	..	..	..	..	..
Plymouth (Millbay) ... arr																							
... ... dep	..	..	..	..	..	5 35	..	..	..	..	..	7 5		..	..	..	..	..	..	..	..	..	..
Cornwall Junction ...						5 40																	
PLYMOUTH (NORTH ROAD)	..	..	..	5 5	..	5 43	5 52	6 46	..	..	..	7 14	..	6 59	..	..	..	..	8 31	..	8 58	..	..
Lipson Junction ...				5 10		5 49	5 57	6 52				7 20		7 4					8 35		9 2		
Laira Junction ... ... arr	..	..	..	5 20	..	5 55	..	7 3	..	..	..	..	..	7 10	..	..	..	..	..	..	..	..	..
... dep									7V15				7 30	8 15					§C				
TAVISTOCK JN. ... ... arr	..	..	..	..	..	..	6 5	..	7 25	..	..	7V30	7N42	8 20	..	..	..	..	8 40	..	9TW10	..	..
... dep														8AE25					9E10		10TWOE		

"C" Headcode from Tavistock Jn. Mondays to Fridays inclusive

D41

WEEKDAYS — PENZANCE TO TAVISTOCK JUNCTION

UP	K	D	K	C		H	D		H	K	K	K	H	K	K	H	J§		J		H		
	6.20 pm Newham			To Exeter or beyond	9.45 pm S.R. Devonport (King's Road)	7.15 pm Exeter (Riverside) to Laira	To Bristol		7.15 pm Exeter (Riverside)	8.10 pm Falmouth	10.45 pm Devonport (King's Road)		9.15 pm St. Blazey			10.35 pm St. Blazey	To Tavistock Jn.		To Laira		To Laira		
Transfer No. →			2								2	2		1	2								
	SX	Q	SO	Q	SO						SX	SO		SX	SX	SO							
	PM	PM	PM	PM	PM	PM	PM		PM	PM	PM	PM	PM	PM	PM	PM	PM		PM		night		
PENZANCE GOODS dep	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	6 50	.....	7 50	.....	.....	.....	.....
Long Rock	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Marazion ..... arr	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
... ... dep	..	5 30	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
ST. ERTH ..... arr	.....	5 38	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	7 5	.....	8 3	.....	.....	.....	.....
... ... dep	..	5 50	..	..	..	..	..	..	..	..	..	..	..	..	..	..	7*41	..	8 22	..	..	..	..
Hayle ..... arr	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	7 47	.....	.....	.....	.....	.....	.....
... ... dep	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	7 59	..	..	..	..	..	..
GWINEAR ROAD ..... arr	.....	6 4	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	8 13	.....	8 40	.....	.....	.....	.....
... ... dep	..	6*25	..	..	..	..	..	..	..	..	..	..	..	..	..	..	8 30	..	9*20	..	..	..	..
Camborne ..... arr	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
... ... dep	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	.....	..	..	..	..	..	..
Roskear Junction	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Carn Brea ... ... arr	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	.....	..	..	..	..	..	..
..... dep	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Carn Brea Yard... ... ... arr	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	.....	..	..	..	..	..	..
..... dep	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Redruth Junction	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	.....	..	..	..	..	..	..
Redruth ..... arr	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
... ... dep	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Drump Lane ..... arr	.....	6 43	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	8 50	.....	9 40	.....	.....	.....	.....
... ... dep	..	..	..	..	..	..	7 18	..	..	..	..	..	..	..	..	..	9 5	..	10 0	..	..	..	..
Wheal Busy Siding ..... arr	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
... ... dep	..		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Chacewater	.....		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Penwithers Junction...	6 40		..	..	..	..	7 39	..	..	9 7	..	..	..	..	..	..	9 29	..	10 25	..	..	..	..
TRURO ..... arr	6 45		.....	.....	.....	.....	7 42	.....	.....	9 10	.....	.....	.....	.....	.....	.....	9 33	.....	10 28	.....	.....	.....	.....
... ... dep	..		..	..	..	..	8*10	..	..	..	..	..	..	..	..	SUSPENDED	10 15	..	11 5	..	11 55	..	..
Grampound Road ..... arr	.....		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
... ... dep	..		..	..	..	..	..	..	..	..	..	..	..	..	..	.....	..	..	..	..	..	..	..
Burngullow ..... arr	.....		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
... ... dep	..		..	..	..	..	..	..	..	..	..	..	..	..	..	.....	..	..	..	..	..	..	..
Trenance Siding	.....		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	MX	.....	.....
Trenance Junction	..		..	..	..	..	..	..	..	..	..	..	..	..	..	.....	..	..	..	..	am	..	..
ST. AUSTELL ..... arr	.....		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	11T50	.....	12 38	.....	.....
... ... dep	..		..	..	..	..	..	..	..	..	..	..	..	..	..	..	10 49	..	12T10	..	12U55	..	..
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23

Runs during broccoli and potato seasons and forms 7.18 pm Drump Lane to Bristol

§—"F" from Truro

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
Par Harbour ..... arr																			→		→		
... ... dep	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	To pages 32 and 44	..	To pages 32 and 44	..	..
PAR ..... arr																	11T*2						
... ... dep	..	..	..	..	..	..	8 48	..	..	..	..	..	9 30	..	..	10 50	11T*37	..		..		..	..
Lostwithiel..... arr																							
... ... dep	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
BODMIN ROAD..... arr																							
... ... dep	..	..	..	..	..	..	..	..	..	..	..	..	9 53	..	..	11 13	11 53	..	..	..	..	..	..
Doublebois..... arr																							
... ... dep	..	..	..	..	..	..	..	..	..		..	..	..	..	..	..	MX	..	..	..	..	..	..
LISKEARD ..... arr										K							am						
... ... dep	..	..	..	..	..	..	9 29	..	..		..	..	10 21	..	..	11 41	12 26	..	..	..	..	..	..
Menheniot ..... arr										Transfer No. 2							→						
... ... dep	..	..	..	8 50	..	Via Southern Region	..	..	..		..	..	..	..	..	..		..	..	..	..	..	..
St. Germans ..... arr										SUS-PEN-DED							To pages 32 and 45						
... ... dep	..	..	..	..	..		..	..	..		..	..	..	..	..	..		..	..	..	..	..	..
Wearde ..... arr																							
... ... dep		..	..	..			..	..	..		..	..	..	..	..	..		..	..	..	..	..	..
Saltash..... arr	K				SUSPENDED					SO													
... ... dep		..	..	9 10			9 55	..	..		..	..	10 55	..	..	12 15	..	..	..	..	..	..	..
Royal Albert Bridge.....				9 12			9 57			PM			10 57			12 17							
St. Budeaux (Ferry Road) ...		..	..	..			..	..	..	..	..	..	..	..	..	→		..	..	..	..	..	..
Keyham ..... arr																							
... ... dep		..	..	..		..	..	..	..	10 20	..	..	..	..	..	To Page 45		..	..	..	..	..	..
Devonport (Albert Road) arr																							
... ... dep		..	..	..	..	..	..	..	..	..	..	..	..	..	..			..	..	..	..	..	..
Devonport Junction.....				9 24	9 47	10 0	10 5			10 28	10 48		11 6										
Cornwall Junction	PM	..		..	..	..	..	..	..	..	..		..		..	..		..	..	..	..	..	..
Plymouth (Millbay) ..... arr											10 56												
... ... dep	8 50	..		..	..	..	..	..	..	..	..		..		11 20	..		..	..	..	..	..	..
Cornwall Junction									←														
PLYMOUTH (NORTH ROAD)	9 0	..	N—Down Yard	9 28	9 50	10*11 →	10 8	..	10*11	10 31		V—Up Yard	11 9	N—Down Yard	11 28	..	Forms 6.25 am Tavistock Jn. to Old Oak Common SX Taunton SO	..	..	..	..	..	..
Lipson Junction.....	9 4			9 32	9 58		10 14		10 17	10 37			11 15		11 34								
Laira Junction ... ... arr	9 12	..	..	9E40	..	..	..	..	10 30	10 45	..	..	..	..	11 40	..	..	..	..	..	..	..	..
..... dep			9 25	10E35								11 5		11 30									
TAVISTOCK JN.... ... arr	..	..	9N40	10 44	..	..	10L20	..	..	..	..	11V20	11 25	11N45	..	..	..	..	..	..	..	..	..
..... dep				10AE49			11E10L																

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To pages 32 and 45

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SUNDAYS

PENZANCE TO TAVISTOCK JUNCTION

UP	K	E	H		J§		K		J		H	K	H	K	K	H	G	H	G	K	H		G
		To Bristol (West Depot)	10.35 pm (Sats.) St. Blazey		6.50 pm (Sats.) Penzance				7.50 pm (Sats.) Penzance		11.55 pm (Sats.) Truro to Laira		11.55 pm (Sats.) Truro			3.30 am St. Blazey SUSPENDED	E B V to St. Blazey	To Severn Tunnel Jn.	Sc. Austell Shunting Engine		8.20 am St. Blazey SUSPENDED		1.45 pm E B V from Falmouth
Transfer No. →	2						2					7			17								
	am	am	am		night		am		night		night	am	am	am	am	am	am	am	am	am	am		PM
PENZANCE GOODS dep	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Long Rock	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Marazion ... arr	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
... ... dep	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
ST. ERTH ... arr	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
... ... dep	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Hayle ... arr	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
... ... dep	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
GWINEAR ROAD ... arr	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
... ... dep	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Camborne ... arr	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
... ... dep	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Roskear Junction ...	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Carn Brea ... ... arr	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
... dep	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Carn Brea Yard ... ... arr	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
... dep	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Redruth Junction	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Redruth ... arr	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
... ... dep	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Drump Lane ... arr	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
... ... dep	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	11 15	..	..	..
Wheal Busy Siding ... arr	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
... ... dep	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Chacewater ...	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Penwithers Junction	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2 17
TRURO ... arr																				11 40			2†20
... ... dep	..	..	..	..	..	..	..	..	..	..	11 N55	..	..	..	..	..		..		..	..	..	..
Grampound Road ... arr	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..		..		..	..	..	..
... ... dep	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..		..		..	..	..	..
Burngullow ... arr	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..		..		..	..	..	..
... ... dep	..	..	..	..	..	..	..	..	From page 42	..	..	..	..	..	..	..	4†40	..		..	..	..	..
Trenance Siding ...	..	..	..	..	..	..	..	..	←	..	am	..	..	..	..	..	..	..	..	..	..	..	..
Trenance Junction	..	..	..	..	..	..	..	..	11 T50	..	12 39	..	..	..	..	..	..	..	..	..	..	..	..
ST. AUSTELL ... arr																							
... ... dep	..	..	..	..	..	..	..	..	12T10	..	12 U55	..	..	..	..	..	..	..	7‖30	..	..	..	..
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23

§—F from Truro

N—Saturday

SUSPENDED

Applies until 27th October, 1957, only

One hour later when 12.10 pm ⓢ Falmouth Flower Special runs

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
Par Harbour ... arr																							
... ... dep																							
PAR ... arr									am		1T10						5† 0		7‖38				
... ... dep									12 23		1T20					3 35	5† 5		7‖40		8 25		
Lostwithiel ... arr																							
... ... dep																							
BODMIN ROAD ... arr																							
... ... dep			SUSPENDED		From page 43				12 45		1 46												
Doublebois ... arr																							
... ... dep																							
LISKEARD ... arr					am											4W27					9W27		
... ... dep					12 26				1 13		2 16					4W34					9W34		
Menheniot ... arr																							
... ... dep																							
St. Germans ... arr																							
... ... dep			From page 43											3 25									
Wearde ... arr																							
... ... dep																							
Saltash ... arr														3X40									
... ... dep			12 15		12 59				1 48		2 50			4 30		5 16					10 16		
Royal Albert Bridge ...			12 17		1 1				1 50		2 52			4 32		5 18					10X18		
St. Budeaux (Ferry Road) ...																							
Keyham ... ... arr											3N 0		3 0										
... dep												3Y15	3 55										
Devonport (Albert Road) arr																							
... dep																							
Devonport Junction ...			12 26		1 8				2 0			3 23	4 1	4 42		5 27				K	10 27		
Cornwall Junction																							
Plymouth (Millbay) ... arr												3 30											
... ... dep																							
Cornwall Junction ...																							
PLYMOUTH (NORTH ROAD)			12 29		1 10				2 3				4 4	4 46		5 30					10 30		
Lipson Junction ...			12 35		1 16				2 8				4 9	4 52		5 36				am	10 36		
Laira Junction ... ... arr									2 25				4 25	4 58									
... dep	12 20	12 30					1 35								5 30			6 40		10 0			
TAVISTOCK JN. ... ... arr	12V38	12 40	12 46		1 30		1Y50								5V40	5 50		6 49		10 15	10 45		
... dep		12AE45																6AE54					

Y—Up Yard

SUSPENDED

Y—Up or Down Yard, as required

Y—Worked by trainmen of 11.55 pm Truro

Z—Detach wagons of sand next engine from St. Austell and Gwinear Road

St. Blazey arrive 7‖45 am

St. Blazey arrive 5†10 am

Transfer No. 18

D45

WEEKDAYS — TOTNES AND ASHBURTON

The speed of Trains over the Branch must not exceed 40 miles per hour.
SINGLE LINE, worked by Train Staff and only one engine in steam, or two coupled together, at a time.

Mileage M	Mileage C	DOWN	Ruling Gradient I in		K		UP	Ruling Gradient I in	G		K	
					8.55 am Newton Abbot				L E		To Newton Abbot	
					SX				SX		SX	
					am				am		PM	
—	—	TOTNES ..... arr	—	.....	9 44	.....	ASHBURTON ..... dep	—	11‖40	.....	1 30	.....
		... ... dep		..	10 5	..	Buckfastleigh ... ... arr	60 F	..	..	1 40	..
3	25	Staverton ..... arr	536 R	.....	10 15	.....	..... dep		.....	.....	2 18	.....
		... ... dep		..	10 25	..	Staverton ... ... arr	50 F	..	..	2 28	..
6	75	Buckfastleigh ..... arr	50 R	.....	10 35	.....	..... dep		.....	.....	2 45	.....
		... ... dep		..	11 5	..	TOTNES ... ... arr	536 F	12‖ 5	..	2 55	..
9	37	ASHBURTON ..... arr	60 R	.....	11 15	.....	..... dep		.....	.....	3 27	.....

WEEKDAYS — BRENT AND KINGSBRIDGE

The speed of Trains over the Branch must not exceed 35 miles per hour.
Single Line worked by Electric Train Token.
Intermediate Crossing Place, Gara Bridge.

Mileage M	Mileage C	DOWN	Ruling Gradient I in	B			K		B			B			B	
				Mixed			7.0 am Newton Abbot		Mixed SUSPENDED			Mixed			Mixed	
									SO							
				am			am		am			PM			PM	
—	—	BRENT ..... dep	—	8 21	To convey wagons with only important traffic from Brent.	.....	9 0	.....	9 5	To convey wagons with only important traffic from Brent	.....	12 24	To convey wagons with only important traffic from Brent.		3 15	Applies 14th October, 1957, to 10th May, 1958, inclusive
2	43	Avonwick ... ... arr	50 F	..		..	..	..	..		..	..			..	
		..... dep		8 28		.....	.....	.....	9 12		.....	12 31			3 22	
5	47	Gara Bridge ... ... arr	83 F	..		..	9X17	..	..		..	..			..	
		..... dep		8 36		.....	9 45	.....	9X24		.....	12 39			3 30	
8	72	Loddiswell ... ... arr	50 R	..		..	R	..	..		..	..			..	
		..... dep		8 44		.....	.....	.....	9 32		.....	12 47			3 38	
10	64	Stop Board ... ... arr	50 R	..		..	10P 1	..	..		..	..			..	
		..... dep		.....		.....	10 3	.....	.....		.....	.....			.....	
12	35	KINGSBRIDGE ... ... arr	50 F	8 55		..	10 10	..	9 43		..	12 58			3 49	

WEEKDAYS — KINGSBRIDGE AND BRENT

Mileage M	Mileage C	UP	Ruling Gradient I in	K		B		B		B		B		
						Mixed		Mixed SUSPENDED		Mixed SUSPENDED		Mixed		
				SX				SX		SO				
				am		PM		PM		PM		PM		
—	—	KINGSBRIDGE ..... dep	—	11 30	Z—To Ivybridge at 1.14 pm	4 15	To convey wagons from Kingsbridge to Brent only	5 15	To convey wagons from Kingsbridge to Brent only	5 30	To convey wagons from Kingsbridge to Brent only	7 50	.....	Note—A truck of cattle may be sent from Kingsbridge on any Passenger Train to Brent at which station it will be transferred to a Freight Train
1	51	Stop Board ... ... arr	50 R	11P38		..		..		..		..	..	
		..... dep		11 41		.....		.....		.....		.....	.....	
3	43	Loddiswell ... ... arr	50 F	..		..		..		..		..	..	
		..... dep		.....		4 25		5 25		5 40		8 0	.....	
6	68	Gara Bridge ... ... arr	110 R	11 54		..		..		..		..	..	
		..... dep		11 55		4X34		5X35		5X50		8 8	.....	
9	72	Avonwick ... ... arr	83 R	..		..		..		..		..	..	
		..... dep		.....		4 42		5 43		5 58		8 16	.....	
12	35	BRENT ... ... arr	50 R	12N15		4 50		5 51		6 6		8 24	..	

WEEKDAYS — TOTNES QUAY BRANCH

DOWN	Ruling Gradient 1 in	K		G					
				L E					
		am		PM					
TOTNES ..... dep	—	6 0	.....	4‖15	.....	.....	.....	.....	.....
Parklands Siding ... ... arr	—	6 5	..	..	..	..	..	..	..
..... dep		6 25	.....	.....	.....	.....	.....	.....	.....
TRAM GATE ... ... arr	94 F	6 30	..	4‖25	..	..	..	..	..

UP	Ruling Gradient 1 in	G		K						
		L E								
		am		PM						
TRAM GATE ..... dep	—	6‖50	.....	5 15	.....	.....	.....	.....	.....	.....
Parklands Siding ... ... arr	—	..	..	5 20	..	..	..	..	..	..
..... dep		.....	.....	5 35	.....	.....	.....	.....	.....	.....
TOTNES ... ... arr	94 R	7‖ 0	..	5 40	..	..	..	..	..	..

WEEKDAYS — LAIRA AND YEALMPTON

(FREIGHT TRAINS ONLY)

The speed of Trains over the Branch must not exceed 30 miles per hour.

DOUBLE LINE between Mount Gould Junction and Cattewater Junction and between Friary "A" and "B" Boxes.
SINGLE LINE between Friary "A" Box and Cattewater Junction and between Cattewater Junction and Plymstock, worked by Southern Region Electric Train Tablet.
SINGLE LINE between Plymstock and Yealmpton, worked by Wooden Train Staff under "One Engine in Steam" Regulations.

Mile Post Mileage M	Mile Post Mileage C	Mileage from Millbay M	Mileage from Millbay C	DOWN	Ruling Gradient 1 in		K			
							MW FO			
							am			
—	—	2	69	Laira Yard ..... dep	—	.....	10 40	.....	.....	.....
—	—	2	65	Mount Gold Junction	203 F	..	10 43	..	..	..
—	—	—	—	**FRIARY (S.R.)**		.....	.....	.....	.....	.....
—	—	—	—	Friary "A" Box		..	..	..	..	..
—	—	3	18	Cattewater Junction	66 R	.....	10 45	.....	.....	.....
0	0	3	68	Plymstock ... ... arr	66 R	..	10 48	..	..	..
				..... dep		.....	10 58	.....	.....	.....
0	77	4	65	Billacombe ... ... arr	70 R	..	11 6	..	..	..
				..... dep		.....	11 26	.....	.....	.....
2	52	6	40	Brixton Road...	60 F	..	R	..	..	..
4	5	7	73	Steer Point ..... arr	60 F	.....	11 46	.....	.....	.....
				..... dep		..	11 57	..	..	..
6	33	10	21	**YEALMPTON** ..... arr	60 R	.....	12 5	.....	.....	.....

UP	Ruling Gradient 1 in				K				
					MW FO				
					PM				
YEALMPTON ..... dep	—	.....	.....	.....	12 30	.....	.....	.....	.....
Steer Point	60 F	..	..	..	..	..	..	..	..
Brixton Road.....	60 R	.....	.....	.....	.....	.....	.....	.....	.....
Billacombe ... ... arr	68 F	..	..	..	..	..	..	..	..
..... dep		.....	.....	.....	R	.....	.....	.....	.....
Plymstock ... ... arr	70 F	..	..	..	..	..	..	..	..
..... dep		.....	.....	.....	R	.....	.....	.....	.....
Cattewater Junction	66 F	..	..	..	1 15	..	..	..	..
Friary "A" Box		.....	.....	.....	.....	.....	.....	.....	.....
FRIARY (S.R.)		..	..	..	..	..	..	..	..
Mount Gould Junction.....	66 F	.....	.....	.....	1 17	.....	.....	.....	.....
LAIRA YARD ... ... arr	203 R	..	..	..	1 20	..	..	..	..

WEEKDAYS SUTTON HARBOUR AND FRIARY BRANCHES

The speed of Trains over the Branch must not exceed 15 miles per hour.
DOUBLE LINE.—Treated as Station Yard from Friary Junction.

Mile Post Mileage M	Mile Post Mileage C	Mileage from Millbay via Curve M	Mileage from Millbay via Curve C	Mileage from Laira Junction M	Mileage from Laira Junction C	DOWN		Ruling Gradient 1 in		SR	SR	SR	WR	SR	WR	SR	SR
													K		K		
															To Yeolmpton		L E
										MX					MW FO	Q	SO
244	2	2	62	—	—	Laira Junction ..... dep	1	—	n—From Laira Jn. y—203F from Laira Jn. 73F from Lipson Jn. z—From Mount Gould Jn.	am	am	am 6 58	am 7 45	am	am 10 40	am 10 50	am .....
244	35	2	29	—	33	**LIPSON JUNCTION** ...	2	n 77 R		4 38	6 31	..	..	9 53	..	..	11 59
244	40	2	65	—	38	Mount Gould Junction	3	y 73 F		4 40	6 33	7 0	7 47	9 55	10 43	10 52	12 0
—	—	3	18	—	71	Cattewater Junction... ...	4	z 66 R		..	..	..	..	..	10 45	10 55	..
244	60	3	5	—	58	Friary Junction	5	1071 F		4 41	6 34	7 1	7 49	9 56	.....	Cattewater Harbour arr. 10.58 am	12 0½
—	—	3	78	1	51	Friary Goods Yard (S.R.) arr	6	—		4 44	6 37	7 4	..	9 59	..		12 ‖3
—	—	—	—	—	—	Northey's Siding	7	—		.....	.....	.....	PR	.....	.....		.....
245	63	4	8	1	61	**SUTTON HARBOUR**	8	98 R		..	..	..	7 55	..	..		..
—	—	4	25	1	78	North Quay Wharf	9	—		.....	.....	.....	.....	.....	.....		.....

WEEKDAYS

MILEAGE from Sutton Harbour M	MILEAGE from Sutton Harbour C	MILEAGE from Friary Passenger M	MILEAGE from Friary Passenger C	UP		Ruling Gradient 1 in		SR	SR	SR	SR	SR	SR	SR	SR	
											Engine or Freight					
														SX		
													Q			
—	—	—	—	North Quay Wharf	1	—	k—From Mount Gould Jn. n—77F to Laira Jn. y—From Friary Jn. z—To Mount Gould Jn.	am	am	am	am	am	am	am	am	.....
—	—	—	—	**SUTTON HARBOUR**	2	—		..	..	..	..	..	..	..	..	..
—	—	—	—	Northey's Siding	3	98 F		.....	.....	.....	.....	.....	.....	.....	.....	.....
—	—	—	—	Friary Goods Yard (S.R.) ...	4	—		1 55	4 15	5‖28	6 20	8 20	10 10	11 5	11 40	..
1	3	—	72	Friary Junction	5	—		1 58	4 18	5 30	6 23	8 23	10 13	11 8	11 43	.....
—	—	—	75	Cattewater Junction... ...	6	z 66 F		..	..	..	..	..	..	..	..	..
1	23	1	12	Mount Gould Junction	7	y1071 R		1 59	4 19	5 31	6 24	8 24	10 14	11 9	11 44	.....
1	59	1	48	**LIPSON JUNCTION** ...	8	n 73 R		2 2	4 21	5 32	..	8 26	..	11 11	..	..
1	61	1	50	Laira Junction	9	k 203 R		.....	.....	.....	6 26	.....	10 16	.....	11 46	.....

WEEKDAYS LISKEARD AND LOOE

SINGLE LINE, worked by Electric Train Token, Liskeard to Looe. Intermediate Crossing place, Coombe Junction.
The speed of Trains over the Branch not to exceed 25 miles per hour (20 miles per hour between Liskeard and Coombe Jn.)
The guard issues tickets intermediately at Sandplace, Causeland, St. Keyne and Coombe Junction.

Mileage via Coombe Junction Station M	Mileage via Coombe Junction Station C	DOWN	Ruling Gradient 1 in			B			K						
						Mixed									
M	C														
—	—	**LISKEARD** ..... dep	—	.....	.....	am 7N15	Z—Engine depart Moorswater 6.15 am	.....	PM 12 10	Z—Arrives Moorswater 12.27 pm and dep. 1.0 pm for Coombe Jn.	.....	.....	.....	.....	.....
—	37	Stop Board	60 F	.....	.....	P		..	P		..	..	..	..	..
2	5	Coombe Junction ..... arr	34 F	..	..	7 22		.....	12N23		.....	.....	.....	.....	.....
		... ... dep		.....	.....	7 25		..	1X 4		..	..	..	..	..
8	51	**LOOE**	107 R	..	..	7 44		.....	1 28		.....	.....	.....	.....	.....

SUTTON HARBOUR AND FRIARY BRANCHES — WEEKDAYS

					K														
			L E							E B V or Freight		L E			L E	•	SUSPENDED		L E
	SR	SR	SR		WR		SR		SR	SR		SR	SR		SR	SR	SR	SR	SR
		SX			SX					SX		SX	MSO		MSX	SX	SO	SX Q	SX
	PM	PM	PM		PM		PM		PM	PM		PM	PM		PM	PM	PM	PM	PM
1	12 5	.....	.....	.....	2 30	.....	.....	.....	3 45	5 0	.....	.....	6 50	.....	6‖50	8 55	.....	10 7	.....
2	..	1 8	1 22	..	..	..	3 32	..	..	..	..	6 37	..	..	..	..	9 58	..	11 28
3	12 7	1 10	1 23	.....	2 32	.....	3 34	.....	3 47	5 2	.....	6 38	6 52	.....	6 52	8 57	10 0	10 9	11 29
4	..	..	..	..	..	..	..	..	..	5 5	..	..	..	..	..	..	..	..	..
5	12 8	1 11	1 23½	.....	2 34	.....	3 35	.....	3 48	Cattewater Harbour arr. 5.8 pm	.....	6 38½	6 53	.....	6 53	8 58	10 1	10 10	11 29½
6	12 11	1 14	1‖26	..	..	..	3 38	..	3 51		..	6‖41	6 56	..	6‖56	9 1	10 4	10 13	11‖32
7	.....	.....	.....	.....	PR	.....	.....	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	.....
8	..	..	..	..	2 40	..	..	..	..		..	..	..	..	..	..	..	..	..
9	.....	.....	.....	.....	.....	.....	.....	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	.....

WEEKDAYS

		K	K							K									
		12 30 pm Yealmpton					4.30 pm Cattewater Harbour											SUSPENDED	
	SR	WR	WR		SR		SR		SR	WR	SR		SR	SR	SR		SR	SR	
	SO	MW FO					SX		SX	SX			SX		SX Q		SX	SX Q	
	PM	PM	PM		PM		PM		PM	PM	PM		PM	PM	PM		PM	PM	
1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
2	..	..	2 0	..	..	..	..	..	..	5 30	..	..	..	..	..	..	..	..	..
3	.....	.....	R	.....	.....	.....	.....	.....	.....	R	.....	.....	.....	.....	.....	.....	.....	.....	.....
4	12 44	..	..	..	2 58	..	..	..	5 21	..	6 30	..	8 15	8 25	9 45	..	10 10	11 30	..
5	12 47	.....	2 6	.....	3 1	.....	.....	.....	5 24	5 36	6 33	.....	8 18	8 28	9 48	.....	10 13	11 32	.....
6	..	1 15	..	..	..	..	4 33	..	..	..	..	..	..	..	..	..	..	..	..
7	12 48	1 17	2 8	.....	3 2	.....	4 36	.....	5 25	5 38	6 34	.....	8 19	8 29	9 49	.....	10 14	11 33	.....
8	12 50	..	..	..	..	..	..	..	5 27	..	..	..	..	8 31	..	..	10 16	11 35	..
9	.....	1 20	2 10	.....	3 4	.....	4 38	.....	.....	5 40	6 36	.....	8 21	.....	9 51	.....	.....	.....	.....

LOOE AND LISKEARD — WEEKDAYS

Mile Post Mileage (from Looe Quay)		UP	Ruling Gradient 1 in			K									
M	C			.....	.....	PM		.....	.....	.....	.....	.....	.....	.....	.....
0	16	LOOE ..... dep	—	..	..	2 30		..	..	..	..	..	..	..	..
6	62	Coombe Junction ... ... arr	121 R	.....	.....	N		.....	.....	.....	.....	.....	.....	.....	.....
		..... dep		..	..	3 8		..	..	..	..	..	..	..	..
8	67	LISKEARD ... ... arr	34 R	.....	.....	3 20		.....	.....	.....	.....	.....	.....	.....	.....
				..	..	..		..	..	..	..	..	..	..	..

N—Coombe Jn. pass 2.50 pm, Moorswater arr. 2.52 pm, dep. 3.5 pm

WEEKDAYS — LAIRA, TAVISTOCK SOUTH AND LAUNCESTON

SINGLE LINE between Marsh Mills and Launceston. Worked by Electric Train Token between Marsh Mills and Horrabridge and between Lifton and Launceston, by Electric Train Staff between Horrabridge and Lifton.

The Crossing Places are Bickleigh, Yelverton, Horrabridge, Tavistock, Lydford and Lifton. Down trains must not draw ahead at Bickleigh.

Speed of Trains over this Branch not to exceed 40 miles per hour (45 miles per hour between Lifton and Launceston).

Mile Post Mileage M	Mile Post Mileage C	Mileage from Plymouth (Millbay) M	Mileage from Plymouth (Millbay) C	DOWN	Ruling Gradient 1 in	K	K	K	K	K		
								5.20 am Laira				
						am	am	am	am	PM		
—	—	2	62	**LAIRA JN.** ... dep	72 F	5N20	6 0	..	8 5	1 40	..	..
0	0	3	54	Tavistock Jn.	143 R	5 29	6 9	.....	8 12	1 47	.....	.....
0	18	3	72	Marsh Mills ... arr	200 R	..	..	..	8 15	1 50	..	..
				..... dep		5 30	6 11	.....	.....	.....	.....	.....
4	9	7	63	Bickleigh ... ... arr	60 R	..	6 25	..	..	..	..	..
				..... dep		.....	6D35	.....	.....	.....	.....	.....
7	37	11	11	**YELVERTON** arr	60 R	..	6X50	..	..	..	..	..
				..... dep		.....	7 4	.....	.....	.....	.....	.....
7	41	11	16	Stop Board ... arr	L	5P56	P	..	..	..	..	..
				..... dep		5 59	.....	.....	.....	.....	.....	.....
8	77	12	51	Horrabridge ... arr	60 F	..	..	..	..	..	..	..
				..... dep		.....	.....	.....	.....	.....	.....	.....
12	71	16	45	**TAVISTOCK SOUTH** arr	64 F	6 15	7X24	..	..	..	..	..
				... ... dep		..	8*18	8*45	..	..	..	..
14	33	18	7	Quarry Sidings	89 R	.....	.....	8Q49	.....	.....	.....	.....
19	43	23	17	Lydford ... ... arr	64 R		8 38		..	..	..	..
				..... dep			8 53		.....	.....	.....	.....
20	46	23	20	Stop Board	57 F		P		..	..	..	..
23	76	27	50	Coryton ..... arr	55 F		9 4		.....	.....	.....	.....
				... ... dep			9 16		..	..	..	..
27	14	30	68	Lifton ..... arr	140 F		9 25		.....	.....	.....	.....
				..... dep			9 50		..	..	..	..
31	64	35	38	**LAUNCESTON** arr (W.R.)	126 R		10 5		.....	.....	.....	.....
					—		..		..	..	..	..

N—Must run strictly to time. Not to delay 5.50 am Plymouth (North Rd.) to Tavistock

Q—Quarry Sdgs to Lydford and back

Mileage from Launceston M	Mileage from Launceston C	UP	Ruling Gradient 1 in	K	K	K	K		K		K
						SX	SO				
				am	am	am	am				PM
—	—	**LAUNCESTON** (W.R.)	—	..	..	..	..	..	..	..	2 50
4	50	Lifton ..... arr	126 F	.....	.....	.....	.....	.....	.....	.....	3 5
		... ... dep		..	..	..	..	..	..	..	3 30
7	68	Coryton ..... arr	140 R	.....	.....	.....	.....	.....	.....	.....	R
		... ... dep		..	..	..	..	..	..	..	..
12	21	Lydford ..... arr	55 R	.....	.....	.....	.....	.....	.....	.....	3X54
		... ... dep		..	..	..	..	..	..	..	4 20
17	31	Quarry Siding	66 F	.....	9 30	.....	.....	.....	.....	.....	R
18	73	**TAVISTOCK SOUTH** arr	89 F	..	9 35	..	..	..	..	..	4 37
		..... dep		.....	.....	10 15	10 15	.....	.....	.....	5 0
22	67	Horrabridge ... arr	60 R	..	..	10X28	10X28	..	..	..	5 13
		..... dep		.....	.....	11 25	11 25	.....	.....	.....	5 20
24	27	**YELVERTON** arr	60 R	..	..	..	11X32	..	..	..	..
		..... dep		.....	.....	.....	11 45	.....	.....	.....	.....
24	35	Stop Board ... arr	60 F	..	..	11P32	P	..	..	..	5P27
		..... dep		.....	.....	11 35	.....	.....	.....	.....	5 29
27	55	Bickleigh ... ... arr	58 F	..	..	11X45	11X58	..	..	..	5X39
		..... dep		.....	.....	12U35	12U35	.....	.....	.....	5 45
27	66	Stop Board	58 F	..	..	P	P	..	..	..	P
31	46	Marsh Mills ..... arr	—	.....	.....	12 47	12 47	.....	.....	.....	5 56
		... ... dep		10 0	..	12 52	12 52	..	2 40	..	6 2
31	64	Tavistock Jn. ... arr	200 F	.....	.....	.....	.....	.....	.....	.....	.....
		... ... dep		10 2	..	12 54	12 54	..	2 42	..	6 4
32	56	**LAIRA JN.** ... arr	143 R	10 10	.....	1 0	1 0	.....	2 50	.....	6 12

WEEKDAYS — BODMIN ROAD, BODMIN GENERAL AND WADEBRIDGE

SINGLE LINE, worked by Electric Train Staff between Bodmin Road and Boscarne Junction with Bodmin General intervening. Between Boscarne Junction and Wadebridge the line is worked under the Train Tablet system as used by the Southern Region.

Speed of trains over this Branch not to exceed 40 miles per hour between Bodmin Road and Boscarne Junction, and 35 miles per hour between Boscarne Junction and Wadebridge.

Mile Post Mileage M	Mile Post Mileage C	Mileage from Bodmin Road M	Mileage from Bodmin Road C	DOWN	Ruling Gradient 1 in		K		B		B		K		K		K		K		B	G	
							5.30 am St. Blazey Empty Clay Wagons		Mixed		Mixed						12.0 noon St. Blazey Empty Clay Wagons				Mixed SUSPENDED	E B V (St. Blazey Mineral)	
							Q										Q SX				SO	Q SX	
							am		am		am		am		am		PM		PM		PM	PM	
274	2	—	—	**BODMIN ROAD**..... dep	—	.....	6 22	.....	6 55	.....	10 10	.....	10 45	.....	.....	.....	1 20	.....	3 30	.....	3 30	.....	.....
277	44	3	43	Bodmin General ... ... arr	37 R	..	6 37	..	7 8	..	10X18	..	11 0	..	..	..	1X35	..	3 45	..	3 45	..	..
				..... dep		.....	7 10	.....	.....	.....	10 35	.....	.....	.....	11 40	.....	1 52	.....	.....	.....	.....	4†15	.....
277	56	3	55	Stop Board...	40 F	..	P	..	..	..	..	..	..	..	P	..	P	..	..	..	..	..	..
280	10	6	29	Boscarne Junction.....	37 F	.....	7 25	.....	.....	.....	10 43	.....	.....	.....	11 53	.....	2 7	.....	.....	.....	.....	4†25	.....
—	—	11	10	**WADEBRIDGE (S.R.)**... arr	150 F	..	..	..	..	..	10 55	..	..	..	..	..	..	..	..	..	..	..	..

WADEBRIDGE, BODMIN GENERAL AND BODMIN ROAD

Mileage M	Mileage C	UP	Ruling Gradient 1 in		K		K			K		K		B			B		K			
					To Lostwithiel							Lostwithiel Mineral		Mixed			Mixed		To Lostwithiel			
					Q							Q SX							Q SX			
					am		PM			PM		PM		PM			PM		PM			
—	—	**WADEBRIDGE (S.R.)** dep	—	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3 28	.....	.....	.....	.....	.....	.....	.....	.....
4	61	Boscarne Junction...	150 R	..	8 25	..	12 15	..	..	..	..	3 5	..	3 41	..	..	..	..	5 10	..	..	..
7	47	Bodmin General ..... arr	37 R	.....	8X40	.....	12 29	.....	.....	.....	.....	3 20	.....	3 51	.....	.....	.....	.....	5 25	.....	.....	.....
		... ... dep		..	10 20	..	..	..	..	2X45	..	..	..	3 58	..	..	6 1	..	6X55	..	..	..
8	43	Stop Board.....	81R	.....	P	.....	.....	.....	.....	P	.....	.....	.....	.....	.....	.....	.....	.....	P	.....	.....	.....
11	10	**BODMIN ROAD**..... arr	40 F	..	10 40	..	..	..	..	3 5	..	..	..	4 5	..	..	6 8	..	7 20	..	..	..

Conveys Goods Rated Cattle Traffic only ex Southern Line to Bodmin Road

D52 WEEKDAYS — PAR AND NEWQUAY

The Crossing Places are St. Blazey, Luxulyan, Goonbarrow Junction, Bugle, Roche, Tregoss Moor, St. Dennis Junction, St. Columb Road and Tolcarn Junction. St. Blazey Bridge Crossing is an intermediate Block Post.
DOUBLE LINE, Par to St. Blazey, Goonbarrow Junction to Bugle, Tregoss Moor to St. Dennis Junction, and Tolcarn Junction to Newquay.
SINGLE LINE, St. Blazey to Goonbarrow Junction, Bugle to Tregoss Moor, and St. Dennis Junction to Tolcarn Junction, worked by Electric Train Staff
St. Dennis Junction to Tolcarn Junction and by Electric Train Token St. Blazey to Goonbarrow Junction and Bugle to Tregoss Moor.
Speed of trains over this Branch not to exceed 40 miles per hour.

Mile Post Mileage M	Mile Post Mileage C	Mileage from Par M	Mileage from Par C	DOWN		Ruling Gradient 1 in	H	K	K	K	K	G	K	K		H	K	K
							1.10 am Tavistock Jn.	Transfer	To Drinnick Mill	To Meledor Mill SUSPENDED	To Meledor Mill	L E	To Carbean SUSPENDED	To Drinnick Mill SUSPENDED		4.10 am MO 4.35 am MX Tavistock Jn.	To Goonvean Sidings	Transfer
							MX			SO			SO	SO				
							am	am	am	am	am	am	am	am		am	am	am
281	66	—	—	PAR ... ... dep	1	—	3 15	5 0	..	..	..	6‖55	..	..	..	7 10	..	7 45
—	—	—	—	St. Blazey Yard dep	2	—	.....	.....	5 35	5 35	6 5	.....	7 0	7 0	.....	.....	7 40	.....
282	22	—	36	St. Blazey ... arr	3	100 R	3 20	5 5	..	..	..	7‖ 0	..	..		7 15	..	7 48
				..... dep	4		.....	.....	5 40	5 40	6 10	.....	7 5	7 5		.....	7 45	.....
282	73	1	7	St. Blazey Bridge C'ing	5	157 R	..	..	..	..	..	..	7 18	7 18		..	..	..
285	78	4	12	Luxulyan..... arr	6	35 R	.....	.....	6 0	.....	6 30	.....	.....	.....		.....	8 5	.....
				... ... dep	7		..	..	6 5	5X59	6 35	..	7 38	7 38		..	8 10	..
287	40	5	54	Goonbarrow Jn... arr	8	67 R	.....	.....		.....	.....	.....	7 43	7 43		.....	.....	.....
				... ... dep	9		..	..		..	..	..	8*10	7 47		..	..	..
288	3	6	17	Bugle ..... arr	10	L	.....	.....	Assisted to St. Dennis Jn.	.....	.....	.....	8 15	.....		.....	.....	.....
				... ... dep	11		..	..		..	..	..	9 15	..		..	..	..
290	40	8	54	Roche ..... arr	12	45 R	.....	.....		.....	.....	.....		.....		.....	8X25	.....
				... ... dep	13		..	..		..	..	..		..		..	9 5	..
—	—	9	46	Stop Board ..... arr	14	39 R	.....	.....	6P22	6P15	6P52	.....		8P 0		.....	9P10	.....
				... ... dep	15		..	..	6 25	6 18	6 55	..	Runs coupled to rear of 7.0 am St. Blazey to St. Dennis Jn. between St. Blazey and Goonbarrow Jn.	8 3	Runs coupled to front of 7.0 am St. Blazey to Carbean between St. Blazey and Goonbarrow Jn.	..	9 13	..
292	33	10	47	Tregoss Moor C'ing	16	40 F	.....	.....		.....	.....	.....		X		.....	.....	.....
294	21	12	35	ST. DENNIS JN. arr	17	96 F	..	..	6 35	6 28	7 5	..		8 12		..	9 23	..
				..... dep	18		.....	.....	7 0	7 0	7 30	.....		8 45		.....	10 0	.....
296	11	14	25	St. Columb Road arr	19	55 R	..	..				..		..		..		..
				..... dep	20		.....	.....				.....		.....		.....		.....
300	16	18	30	Quintrel Downs arr	21	71 F	..	..	This train must run punctually	This train must run punctually	Assisted to Meledor Mill	..		..		..	Assisted to St. Dennis Jn.	..
				Sdg. and Platform dep	22		.....	.....				.....		.....		.....		.....
301	66	20	0	Tolcarn Junction ...	23	93 F	..	..				..		..		..		..
302	51	20	65	NEWQUAY ... arr	24	151 F	.....	.....				.....		.....		.....		.....

WEEKDAYS — NEWQUAY AND PAR

Mileage from Newquay M	Mileage from Newquay C	UP		Ruling Gradient 1 in	H	H	G	G	G	G	K	G	K	K	K	K	K
					To Tavistock Jn.	To Tavistock Jn.	Shunt Engine to St. Austell	L E	Shunt Engine to St. Austell	L E	To Boscarne	Engine and 2 Brake Vans to Burngullow (for New Carpella)		To Lanlaison	10.0 am Pontsmill Siding		
					MX	MO	MX		SO		Q		SO	Q			
					am	am	am	am	am	am	am	am	am	am	am	am	am
—	—	NEWQUAY ..... dep	1	—	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	9 0
—	65	Tolcarn Junction	2	151 R	..	..	..	..	..	..	..	..	..	..	..	..	..
2	35	Quintrel Downs Siding and Platform	3	93 R	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
6	40	St. Columb Road ... arr	4	186 R	..	..	..	..	..	..	..	Austell Shunting Engine coupled between St. Blazey and St. Austell on Mondays (daily from 28th October, 1957)	..	..	..	..	9 20
		..... dep	5		.....	.....	.....	.....	.....	.....	.....					.....	10*30
8	30	ST. DENNIS JN. arr	6	55 F	..	..	..	..	..	..	..		..	..	..	..	10 37
		..... dep	7		.....	.....	.....	.....	.....	.....	.....					.....	.....
10	18	Tregoss Moor Crossing...	8	96 R	..	..	..	..	..	..	..		SUSPENDED	..	..	..	..
10	58	Stop Board..... arr	9	61 R	.....	.....		.....	.....	.....	.....			.....	.....	.....	.....
		... ... dep	10		..	..		..	..	..	..			..	..	..	..
—	—	Stop Board..... arr	11	—	.....	.....		.....	.....	.....	.....			.....	.....	.....	.....
		... ... dep	12		..	..		..	..	..	..			..	..	..	..
12	11	Roche ..... arr	13	39 F	.....	.....		.....	.....	.....	.....			.....	.....	.....	.....
		... ... dep	14		..	..		..	..	..	..			..	..	..	..
14	48	Bugle ..... arr	15	45 F	.....	.....		.....	.....	.....	.....			.....	.....	.....	.....
		... ... dep	16		..	..		..		..	..		9 15	..		10 35	..
15	11	Goonbarrow Junction arr	17	124 F	.....	.....	Coupled to engine for 5.10 am St. Austell Passenger Applies until 26th October, 1957	.....	SUSPENDED	.....	.....		9 18		Drinnick Mill Shunt Engine coupled	10 38	.....
		... ... dep	18		..	..		..		..	..			..		..	..
16	53	Luxulyan..... arr	19	67 F	.....	.....		.....		.....	.....		K	.....		.....	.....
		... ... dep	20		..	..		..		..	..			..		..	..
17	0	Stop Board..... arr	21	44 F	.....	.....		.....		.....	.....		Transfer	.....		.....	.....
		... ... dep	22		..	..		..	..	..	..			..		..	..
19	58	St. Blazey Bridge Crossing	23	39 F	.....	.....		.....	.....	.....	.....			.....		.....	.....
20	29	St. Blazey... ... ... arr	24	157 F	..	..	..	..	..	..	..	..	am	..	10 6	..	..
		..... dep	25		12 50	1 15	4‖ 0	4‖35	4‖45	5‖20	5 30	5†50	7 10	8 0		.....	.....
20	65	PAR ... ... arr	26	100 F	12 56	1 20	4‖ 3	4‖43	4‖50	5‖25	5 35	6† 0	7 15	8 5	..	..	..

PAR AND NEWQUAY

SUNDAYS **D53**

Should there be any clay traffic for Fowey put off at Par by night, the person in charge at Par must advise St. Blazey not later than 7.0 a.m. the names of the vessels the traffic is for, giving the number of trucks for each so that arrangements may be made for working the traffic forward.

Trucks for Pontsmill Siding may be pushed by Engines of Down Trains from St. Blazey to the Sidings, but the speed of the Train between these points must not exceed eight miles per hour. The Guard must always ride on the leading vehicle, to keep a good look-out ahead and to give the Engine Driver any signal that may be necessary

	K	K	K	K	K	K	K	G	G	G	K	K	K	G	H	G	G	H	H
	To Carbean	To Pontsmill Siding		9.20 am Drinnick Mill	To Meledor Mill	10.45 am New Carpella	10.45 am Lansaison	E B V from Lostwithiel	Drinnick Mill Shunt Engine	St. Austell L E	To Carbean	2.30 pm Truro	4. 0 pm Drinnick Mill	L E	7.20 pm Tavistock Jn.	1.10 am Tavistock Jn.	St. Austell L E	7.30 am Tavistock Jn.	11.50 am Tavistock Jn.
										SO	FSX Q								
	am	am	am	am	am	PM	Q PM	Q PM	PM	PM	PM	PM	PM	PM	PM	am	am	am	PM
1	..	..	..	10 34	..	1 13	1 33	2 55	3‖56	4‖12	..	5 8	5 20	9‖30	9 35	3 23	7‖40	9 42	2 3
2	8 10	.....	.....	.....	10 50	.....	.....	.....	.....	.....	4 50	.....	.....	.....	.....	.....	.....	.....	.....
3	..	..		10 40	..	1 18	1 38	3 0	4‖ 0	4‖16	..	5 12	5 25	9‖35	9 40	3 30	7‖45	9 50	2 10
4	8 15	8 40		.....	10 55	.....	.....	.....	.....	.....	4 55	.....	.....	.....	.....	.....	.....	.....	.....
5	..	.		..	..	..	..	..	..	..	5 3		..	..	..	..	..	..	..
6	.....	.....		.....	11X15	.....	.....	.....	.....	.....	5X20		.....	.....	.....	.....	.....	.....	.....
7	R	..			11 27	..	..	..	..	..	5 26		..	..	..	..	..	..	..
8	8X50	.....			.....	.....	.....	.....	.....	.....	5 32		.....		.....	.....	.....	.....	.....
9	9 20				..	..	..	..	..	..	6 0		..		..	..	..	..	..
10	9 25				.....	.....	.....	.....	.....	.....	.....		.....		.....	.....	.....	.....	.....
11	10 35				11 33	..	..	..	..	..	..		..		..	..	..	..	..
12	.....				..	.....	.....	.....	.....	.....	.....		.....		.....	.....	.....	.....	.....
13	..				.....	..	..	..	..				..		..	..			
14					11P44	.....	.....	.....	.....				.....		.....	.....			
15					11 47	..	..	..	..				..		..	..			
16					X	.....	.....	.....	.....				.....		.....	.....			
17		..	..		11 56	..	..	..	..				..		..	..			
18		.....	11 22		12 45	.....	.....	.....	.....				.....		.....	.....			
19		..	11X27			..	..	..	..	..	..		..		..	..			
20		.....	11 50			.....	.....	.....	.....				.....		.....	.....			
21		..	12 2			..	..	..	..	..	..		..		..	..		..	..
22		.....	12 12			.....	.....	.....	.....	.....	.....		.....		.....	.....		.....	.....
23	..	..	..	..		..	..	..	..	..	..	..	..	..	..	..		..	..
24	.....	.....	12 25	.....		.....	.....	.....	.....	.....	.....		.....	.....	.....	.....		.....	.....

Assisted to Goonbarrow Jn.

Pontsmill Siding arr. 8.45 am

The load of this train must not exceed 27 wagons

Runs 30 minutes later until 12th October, 1957, and from 12th May, 1958

Assisted to St. Dennis Jn.

Commences 2nd November, 1957

SUSPENDED

St. Austell Shunt Engine coupled from Par SX (also on Saturdays until 26th October, 1957)

Engine of 8.30 pm St. Blazey transfer

Applies until 27th October, 1957, only

SUSPENDED

SUSPENDED

NEWQUAY AND PAR

SUNDAYS

	K	K	K	H	K	K	H	K		K	K	K	K	H	K	H	H	G	H
	8.45 am Meledor Mill	To Boscarne	10.50 am Carbean	To Tavistock Jn.	To Drinnick Mill	9.15 am Meledor Mill	To Tavistock Jn.	12.15 pm Goonvean Sidings		1.0 pm Carbean	3.0 pm Meledor Mill	5.50 pm Carbean	Transfer	To Tavistock Jn.	7.0 pm Meledon Mill	To Tavistock Jn.	To Tavistock Jn.	Shunt Engine to St. Austell	To Tavistock Jn.
	SO	SX Q	SO												Q FSX	SO			
	am	PM	am	PM	PM	am	PM	PM		PM	PM	Q PM	PM	PM	PM	PM	am	am	am
1	.....																		
2	SUS-	..	..	..	..	Assisted	..	..	..	..	..	..	..	..	..	..	..	..	..
3	PEN-					throughout													
4	DED	..	..	..	..		..	..	..	..	..	..	..	..	..	..	..	..	..
5																			
6	9 20	..	..	..	..	11 15	..	1 35		..	3 50	..	..	..	7 40	..	..		..
7	10 30	.....		.....	.....	12 10	.....	2 25		.....	5 15	.....	.....	.....	8X35				
8	X	..		..	..	..	..	..		..	X	..	..	..	..				
9	10P47	.....		.....	.....	12P22	.....	2P37		.....	5P27	.....	.....	.....	8P47				
0	10 50	..		..	..	12 26	..	2 41		..	5 31	..	..	..	8 50				
11	10P55	.....		.....	.....	12P31	.....	2P46		.....	5P36	.....	.....	.....	8P55				
12	10 58	..		..	..	12 35	..	2 50		..	5 40	..	..	..	8 58				
13	.....	.....		.....															
14	..	..	..	..	..	..	..	..		..	..	..	..	..	..	..	..		..
15	.....			.....															
16	11 5	..	..	..	..	..	..	..		..	..	..	..	..	..	..	..		..
17	.....	.....	11 30	.....	.....		.....	.....		2X45	.....	6X35	.....	.....	.....	.....	.....		.....
18	X	..	11 58	..	..	..	..	X		3 45	..	6 50	..	..	..	..	..		..
19	.....	.....	.....	.....	.....	12X48	.....	3 6		3X51	.....		.....	.....	.....	.....	.....		.....
20	11 10	..	..	..	..	12 57	..	3 10		4* 8	..	..	..	..	..	..	..		..
21	11P12	.....	12P 5	.....		1P 0	.....	3P12		4P10	5P55	7P 0	.....	.....	9P12	.....	.....		.....
22	11 15	..	12P 8	..	..	1 6	..	3 18		4 16	6 1	7 6	..	..	9 15	..	..		..
23	P	.....	P	.....	.....	P	.....	P		P	P	P	.....	.....	P	.....	.....		.....
24	11 34	..	12X30	..	..	1 30	.....	3 42	..	4 40	6 25	7 30	..	..	9 40	..	..		..
25	.....	12 0	.....	12 45	12 55	.....	3 5	.....	.....	.....	.....	.....	8 30	9 15	.....	10 35	3 30	4‖45	8 20
26	..	12 5	..	12 50	1 0	..	3 10	..	..	..	..	..	8 34	9 30	..	10 50	3 35	4‖50	8 25

SUSPENDED

Runs 30 minutes later from Luxulyan until 12th October, 1957, and commencing 12th May, 1958

SUSPENDED

SUSPENDED

Applies until 27th October, 1957, only

SUSPENDED

WEEKDAYS — LOSTWITHIEL, FOWEY AND ST. BLAZEY

SINGLE LINE, worked by Electric Train Token Lostwithiel to Fowey and from Fowey to St. Blazey. Crossing Place, Fowey.
The speed of Trains over the Branch not to exceed 30 miles per hour.
All Freight and Mineral Trains must stop dead before descending the Incline into Fowey to pin down Brakes, and stop at the Station to pick up the Brakes. Bank Engine assisting Mineral Trains between St. Blazey and Stop Board must in all cases be coupled to the rear of the Trains (*vide* Appendix to the Book of Rules and Regulations). When double loads are taken 5 minutes more allowed. When double loads conveyed Par Bridge to Fowey 3 minutes more to be taken.

Mile Post Mileage M	C	Mileage from Lostwithiel M	C	DOWN	Ruling Gradient 1 in	G	K		K	K	K			K		K		K		K		K		K
						E B V				SUSPENDED														
						Q				SO Q	Q					SX Q								Q
						am	am		am	am	PM			PM		PM		PM		PM		PM		PM
277	35	—	—	LOSTWITHIEL..... dep	—	.....	.....	.....	.....	11 5	12 45	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
281	12	3	57	GOLANT... ... ... arr	62 F	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
				..... dep		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
281	66	4	31	Carne Point ... ... arr	251 R	..	..	..	..	11 N29	1 N 9	..	..	..	..	..	..	..	..	..	..	..	..	..
				..... dep		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
282	65	5	30	FOWEY ... ... arr	77 R	..	..	..	..	Z—To be worked with Trainmen of 8.35 am St. Blazey to Lostwithiel	Z—To be worked with Trainmen of 8.35 am St. Blazey to Lostwithiel	..	..	..	..	..	..	..	..	..	..	..	..	..
286	20	—	—	..... dep		6 15	7 55	.....	10 50			.....	.....	1 15	.....	2 0	.....	3 20	.....	5 15	.....	7 0	.....	9 0
285	2	6	48	Pinnock Tunnel...	36 R	..	..	..	..			..	..	..	..	..	..	..	..	..	..	..	..	..
285	2	6	48	Stop Board.....	L	.....	8P 9	.....	11P 4			.....	.....	1P29	.....	2P14	.....	3P34	.....	5P29	.....	7P14	.....	9P14
284	77	6	53	Stop Board...	L	..	8P15	..	11P10			..	..	1P35	..	2P20	..	3P40	..	5P35	..	7P20	..	9P20
283	16	8	34	Foot of Incline	48 F	.....	8P23	.....	11P18			.....	.....	1P43	.....	2P28	.....	3P48	.....	5P43	.....	7P28	.....	9P28
282	44	9	6	Par Bridge ... ... arr	L	..	..	..	..			..	..	..	..	..	..	..	..	..	..	..	..	..
282	22	9	28	ST. BLAZEY ..... arr	146 F	6 30	8 30	.....	11 25			.....	.....	1 50	.....	2 35	.....	3 55	.....	5 50	.....	7 35	.....	9 35

WEEKDAYS — ST. BLAZEY, FOWEY AND LOSTWITHIEL

Mile Post Mileage M	C	Mileage from St. Blazey M	C	UP	Ruling Gradient 1 in	K	G	K	K			K			K		K	K		K	K	K	K	
							L E																	
						Q											Q	Q						
						am	am	am	am			am			PM		PM	PM		PM	PM	PM	Q PM	
282	22	—	—	ST. BLAZEY ..... dep	—	5 40	.....	7 0	8 35	.....	.....	10 0	.....	.....	12 10	.....	12 35	.....		2X40	4 15	6 10	8 10	.....
282	44	—	22	Par Bridge	146 R	..	6‖45	..	..		..	..	..	..	..	..	..	..		..	..	..	..	..
285	2	2	60	Pinnock Tunnel.....	49 R	.....	.....	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....		.....	.....	.....	.....	.....
285	8	2	66	Stop Board...	81 F	5P57	..	7P17	8P52		..	10P17	..	..	12P27	..	12P52	..		2P57	4P32	6P27	8P27	..
286	20	3	78	FOWEY ..... arr	36 F	6 6	7‖ 0	7 26	9 0		.....	10 26	.....	.....	12 36	.....	1 1	.....		3 6	4 41	6 36	8 36	.....
282	65	—	—	... ... dep		..	..	..	9 30	This train must work punctually	..	..	..	..	..	..	..	..	N—When no traffic available, returns to St. Blazey in times of or coupled to 2.0 pm SX Q Fowey to St. Blazey	..	..	..	..	..
281	66	4	77	Carne Point ..... arr	77 F	.....	.....	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....		.....	.....	.....	.....	.....
				... ... dep		..	..	..	9 48		..	..	..	..	..	..	..	2N 0		..	..	..	..	..
281	12	5	51	GOLANT..... arr	251 F	.....	.....	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....		.....	.....	.....	.....	.....
				... ... dep		..	..	..	..		..	..	..	..	..	..	..	..		..	..	..	..	..
277	35	9	28	LOSTWITHIEL.....	62 R	.....	.....	.....	10 12		.....	.....	.....	.....	.....	.....	.....	2 24		.....	.....	.....	.....	.....

WEEKDAYS — BUGLE AND CARBIS WHARF

Speed must not exceed 10 miles per hour.

SINGLE LINE, worked by Train Staff. FREIGHT TRAINS ONLY. One engine in steam at a time, or two coupled.

Mile Post Mileage M	Mile Post Mileage C	Mileage from Bugle M	Mileage from Bugle C	DOWN	Ruling Gradient 1 in	K		UP	Ruling Gradient 1 in	K	
						Q am				Q am	
—	—	—	—	**BUGLE** ..... dep	—	9 45	.....	**CARBIS WHARF**... dep	—	10 10	.....
—	—	—	—	West Goonbarrow Siding	—	R	..	Rosmellyn Crossing ... arr	40 F	10 15	..
288	67	0	65	Rosmellyn Crossing ... arr	104 R	9 50	.....	..... dep		10 17	.....
				..... dep		9 52	..	West Goonbarrow Siding	—	R	..
289	8	1	9	**CARBIS WHARF**... arr	40 R	9 56	.....	**BUGLE** ... ... arr	55 R	10 25	.....

Note.—Trains must stop at Rosmellyn Crossing for Guards to open, close and lock the Crossing Gates which are kept closed across the line. Trucks for Carbis Wharf may be pushed by Engine from Bugle Station. Speed not to exceed 8 miles per hour

WEEKDAYS — ST. AUSTELL, TRENANCE JUNCTION AND LANSALSON

The speed of Trains on this Branch must not exceed 10 miles per hour.

SINGLE LINE, worked by Train Staff. FREIGHT TRAINS ONLY.

Mile Post Mileage from Trenance Junction M	Mile Post Mileage from Trenance Junction C	DOWN	Ruling Gradient 1 in	K			K (8.0 am St. Blazey Mineral)							
				Q am			Q am							
—	—	**ST. AUSTELL** ..... dep	—	9 15	Worked by St. Austell shunt engine	.....	9 15	.....	.....	.....	.....	.....	.....	.....
—	—	Trenance Junction ... arr	81 R	9 18		..	9 18	..	..	..	..	..	..	..
		..... dep		9 22		.....	9 22	.....	.....	.....	.....	.....	.....	.....
0	37	Carlyon Farm Siding	40 R	R		..	R	..	..	..	..	..	..	..
0	45½	Bojea Sidings	40 R	9 30		.....	10 0	.....	.....	.....	.....	.....	.....	.....
1	24	Lower Ruddle & Boskell Sdgs.	40 R	9 45		..	R	..	..	..	..	..	..	..
1	39	**LANSALSON** ..... arr	40 R	9 50		.....	10 30	.....	.....	.....	.....	.....	.....	.....

WEEKDAYS — LANSALSON, TRENANCE JUNCTION AND ST. AUSTELL

UP	Ruling Gradient 1 in				K					K (To St. Blazey)			
					Q am					Q am			
LANSALSON ..... dep	—	.....	.....	.....	10 0	.....	.....	.....	.....	10 45	.....	.....	.....
Lower Ruddle & Boskell Sidings.	40 F	..	..	..	10 10	..	..	..	..	R	..	..	..
Bojea Sidings	40 F	.....	.....	.....	10 15	.....	.....	.....	.....	12 0	.....	.....	.....
Stop Board	—	..	..	..	P	..	..	..	..	P	..	..	..
Carlyon Farm Siding	40 F	.....	.....	.....	R	.....	.....	.....	.....	R	.....	.....	.....
Trenance Junction ... ... arr	40 F	..	..	..	10 49	..	..	..	..	12 47	..	..	..
..... dep		.....	.....	.....	10 52	.....	.....	.....	.....	12 55	.....	.....	.....
ST. AUSTELL ... ... arr	81 F	..	..	..	10 55	..	..	..	..	1 0	..	..	..

WEEKDAYS — GOONBARROW JUNCTION AND CARBEAN SIDING

The speed of Trains on this Branch must not exceed 10 miles per hour.

SINGLE LINE, worked by Train Staff.

The running times for trains between Goonbarrow Junction and Gunheath Siding which do not call at any of the intermediate sidings is 23 minutes.

Mile Post Mileage M	Mile Post Mileage C	Mileage from Goonbarrow Junction M	Mileage from Goonbarrow Junction C	DOWN	Ruling Gradient 1 in	K SUSPENDED	K	K	
						SO am	am	Q PM N	
282	20	—	—	**ST. BLAZEY** ..... dep	—	7 0	8 10		
287	40	—	—	Goonbarrow Junction ...	35 R	9 45	11 0	5 5	
287	44	0	4	Rosevear Siding	L	R	R	R	
287	54	0	14	Wheal Henry Siding ...	116 R	R	R	R	
288	35	0	75	Old Beam Siding.....	39 R	R	R	R	
—	—	1	10	Netley Crossing	39 R	..	..	..	
288	55	1	15	Imperial Siding	39 R	R	R	R	
288	63	1	30	New Caudledown Siding	39 R	R	R	R	
289	14	1	53	Caudledown Siding.....	68 R	R	R	R	
—	—	2	16	Stop Board	40 R	P	P	P	
290	41	3	9	Gunheath Siding.....	40 F	R	R	R	
290	43	3	11	Carthew Crossing	40 F	..	..	..	
291	0	3	39	**CARBEAN SIDING**arr	L	10 30	11 45	5 40	Z—Engine for train to Bugle coupled to 3.50 pm Par

UP	Ruling Gradient 1 in	K SUSPENDED	K	K
		SO am	PM	Q PM
CARBEAN SIDINGdep	—	10 50	1 0	5 50
Carthew Crossing	40 R	..	..	..
Gunheath Siding	40 R	R	R	R
Stop Board	L	P	P	P
Caudledown Siding.....	40 F	R	R	R
New Caudeldown Siding	68 F	R	R	R
Imperial Siding	39 F	R	R	R
Netley Crossing	39 F	..	..	..
Old Beam Siding.....	39 F	R	R	R
Stop Board	116 F	P	P	P
Wheal Henry Siding	116 F	R	R	R
Rosebear Siding	116 F	R	R	R
Goonbarrow Junction arr	L	11 30	2 45	6 35
ST. BLAZEY ... arr	35 F	12 30	4 40	7 30

WEEKDAYS — ST. DENNIS JUNCTION, RETEW SIDING, MELANGOOSE MILL AND MELEDOR MILL (RETEW BRANCH)

Speed must not exceed 15 miles per hour.

SINGLE LINE, worked by Train Staff. FREIGHT TRAINS ONLY.

Locomotives of the 45XX and 55XX types may run over the Retew Branch, subject to the observance of the existing restrictions of 15 miles per hour.

Mileage M	Mileage C	DOWN	Ruling Gradient 1 in	K	K	K	
				am	PM	Q FSX PM	
—	—	**ST. DENNIS JN.**..... dep	—	7 30	12 45	5 45	
—	70	Gaverigan Crossing	104 F	..	..	.....	
1	55	Trerice Crossing	202 F	.....	.....	..	
1	56	Trerice Siding	223 F	R	R	.....	
1	72	McLaren's Siding North	149 F	R	R	..	
2	4	Trerice New Siding	149 F	R	R	.....	
2	34	New Halwyn	60 F	R	R	..	
2	36	Retew Siding...	60 F	R	1 5	.....	
2	55	Anchor Clay Co.'s Siding ...	115 F	R	R	R	
2	63	**MELANGOOSE MILL** ...	40 F	PR	1P15	.....	
—	—	Stop Board	—	P	P	PR	
2	69	Virginia Siding	40 F	PR	PR	.....	
3	3	West Treviscoe.....	40 F	R	R	..	
3	44	Tolbenny Siding	65 F	R	R	.....	
3	67	**MELEDOR MILL NORTH SIDINGS**	95 F	8 30	1 20	6 30	Engine for train to St. Columb Road coupled to 3.50 pm Par

UP	Ruling Gradient 1 in	K	K	K
		am	PM	Q FSX PM
MELEDOR MILL NORTH SIDINGS dep	—	9 15	3 0	7 0
Tolbenny Siding	95 R	R	R	R
West Treviscoe.....	65 R	R	R	R
Virginia Siding	40 R	R	R	R
MELANGOOSE MILL ...	40 R	R	3 25	R
Anchor Clay Co.'s Siding ...	40 R	R	R	R
Retew Siding.....	115 R	R	R	R
New Halwyn...	60 R	..	..	..
Trerice New Siding.....	60 R	R	R	R
McLaren's Siding North ...	149 R	R	R	R
Trerice Siding	149 R	.....	R	R
Trerice Crossing	223 R	..	..	..
Gaverigan Crossing	202 R	.....	.....	.....
ST. DENNIS JN. ... arr.	104 R	11 15	3 50	7 40

WEEKDAYS BURNGULLOW, DRINNICK MILL & ST. DENNIS JN. D57

The speed on this Branch not to exceed 10 miles per hour.

SINGLE LINE, worked by Electric Train Staff. Crossing Place, Drinnick Mill. FREIGHT TRAINS ONLY.

All Down Trains must stop at Whitegate Siding to pin down Brakes, if required.

When Empty or Loaded Trucks are taken from Little Treviscoe to Varcoes or Slip Siding they may be pushed by the Engine from Little Treviscoe.

Trucks for Whitegate Siding may be pushed by Engine or Up Trains from St. Dennis Junction to the Sidings, but the speed of the Train between those points must not exceed 8 miles an hour.

When there are trucks at Drinnick Mill to be taken to Luke's Old Siding or to Luke's New Siding they may be pushed by the Engine from Drinnick Mill, but the speed of the Train must not exceed 8 miles an hour, and the Shunter must ride on the leading truck to keep a look-out and give any neccessary signal to the Driver.

Mile Post Mileage		Mileage from Burngullow		DOWN	Ruling Gradient 1 in	G		K			K			K		
						L E										
M	C	M	C			am		am			PM			PM		
288	56	—	—	**BURNGULLOW** ..... dep	—	8‖45	.....	10 5	.....	.....	.....	.....	.....	2 20	.....	.....
288	58	—	2	Burngullow West Siding... ...	38 R	..	..	R	..	..	..	..	..	..	..	..
288	68	—	12	Crugwallins Siding	50 R	.....	.....	R	.....	.....	.....	.....	.....	R	.....	.....
289	28	—	52	Langeth Crossing	50 R	..	..	..	..	..	..	..	..	..	..	..
—	—	—	—	Beacon Clay Siding	50 R	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
290	0	1	24	High Street Siding	50 R	..	..	R	..	..	..	..	..	R	..	..
290	6	1	30	New Carpella Siding..... arr	50 R	.....	.....	10 20	.....	.....	.....	.....	.....	.....	.....	.....
291	15	2	39	Stop Board...	—	..	..	..	..	..	..	..	..	P	..	..
291	29	2	53	Dubbers No. 1 Siding	50 R	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
291	31	2	55	Wharf Line Siding	L	..	..	..	..	..	..	..	..	..	..	..
291	34	2	58	Drinnick Mill	L	9‖ 5	.....	.....	.....	.....	.....	.....	.....	2 45	.....	.....
291	47	2	71	West of Eng. Co.'s Sidings ...	41 R	..	..	Drinnick Mill Shunt Engine to Drinnick Mill	..	..	..	..	..	..	..	..
291	77	3	21	Luke's New Siding	40 F	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
292	3	3	27	Stop Board...	40 F	..	..	..	..	..	..	..	..	..	..	..
292	11	3	35	Slip Siding	40 F	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
292	21	3	45	Varcoes and Goonvean Sidings	40 F	..	..	..	..	..	12 15	..	..	..	..	..
292	30	3	54	Little Treviscoe Siding.....	40 F	.....	.....	.....	.....	.....	R	.....	.....	.....	.....	.....
292	51	3	75	Kernick	L	..	..	..	..	..	R	..	..	..	..	..
292	60	4	4	Great Treviscoe Siding	126 F	.....	.....	.....	.....	.....	R	.....	.....	.....	.....	.....
293	18	4	42	Stop Board...	256 F	..	..	..	..	..	P	..	..	..	..	..
293	36	4	60	Parkandillack Siding.....	59 F	.....	.....	.....	.....	.....	R	.....	.....	.....	.....	.....
294	6	5	30	Whitegate Crossing...	51 F	..	..	..	..	..	..	..	..	..	..	..
294	13	5	37	Whitegate Siding	60 F	.....	.....	.....	.....	.....	R	.....	.....	.....	.....	.....
295	61	7	5	**ST. DENNIS JN.**.... ... arr	55 F	..	..	..	..	..	1 35	..	..	..	..	..

UP	Ruling Gradient 1 in	K			K	K		K		G			K		
						SUSPENDED				L E					
						SO									
		am			am	am		am		am			PM		
ST. DENNIS JN...... dep	—	7 0	.....	.....	.....	8 45	.....	10 0	.....	.....	.....	.....	.....	.....	.....
Whitegate Siding	55 R	R	..	..	..	R	..	R	..	..	..	..	..	..	..
Whitegate Crossing.....	60 R	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Parkandillack Siding...	51 R	R	..	..	..	R	..	R	..	..	..	..	..	..	..
Great Treviscoe Siding	59 F	R	.....	.....	.....	R	.....	R	.....	Drinnick Mill Shunt Engine	.....	.....	.....	.....	.....
Kernick	126 R	R	..	..	..	R	..	R	..	..	..	..	..	..	..
Little Treviscoe Siding.....	L	R	.....	.....	.....	R	.....	R	.....	.....	.....	.....	.....	.....	.....
Varcoes and Goonvean Sidings	40 R	R	..	..	..	R		10 50	..	..	..	..	..	..	..
Slip Siding	40 R	R	.....	.....	.....	R		.....	.....	.....	.....	.....	.....	.....	.....
Luke's New Siding	40 R	R	..	..	..	R		..	..	..	..	..	..	..	..
Stop Board.....	40 R	P	.....	.....	.....	P		.....	.....	.....	.....	.....	.....	.....	.....
West of Eng. Co.'s Sidings ...	41 F	R	..	..	..	R		..	..	..	..	..	..	..	..
Drinnick Mill..... arr	41 F	7 45	.....	.....	.....	10 0	Y—E B V to St. Blazey first convenient path	Drinnick Mill	.....	.....	.....	.....	.....	.....	.....
... ... dep		9 20	..	..	..	11 25			..	11‖30	..	..	4 0	..	..
Wharf Line Siding	L	.....	.....	.....	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....
Dubbers No. 1 Siding	L	..	..	..	..			..	..	..	..	..	..	..	..
Stop Board.....	80 R	P	.....	.....	.....	P		.....	.....	.....	.....	.....	P	.....	.....
Stop Board...	—	P	..	..	..	P		..	..	..	..	..	P	..	..
New Carpella Siding	50 F	.....	.....	.....	10 45	R		.....	.....	.....	.....	.....	R	.....	.....
High Street Siding	50 F	..	..	..	R	R		..	..	..	..	..	..	..	..
Beacon Clay Siding	50 F	.....	.....	.....	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....
Stop Board...	—	P	..	..	P	P		..	..	..	..	..	P	..	..
Stop Board.....	—	P	.....	.....	P	P		.....	.....	.....	.....	.....	P	.....	.....
Langeth Crossing	50 F	..	..	..	..	..		..	..	..	..	..	..	..	..
Crugwallins Siding	50 F	.....	.....	.....	R	.....		.....	.....	.....	.....	.....	.....	.....	.....
Burngullow West Siding... ...	50 F	..	..	..	R	..	..	..	..	..	..	..	..	..	..
BURNGULLOW.....	38 F	9 55	.....	.....	11 20	12√ 0	.....	.....	.....	11‖50	.....	.....	4 35	.....	.....

D58 WEEKDAYS TRURO AND NEWHAM

SINGLE LINE, Penwithers Junction to Newham, worked by Train Staff. FREIGHT TRAINS ONLY. One engine in steam at a time, or two coupled. Speed must not exceed 15 miles per hour.

Mile Post Mileage M	Mile Post Mileage C	Mileage from Truro M	Mileage from Truro C	DOWN	Ruling Gradient 1 in	K	K	K
							Q	SX
						am	am	PM
300	63	—	—	TRURO ..... dep	—	7 0	9 40	4 40
301	25	—	42	Penwithers Junction ... arr	60 R	7 5	9 45	4 45
				..... dep		7 10	9 50	4 50
303	15	2	32	Stop Board	61 F	P	P	P
303	65	3	3	NEWHAM ..... arr	52 F	7 22	10 2	5 2

UP	Ruling Gradient 1 in	K	K	K
			Q	SX
		am	am	PM
NEWHAM ..... dep	—	8 15	10 10	6 20
Gas Board Sidings	—	R	R	R
Penwithers Junction ... arr	52 R	8 30	10 43	6 35
... ... dep		8 35	10*48	6 40
TRURO ..... arr	60 F	8 40	10 53	6 45

WEEKDAYS TRURO TO FALMOUTH SUNDAYS

DOUBLE LINE, Truro to Penwithers Junction. SINGLE LINE, Penwithers Junction to Falmouth, worked by Electric Train Staff Penwithers Junction to Penryn and Electric Train Token Penryn to Falmouth. Intermediate Crossing Places, Perranwell and Penryn.

Speed of trains not to exceed 50 miles per hour.

Mile Post Mileage M	Mile Post Mileage C	Mileage from Truro M	Mileage from Truro C	DOWN	Ruling Gradient 1 in	K	K	K	K	F		K		
						SUSPENDED			SUSPENDED	3.50 pm Tavistock Jn.				
						SO			SO					
						am	am	am	PM	PM			PM	
300	63	—	—	TRURO ..... dep	—	5 58	5 58	11 35	12 0	8 22		.....	12 15	.....
301	25	—	42	Penwithers Junction	60 R	..	..	..	..	..		..	..	..
304	78	4	15	Perranwell ..... arr	55 F	6 14	6 14	11X51	12X16	8 38		.....	12 31	.....
				... ... dep		6X20	6 32	12 0	1* 9	9X16		..	12 40	..
—	—	7	14	Stop Board..... arr	60 R	P	6P43	12P11	1P20	9P27		.....	12P51	.....
				... ... dep		..	6 45	12 13	1 22	9 29		..	12 53	..
309	8	8	25	Penryn..... arr	57 F	6X38	6X50	12X18	1X27	9 34		.....	12 58	.....
				... ... dep		7*25	8*13	1*13	1 48	9N43		..	1 13	..
311	10	10	27	Penmere Sidings	59 F	.....	.....	.....	.....	.....		.....	.....	.....
311	13	10	30	Penmere...	79 F	..	..	..	..	..		..	..	..
312	49	11	66	FALMOUTH..... arr	79 F	7 37	8 25	1 25	2 0	9N55		.....	1 25	.....

Formed by 12.40 am Tavistock Jn. on Mondays

N—Engine returns from Falmouth coupled to 10†30 pm E.C.S. thence. If no traffic for Falmouth train to terminate at Penryn

One hour later when 12.10 pm Q Falmouth Flower Special runs

WEEKDAYS FALMOUTH TO TRURO SUNDAYS

UP	Ruling Gradient 1 in	K		K		K		K		K				G	
						SUSPENDED		SUSPENDED						EBV	
		SX				SO		SO							
		am		PM		PM		PM		PM				PM	
FALMOUTH ..... dep	—	10 15	.....	2 10	.....	2X50	.....	8 10	.....	8 10	.....	.....	.....	1†45	
Penmere...	79 R	..	..	..	..	..	..	..	..	..	..	..	..	..	
Penmere Sidings	79 R	.....	.....	R	.....	R	.....	.....	.....	.....	.....	.....	.....	.....	
Penryn ... ... arr	59 R	10X27	..	2 22	..	3X 2	..	8X22	..	8 22	..	..	..	..	
..... dep		10 54	.....	2*48	.....	3*42	.....	8 32	.....	8 32	.....	.....	.....	.....	
Perranwell ... ... arr	60 F	11X 8	..	3X 3	..	3X57	..	8X46	..	8X46	..	..	..	..	
..... dep		11 52	.....	3 32	.....	4 14	.....	8 52	.....	8 54	.....	.....	.....	2 6	
Penwithers Junction.....	67 F	..	..	..	..	..	..	..	..	..	..	..	..	..	
TRURO ..... arr	60 F	12 8	.....	3 48	.....	4 32	.....	9 8	.....	9 10	.....	.....	.....	2†20	

One hour later when 12.10 pm Q Falmouth Flower Special runs

WEEKDAYS CHACEWATER AND NEWQUAY

SINGLE LINE, Chacewater to Tolcarn Junction; worked by Electric Train Staff Chacewater to Perranporth, and Electric Train Token Perranporth to Tolcarn Junction.
DOUBLE LINE, Tolcarn Junction to Newquay. Crossing Places: St. Agnes, Perranporth, Shepherds and Tolcarn Jn.
Speed of trains not to exceed 40 miles per hour.

Mile Post Mileage		Mileage from Chacewater		DOWN	Ruling Gradient 1 in	K 9. 0 am Truro	
M	C	M	C			am	
—	—	—	—	CHACEWATER ..... dep	—	9 30	.....
2	60	3	22	St. Agnes... ... ... arr	112 F	9X43	..
				..... dep		10 4	.....
—	—	3	31	Stop Board	L	..	..
7	45	8	7	PERRANPORTH ..... arr	264 F	10 17	.....
				..... dep		10 32	.....
11	71	12	33	Shepherds ... ... arr	56 R	10 45	..
				..... dep		10 55	.....
—	—	12	44	Stop Board	L	P	..
16	30	16	72	Trevemper Siding.....	84 R	R	.....
17	20	17	62	Tolcarn Junction	80 R	..	..
—	—	18	47	NEWQUAY ..... arr	151 F	11 30	.....

Mileage from Newquay		UP	Ruling Gradient 1 in	K To Truro	
M	C			PM	
—	—	NEWQUAY ..... dep	—	1 55	.....
—	65	Tolcarn Junction	151 R	..	..
1	55	Trevemper Siding.....	80 F	R	.....
6	14	Shepherds ... ... arr	40 R	2X17	..
		..... dep		2 35	.....
6	49	Stop Board	61 R	P	..
10	40	PERRANPORTH ..... arr	45 F	2X51	.....
		..... dep		3 26	.....
15	25	St. Agnes ... ... arr	60 R	3 44	..
		dep		3 53	.....
17	32	Stop Board.....	60 F	P	..
18	47	CHACEWATER ... arr	81 F	4 2	.....

WEEKDAYS ROSKEAR JUNCTION AND NORTH ROSKEAR

SINGLE LINE, worked by Train Staff. FREIGHT TRAINS ONLY. One engine in steam at a time, or two coupled.
Speed not to exceed 10 miles per hour.

Each Train to be brought to a stand clear of the Level Crossing Gates on these Mineral Branches. The Guard is then required to open the Crossing Gates, signal the Train over the Crossing and rejoin the Train after the Gates have been closed and locked across the Line. The Driver after drawing clear of the Crossing is to bring the train to a stand to enable the Guard to rejoin it.

Mileage from North Roskear Junction		DOWN	Ruling Gradient 1 in	K		
M	C					
—	—	ROSKEAR JUNCTION	—	R		.....
—	—	Stray Park Crossing	116 F	..		..
—	15	Holman Bros.' Yard.....	116 F	R		.....
—	—	Roskear Road Crossing ...	56 F	..		..
—	—	North Parade Crossing	56 F	.....		.....
—	52	Roskear Siding	56 F	..		..
—	69	Holman's Boiler Works Sdg.	56 F	R		.....
—	70	NORTH ROSKEAR SIDING	128 F	..	Branch shunted as required by 4.48 am Truro to Camborne	..

Mileage		UP	Ruling Gradient 1 in		K	
M	C					
—	—	NORTH ROSKEAR SIDING.....	—	.....	R	.....
—	1	Holman's Boiler Works Sdg.	128 R	..	R	..
—	18	Roskear Siding	56 R	.....	.....	.....
—	—	North Parade Crossing ...	56 R	..	..	..
—	—	Roskear Road Crossing	56 R	.....	.....	.....
—	55	Holman Bros.' Yard	56 R	..	R	..
—	—	Stray Park Crossing.....	116 R	.....	.....	.....
—	70	ROSKEAR JUNCTION	116 R	..	R	..

WEEKDAYS HAYLE AND HAYLE WHARVES

SINGLE LINE.—FREIGHT TRAINS ONLY. Worked by Telephone and Train Staff. Only one engine in steam or two or more coupled must be allowed to be on this Branch at one and the same time.
Speed of trains not to exceed 10 miles per hour.

Mileage		DOWN	Ruling Gradient 1 in			
M	C			am		am
—	—	HAYLE..... dep	—	10 0	.....	11 50
—	54	HAYLE WHARVES arr	30 F	10 5	..	11 55

Mileage		UP	Ruling Gradient 1 in			
M	C			am		PM
—	—	HAYLE WHARVES dep	30 R	11 15	.....	12 20
—	54	HAYLE... ... ... arr	—	11 20	..	12 25

WEEKDAYS — GWINEAR ROAD AND HELSTON

SINGLE LINE, worked by Electric Train Staff. Crossing Places: Helston and Nancegollan.
Speed of trains not to exceed 35 miles per hour.

Mileage from Gwinear Road and Mile Post Mileage M	C	DOWN	Ruling Gradient 1 in	B Mixed				K SUSPENDED		K		B Mixed			
								SOQ							
				am				am		PM		PM			
—	—	GWINEAR ROAD ... dep	—	7 30	.....	.....	.....	11 40	N—Engine to return to Gwinear Road coupled to 1.15 pm Helston Passenger	12 55	.....	9 20	.....	.....	.....
2	68	Praze ... ... arr	60 R	..	Light Engine to leave Long Rock 5.30 am for Gwinear Road	..	..	..		..	..	..	..	..	..
		..... dep		7 40		.....	.....	.....		.....	.....	9 28	.....	.....	.....
4	6	Stop Board ... ... arr	62 R	..		..	..	11 P54		1 P 9	..	..	..	..	..
		..... dep		.....		.....	.....	11 56		1 11	.....	.....	.....	.....	.....
5	10	Nancegollan ... ... arr	60 F	7X47		..	..	12X 1		1X16	..	9 33	..	..	..
		..... dep		8 5		.....	.....	12 30		1 45	.....	9 34	.....	.....	.....
7	0	Truthall Platform	54 F	..		..	..	..		..	..	9 40	..	..	..
8	41	Stop Board	61 R	.....		.....	.....	P		P	.....	.....	.....	.....	.....
8	67	HELSTON ... ... arr	61 F	8 15	..	..	..	12N45		2 0	..	9 45	..	..	..

WEEKDAYS — HELSTON AND GWINEAR ROAD

Mileage M	C	UP	Ruling Gradient 1 in	B Mixed	K		K			K		B Mixed			
					Q										
				am	am		PM			PM		PM			
—	—	HELSTON ... ... dep	—	7 45	10 30	..	2 5	L E to St. Erth at 4.10 pm	..	5 0	L E to Long Rock at 6.10 pm	7 0	..	..	..
1	67	Truthall Platform	61 R	7 52	..	.....	.....		.....	.....		7 7	.....	.....	.....
3	57	Nancegollan ... ... arr	54 R	7 58	10X42	..	2X17		..	5X12		7 13	..	..	..
		..... dep		7X59	11 5	.....	2 41		.....	5 35		7 14	.....	.....	.....
5	79	Praze ... ... arr	60 R	..	11W13	..	2 49		..	5W43		..	..	..	..
		..... dep		8 5	11W16	.....	2 58		.....	5W47		7 20	.....	.....	.....
8	7	Stop Board ... ... arr	60 F	..	11P24	..	3P 6		..	5P55		..	..	..	..
		..... dep		.....	11 26	.....	3 8		.....	5 57		.....	.....	.....	.....
8	67	GWINEAR ROAD ... arr	61 F	8 12	11 30	..	3 12		..	6 2		7 27	..	..	..

WEEKDAYS — ST. ERTH AND ST. IVES

SINGLE LINE, worked by Electric Train Token. Crossing Places: St. Ives and St. Erth.
The speed of Trains over the Branch must not exceed 30 miles per hour.

Mile Post Mileage M	C	DOWN	Ruling Gradient 1 in	K SUSPENDED	B Mixed	Mileage M	C	UP	Ruling Gradient 1 in		B Mixed
				SX							
				am	am						PM
320	78	ST. ERTH ..... dep	—	8 36	8 45	—	—	ST. IVES ..... dep	—	.....	1 0
322	6	Lelant	60 F	..	8 48	1	24	Carbis Bay	58 R	..	1 5
323	78	Carbis Bay ..... arr	60 R	.....	8 55	1	78	Stop Board.....	60 F	.....	.....
		... ... dep		..	8 56	3	16	Lelant ... ... arr	60 F	..	1 10
324	59	Stop Board.....	58 F	P	.....			..... dep		.....	1 11
325	22	ST. IVES ... ... arr	61 F	8 53	9 0	4	24	ST. ERTH ... ... arr	60 R	..	1 15

TRANSFER SERVICES—PLYMOUTH AREA

WEEKDAYS

Group No.	Depart	From	To	Arrive	Remarks
1	**Mondays to Fridays inclusive.**				
	p.m.			p.m.	
	11 30	Laira	Tavistock Junction Down	11 45	SX
	Tuesdays to Saturdays inclusive.				
	a.m.			a.m.	
	12 10	Tavistock Junction Down	Laira	12 20	MX
	1 25	Laira	Plymouth Docks	2 5	MX
	2 25	Plymouth Docks	Tavistock Junction Down	2 50	MX
	3 30	Tavistock Junction Down	Plymouth Docks via Laira	5 10	MX
	5 30	Plymouth	Laira	5 55	MX
	6†40	Laira	Tavistock Junction Down	6†55	EBV MX
	7 40	Tavistock Junction Down	Plymouth Docks...	8 20	MX
	8 45	Plymouth	Tavistock Junction Down	9 10	MX
	10 10	Tavistock Junction Down	Plymouth Docks	10 50	MX
	11 10	Plymouth	Tavistock Junction Down	11 30	MX
	p.m.			p.m.	
	12 40	Tavistock Junction Down	Plymouth Docks	1 15	MX
	1 10	Plymouth	Laira	1 28	MX
1	**Mondays only**				
	a.m.			a.m.	
	11 0	Laira	Tavistock Junction Down	11 5	LE MO
	1 25	Tavistock Junction Down	Plymouth Docks	2 5	MO
	2 25	Plymouth Docks	Tavistock Junction Down	2 50	MO
	3 35	Tavistock Junction Down	Plymouth Docks	4 15	MO
	4†40	Plymouth Docks	Tavistock Junction Down	5† 5	EBV MO
	5 55	Tavistock Junction Down	Laira	6 10	MO
	6†40	Laira	Tavistock Junction Down	6†55	EBV MO
	7 40	Tavistock Junction Down	Dockyard	8 15	MO
	8†35	Dockyard	Tavistock Junction Down	9†10	EBV MO
	10 10	Tavistock Junction Down	Plymouth Docks	10 50	MO
	11 10	Plymouth	Tavistock Junction Down	11 30	MO
	p.m.			p.m.	
	12 40	Tavistock Junction Down	Plymouth Docks	1 15	MO
	1 10	Plymouth	Laira	1 28	MO
2	**Mondays to Fridays inclusive**				
	p.m.			p.m.	
	7 15	Laira	Tavistock Junction Up	7 25	SX
	8 45	Tavistock Junction Down	Plymouth Docks	9 10	SX
	9 50	Plymouth Docks	Devonport (King's Road) S.R.... ...	10 1	SX
	10 45	Devonport (King's Road)	Plymouth Docks	10 56	SX
	11 20	Plymouth Docks	Laira	11 40	SX
	a.m.			a.m.	
	12 5	Laira	Tavistock Junction Up	12 15	MX
	*—If no traffic to or from Plymouth, to run direct via Loop to Laira.				
2	**Saturdays only**				
	p.m.			p.m.	
	7 15	Laira	Tavistock Junction Up	7 25	SO
	8 45	Tavistock Junction Down	Laira	9 0	SO
	9 25	Laira	Tavistock Junction Down	9 40	SO
	10 30	Tavistock Junction Down	Laira	10 45	SO
	11 5	Laira	Tavistock Junction Up	11 20	SO
	11†45	Tavistock Junction Up	Laira	11†55	EBV SO
	a.m.			a.m.	
	12 20	Laira	Tavistock Junction Up	12 38	Sun.
	12†50	Tavistock Junction Up	Laira	1† 0	EBV Sun.
	1 35	Laira	Tavistock Junction Up or Down ...	1 50	Sun.
	2 15	Tavistock Junction Down	Laira	2 25	Sun.
3	p.m.			p.m.	
	*5 30	Plymouth Docks	Laira	5 55	
	*—Train to be assisted from Plymouth Docks, if required, by East End Dock Pilot.				
	6†10	Laira	Plymouth	6†20	EBV
	7 5	Plymouth	Tavistock Junction Up	7 30	
	8 5	Tavistock Junction Down	Plymouth Docks	8 25	
	8 50	Plymouth Docks	Laira	9 12	SX SO
	8 50	Higher Yard	... ...		SO
4	p.m.			p.m.	
	12 15	Plymouth Docks	Laira	1 0	
5	a.m.			a.m.	
	7 50	Laira	Plympton	8 18	
	9 0	Plympton	Wrangaton	9 54	
	10 20	Wrangaton	Ivybridge	10 30	
	10†40	Ivybridge	Plympton	11† 0	EBV
	p.m.			p.m.	
	1 35	Plympton	Laira	2 0	

Transfer Services—Plymouth Area—continued

Weekdays—continued

Group No.	Depart	From	To	Arrive	Remarks
6	a.m.			a.m.	
	6 20	Tavistock Junction Down	Devonport (King's Road)	6 40	
	7†15	Devonport (King's Road)	Tavistock Junction Down	7†40	E B V
	8 25	Tavistock Junction Down	Keyham	8 52	SO
	9 45	Keyham	Laira	10 15	SO
	8 25	Tavistock Junction Down	Keyham	8 56	SX
	10Q40	Keyham	Bull Point and St. Budeaux (S.R.) ...	11 6	SX
	11Q15	St. Budeaux (S.R.)	Keyham	11 21	SX
	11 32	Keyham	Devonport (Albert Road)	11 40	SX
	p.m.			p.m.	
	12 20	Devonport (Albert Road)	Dockyard	12 33	SX
	12 50	Dockyard	Tavistock Junction Up	1 40	SX
	2 30	Tavistock Junction Down	Dockyard	3 5	SX
	4 0	Dockyard	Laira	5 20	SX
		Worked by 11.55 p.m.	Truro engine and men.		
7	a.m.			a.m.	
	3 15	Keyham	Plymouth (Higher Yard)	3 30	MX and Sun.
	3‖38	Plymouth (Higher Yard)	Keyham	3‖47	MX and Sun.
		Worked by St. Germans transfer.			
8	a.m.			a.m.	
	5 35	Laira	Tavistock Junction Up	5 50	MX
	6 25	Tavistock Junction Down	Laira	6 35	MX.
		Worked by Laira Up Side Shunt Engine			
9	a.m.			a.m.	
	10 0	Laira	Tavistock Junction Down	10 10	Transfer or L E and Guard.
	10 40	Tavistock Junction Down	Laira	10 50	
		Worked by Sutton Harbour Engine.			
10	p.m.			p.m.	
	7 30	Laira	Tavistock Junction Down	7 42	SX
	8 25	Tavistock Junction Down	Laira	8 40	SX
11	a.m.			a.m.	
	8 5	Laira	Marsh Mills	8 15	
	10 0	Marsh Mills	Laira	10 10	
	10 40	Laira	Yealmpton	p.m. 12 5	MWFO
	p.m.				
	12 30	Yealmpton	Laira	1 20	MWFO
	1 40	Laira	Marsh Mills	1 50	
	2 40	Marsh Mills	Laira	2 50	
		Worked by Doublebois Engine.			
12	p.m.			p.m.	
	3 20	Laira	Tavistock Junction Down	3 35	
	3‖45	Tavistock Junction	Laira (Shed)	3‖50	
		SUNDAYS			
17	a.m.			a.m.	
	5 30	Laira	Tavistock Junction Up	5 40	Worked by St. Germans transfer.

ONE FREIGHT TRAIN JOURNAL WILL BE REQUIRED FOR EACH NUMBERED GROUP OF TRANSFERS.

LIST OF SIGNAL BOXES

Distance Box to Box M.	Distance Box to Box C.	NAME OF BOX	Times during which boxes are open: Weekdays: Opened at Mondays	Weekdays: Opened at Other Days	Weekdays: Closed at	Sundays: Opened at	Sundays: Closed at	Whether provided with Switch
3	20	Totnes	—	Continuously		—	—	No
2	59	Tigley	—	—	—	—	6. 0 a.m.	Yes
						10. 0 p.m.	—	
1	66	Rattery	—	Continuously		—	—	Yes
2	24	Brent	—	Continuously		—	—	Yes
—	—	Brent	—	Continuously		—	—	No
5	44	Gara Bridge	7. 5 a.m.	7. 5 a.m.	9.45 p.m. **A**	—	—	No
6	60	Kingsbridge	7. 5 a.m.	7. 5 a.m.	9.45 p.m. **A**	—	—	No
2	26	Wrangaton	6. 0 a.m.	6. 0 a.m.	9.45 p.m.	—	—	Yes
3	29	Ivybridge	—	Continuously		—	—	Yes
2	17	Cornwood	—	As required for traffic purposes only.		—	—	Yes
1	56	Hemerdon	—	Continuously		—	—	Yes
2	55	Plympton	—	—	—	10. 0 p.m.	2. 0 p.m.	Yes
1	4	Tavistock Junction	—	Continuously		—	—	Yes
—	—	Launceston	—	—	—	—	—	—
4	53	Lifton	7. 0 a.m.	7. 0 a.m.	8.10 p.m. **SX**	As required	—	No
			—	—	10.20 p.m. **SO**			
7	48	Lydford	—	—	—	—	—	—
6	54	Tavistock South	5.50 a.m.	5.50 a.m.	7.40 p.m. **SX M**	—	—	No
			—	—	9.50 p.m. **SO V**			
3	72	Horrabridge	5.45 a.m.	5.45 a.m.	7.40 p.m. **SX M**	—	—	No
			— —	—	9.50 p.m. **SO V**			
1	42	Yelverton	5.35 a.m.	5.35 a.m.	7.50 p.m. **SX M**	—	—	No
			—	—	10. 0 p.m. **SO V**			
3	27	Bickleigh	5.20 a.m.	5.20 a.m.	7.55 p.m. **SX M**	—	—	No
					10.10 p.m. **SO V**			
3	69	Marsh Mills	5.15 a.m.	5.15 a.m.	7.55 p.m. **SX M**	—	—	No
					10.15 p.m. **SO V**			
1	3	Laira Junction	—	Continuously		—	—	Yes
—	27	Lipson Junction	—	Continuously		—	—	Yes
—	—	Yealmpton	As required		—	—	—	No
—	—	Friary Junction	As required		—	—	—	Yes
—	22	Mount Gould Junction	6. 0 a.m.	6. 0 a.m.	10. 0 p.m.	—	—	Yes
—	62	Lipson Junction I.B. Signals	—	—	—	—	—	—
—	51	North Road (East)	—	Continuously		—	—	No
—	24	North Road (West)	—	Continuously		—	—	No
—	19	Cornwall Junction	—	Continuously		—	—	No
—	23	Millbay	—	Continuously		—	—	No
—	20	Millbay Crossing	12. 5 a.m.	—	10.0 p.m. **SO L**	—	—	No
1	23	Devonport Junction	—	Continuously		—	—	No
—	62	Devonport (Albert Road)	5.15 a.m.	5.15 a.m.	9.15 p.m. **H**	5.45 a.m.	1.45 p.m.	Yes
—	77	Keyham	—	—	—	—	6. 0 a.m.	Yes
						2. 0 p.m.	—	
—	50	St. Budeaux (Ferry Road)	5.30 a.m.	5.30 a.m.	9.30 p.m.	—	—	Yes
—	64	Royal Albert Bridge	—	Continuously		—	—	No
—	42	Saltash	—	Continuously		—	—	No
—	74	Wearde	—	—	—	2. 0 p.m.	6. 0 a.m.	Yes
4	3	St. Germans	—	—	—	—	7. 0 a.m.	Yes
						11.40 a.m.	7.40 p.m. **U**	
						10. 0 p.m.	—	
2	2	St. Germans I.B. Signals	—	—	—	—	—	—
3	35	Menheniot	—	—	—	—	2. 0 p.m.	Yes
						10. 0 p.m.	—	
3	6	Liskeard	—	Continuously		—	—	Yes
—	—	Liskeard Branch	6. 5 a.m.	6. 5 a.m.	9.45 p.m. ¶	8.30 a.m.	— **F**	No
			6. 5 a.m.	6. 5 a.m.	10.45 p.m. **P**	—	4.50 p.m. **F**	
						6.30 p.m.	9.15 p.m. **F**	
1	68	Coombe Junction	6. 5 a.m.	6. 5 a.m.	9.45 p.m. ¶	8.30 a.m.	5.10 p.m. **F**	
			6. 5 a.m.	6. 5 a.m.	10.45 p.m. **P**	6.20 p.m.	9.20 p.m. **F**	No
6	37	Looe	7.10 a.m.	7.10 a.m.	9.30 p.m. ¶	8.55 a.m.	8.55 p.m. **F**	No
			7.10 a.m.	7.10 a.m.	10.25 p.m. **P**	—	—	
3	52	Doublebois	—	—	—	—	2. 0 p.m.	Yes
						8. 0 p.m.	—	
1	69	Largin	6. 0 a.m.	—	—	—	6. 0 a.m.	Yes
2	62	Onslow Siding	—	Open as required only		—	—	Yes
1	19	Bodmin Road	—	Continuously		—	—	Yes

A—Or as soon as last train clears. **F**—Until 29th September, 1957, and from 18th May, 1958. **H**—Or until 8.18 p.m. (Freight) ex Tavistock Junction clears section. **L**—Unless otherwise ordered for Dock requirements. **M**—Until 25th April, 1958. **P**—Saturdays, also Fridays from 23rd May, 1958. **U**—Or until 1.30 p.m. Paddington has cleared the section. **V**—Each weekday from 28th April, 1958. ¶—Mondays to Thursdays, also Fridays until 16th May, 1958.

List of Signal Boxes—continued

Distance to Box M.	Distance to Box C.	NAME OF BOX	TIMES DURING WHICH BOXES ARE OPEN: Weekdays: Opened at: Mondays	Weekdays: Opened at: Other Days	Weekdays: Closed at	Sundays: Opened at	Sundays: Closed at	provided with Switch
3	36	Bodmin General	6.40 a.m.	6.40 a.m.	11.25 p.m. **A**	—	—	No
3	31	Lostwithiel	—	Continuously		—	—	No
5	30	Fowey	6.40 a.m.	6.40 a.m.	9.20 p.m. **A**	—	—	No
3	57	Par Bridge	5.30 a.m.	5.30 a.m.	8.10 p.m. **A**	—	—	No
2	34	Lostwithiel I.B. Signals	—	—	—	—	—	—
2	2	Par	—	Continuously		—	—	Yes
—	26	St. Blazey	1. 0 a.m. **C**	—	—	—	3.30 a.m. **B**	No
			—	—	—	—	8. 0 a.m. **W**	
—	13	Middleway Crossing	5.30 a.m.	5.30 a.m.	10§15 p.m. **A**	8F40 a.m.	2F50 p.m. **A**	No
			—	—	—	4F50 p.m.	10F10 p.m. **A**	
—	42	St. Blazey Bridge	5.30 a.m.	5.30 a.m.	10§15 p.m. **A**	8F45 a.m.	2F50 p.m. **A**	No
			—	—	—	4F55 p.m.	10F10 p.m. **A**	
3	4	Luxulyan	5.35 a.m.	5.35 a.m.	10§10 p.m. **A**	8F45 a.m.	2F45 p.m. **A**	No
			—	—	—	4F55 p.m.	10F10 p.m. **A**	
1	43	Goonbarrow Junction } ...	5.45 a.m.	5.45 a.m.	10§ 0 p.m. **A**	8F50 a.m.	2F40 p.m. **A**	No
—	27	Bugle ... ... } ...	—	—	—	5F 0 p.m.	10F 0 p.m. **A**	
2	44	Roche	5.55 a.m.	5.55 a.m.	9§55 p.m. **A**	8F55 a.m.	2F35 p.m. **A**	No
			—	—	—	5F 5 p.m.	9F55 p.m. **A**	
1	71	Tregoss Moor	6. 0 a.m.	6. 0 a.m.	9§50 p.m. **A**	9F 0 a.m.	2F30 p.m. **A**	No
			—	—	—	5F10 p.m.	9F50 p.m. **A**	
1	65	St. Dennis Junction	6. 0 a.m.	6. 0 a.m.	9§45 p.m. **A**	9F 5 a.m.	2F25 p.m. **A**	No
			—	—	—	5F15 p.m.	9F45 p.m. **A**	
5	22	Drinnick Mill	6.30 a.m.	6.30 a.m.	5.20 p.m. **A**	—	—	No
1	75	St. Columb Road	6.35 a.m.	6.35 a.m.	9§40 p.m. **A**	9F10 a.m.	2F20 p.m. **A**	No
			—	—	—	5F15 p.m.	9F40 p.m. **A**	
5	48	Tolcarn Junction	6.45 a.m.	6.45 a.m.	9§35 p.m. **A**	9F15 a.m.	9F35 p.m. **A**	No
			—	—	—	—	—	
—	53	Newquay	6.55 a.m.	6.55 a.m.	9§25 p.m. **A**	9F20 a.m.	9F20 p.m. **A**	No
—	63	Par Harbour	4.40 a.m.	4.40 a.m.	8.40 p.m.	—	—	Yes
3	62	St. Austell	—	—	—	1N40 p.m.	6. 0 a.m. **G**	Yes
—	61	Trenance Sidings	6. 0 a.m.	6. 0 a.m.	1.20 p.m.	—	—	Yes
1	41	Burngullow	—	—	—	—	2. 0 p.m.	Yes
			—	—	—	9.30 p.m.	—	
4	39	Grampound Road	—	—	—	1N30 p.m.	6. 0 a.m.	Yes
3	29	Probus	5.30 a.m.	5.30 a.m.	10. 0 p.m.	—	—	Yes
4	13	Truro (East)	—	Continuously		—	—	No
—	16	Truro (West)	—	Continuously		—	—	No
—	43	Penwithers Junction...	4.10 a.m.	4.10 a.m.	10.40 p.m. **SXK**	7. 5 a.m.	9J35 p.m. **K**	Yes
			—	—	11.10 p.m. **SOK**			
3	43	Perranwell	5.45 a.m.	5.45 a.m.	10.40 p.m. **SXA**	7. 5 a.m.	9J30 p.m. **A**	No
			—	—	11.10 p.m. **SOA**			
4	14	Penryn	6. 0 a.m.	6. 0 a.m.	10.35 p.m. **SXA**	7.10 a.m.	9J30 p.m. **A**	No
			—	—	11. 0 p.m. **SOA**			
3	20	Falmouth	7. 0 a.m.	7. 0 a.m.	10.25 p.m. **SXA**	7.20 a.m.	9F15 p.m. **A**	No
			—	—	10.50 p.m. **SOA**			
2	47	Penwithers Junction I.B. Signals ...	—	—	—	—	—	—
2	0	Chacewater	5.45 a.m.	5.45 a.m.	10d20 p.m.	5Q30 a.m.	2Q 5 p.m.	Yes
			—	—	9S45 p.m.	5F30 a.m.	10F 0 p.m. **A**	
3	17	St. Agnes	6.10 a.m.	6.10 a.m.	10d10 p.m. **A**	8F45 a.m.	2F40 p.m. **A**	No
			—	—	9S 0 p.m. **A**	4F40 p.m.	9F55 p.m. **A**	
4	20	Perranporth	6.15 a.m.	6.15 a.m.	10d 5 p.m. **A**	8F55 a.m.	2F55 p.m. **A**	No
			—	—	8S50 p.m. **A**	3F55 p.m.	9F45 p.m. **A**	
4	25	Shepherds	6.30 a.m.	6.30 a.m.	9d50 p.m. **A**	9F 5 a.m.	9F25 p.m. **A**	No
			—	—	8S25 p.m. **A**	—	—	—
5	22	Tolcarn Junction	—	As above	—	—	—	—

A—Or as soon as last train clears. **B**—After arrival 1.10 a.m. Tavistock Junction Freight; applies 3rd November, 1957, to 11th May, 1958, inclusive. **C**—Box open continuously from 1.0 a.m. 12th May, 1958. **F**—Until 29th September, 1957, and from 18th May, 1958. **G**—Until 27th October, 1957, to remain open until 8.55 p.m. Paddington to Penzance freight clears or shunting engine has gone to shed. **J**—65 minutes later from 18th May, 1958. **K**—Or until last Falmouth train is cleared. **N**—1.0 p.m. until 29th September, 1957, and from 18th May, 1958. **Q**—From 6th October, 1957, to 11th May, 1958. **S**—From 16th September, 1957, until 17th May, 1958. **W**—Applies until 27th October, 1957. **d**—From 19th May, 1958. §—On Fridays and Saturdays close eighty minutes later.

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				
M.	C.							
1	25	Wheal Busy Siding	4.15 a.m.	4.15 a.m.	9.15 p.m.	—	—	Yes
2	7	Drump Lane	4.45 a.m.	4.45 a.m.	11.20 p.m. **A**	10. 0 a.m.	6. 0 p.m.	Yes
—	77	Redruth Junction	—	Open as required only.		—	—	Yes
1	12	Carn Brea Yard	4.35 a.m.	4.35 a.m.	10.30 p.m. **A**	5.30 a.m.	9.35 p.m. **A**	No
1	19	Dolcoath (Camborne)	4.40 a.m.	4.40 a.m.	10.25 p.m. **A**	5.50 p.m.	9.30 p.m. **A**	No
—	37	Roskear Junction	4.40 a.m.	4.40 a.m.	10.25 p.m. **A**	5.50 a.m.	9.30 p.m. **A**	Yes
—	15	Camborne	4.40 a.m.	4.40 a.m.	10.25 p.m. **A**	5.50 a.m.	9.30 p.m. **A**	No
2	20	Gwinear Road (East)	6. 0 a.m.	6. 0 a.m.	10. 0 p.m.	—	—	Yes
—	19	Gwinear Road (West)	4.40 a.m.	4.40 a.m.	10.45 p.m. **A**	6. 0 a.m.	9.45 p.m. **A**	No
5	20	Nancegollan	7.20 a.m.	7.20 a.m.	10T5 p.m. **A**	—	—	No
			—	—	9c55 p.m. **A**			
3	57	Helston	7.30 a.m.	7.30 a.m.	10.10 p.m. **A**	—	—	No
3	38	Hayle	4.45 a.m.	4.45 a.m.	8.45 p.m. **Y**	—	—	Yes
—	34	Hayle Wharf	—	As required.		—	—	No
1	35	St. Erth	5.15 a.m.	5.15 a.m.	9D30 p.m. **L**	6Q35 a.m.	2Q 0 p.m.	Yes
			—	—	10Z10 p.m. **L**	3Q45 p.m.	6Q45 p.m.	
			—	—	—	6 F35 a.m.	10 F 5 p.m. **L**	
4	22	St. Ives	6. 0 a.m.	6. 0 a.m.	9D0 p.m. **A**	7F25 a.m.	10F5 p.m. **A**	No
			—	—	10Z15 p.m. **A**	—	—	—
3	69	Marazion	5.30 a.m.	5.30 a.m.	9.30 p.m. **R**	—	—	Yes
—	36	Long Rock	5.51 a.m.	5.15 a.m.	11.15 p.m. **A**	6.20 a.m.	10.10 p.m. **A**	Yes
—	63	Ponsandane	5.50 a.m.	5.50 a.m.	11.10 p.m. **A**	6.55 a.m.	10.10 p.m. **A**	No
—	38	Penzance	5.50 a.m.	5.50 a.m.	11.10 p.m. **A**	7.10 a.m.	10.10 p.m. **A**	No

A—Or until last train has cleared. **D**—From 14th October, 1957, until 29th March, 1958. **F**—Until 29th September, 1957, and from 18th May, 1958. **L**—Until last Branch train has cleared. **Q**—From 6th October, 1957, to 11th May, 1958. **R**—Until 1.15 p.m. Tavistock Junction (Freight) has cleared section. **T**—Until 12th October, 1957 and commencing 12th May, 1958. **Y**—Or when 8.15 p.m. Broccoli Special ex Marazion has cleared the section. **Z**—Until 12th October, 1957, and from 31st March, 1958. **c**—From 14th October, 1957 to 10th May, 1958.

TIME ALLOWANCES FOR FREIGHT TRAINS WHEN RUNNING, STARTING AND STOPPING

Special Freight Trains, also Ordinary Freight Trains, when running out of course will run at the standard point-to-point times, unless otherwise ordered. The time allowances shewn 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.

TIME ALLOWANCES FOR STARTING AND STOPPING

Headcode	Stopping on Main Lines	Starting on Main Lines	Entering Running Loops	Starting from Running Loops or Refuge Sdgs.	Starting from Yards
	Mins.	Mins.	Mins.	Mins.	Mins.
"C"	1	2	2	2	2
"D" and Inferior	2	3	3	3	3

TOTNES AND PENZANCE

DOWN	Point-to-Point Allowances: C Head Code.	D Head Code.	E Head Code.	F Head Code.	H, J & K Head Codes
	Mins.	Mins.	Mins.	Mins.	Mins.
NEWTON ABBOT ...	—	—	—	—	—
Totnes Loop	—	10	11	11	12
Totnes	17	1	1	1	1
Rattery	—	15	16	17	18
Brent	16	3	4	4	6
Wrangaton	—	—	—	—	6
Ivybridge	—	—	—	—	8
Cornwood	—	—	—	—	6
Hemerdon	13	—	—	—	—
Stop Board	—	15	18	20	4
Plympton	—	—	—	—	8
Tavistock Junction ...	6	6	7	8	3
Laira Junction	2	2	3	3	4
Lipson Junction	—	1	1	1	1
North Road	5	4	4	4	4
Devonport Junction ...	2	2	2	3	3
Devonport (Albert Road)	—	—	—	—	2
Keyham	—	—	—	—	2
Royal Albert Bridge ...	6	6	6	7	3
Saltash	2	2	2	2	2
Wearde	—	—	—	—	3
St. Germans	—	—	—	—	9
Menheniot	—	—	—	—	14
Liskeard	27	27	29	31	9
Doublebois	—	6	7	7	8
Largin	—	3	3	3	5
Bodmin Road	14	5	6	7	7
Lostwithiel	—	—	—	—	8
Par	13	13	15	17	13
Par Harbour	—	—	—	—	2
St. Austell	14	14	15	15	14B
Trenance Siding	—	—	—	—	2
Burngullow	—	—	—	—	3
Grampound Road ...	—	—	—	—	10
Truro	28	28	29	30	18
Penwithers Junction ...	—	—	—	—	2
Chacewater	—	—	—	—	12
Wheal Busy Siding ...	—	—	—	—	4
Drump Lane	19	19	20	21	5
Carn Brea Yard	—	—	—	—	5
Carn Brea...	—	—	—	—	1
Stop Board	—	6	7	8	4
Camborne	6	—	—	—	—
Gwinear Road	—	—	5	5	6
Gwinear Road Stop Board	—	—	1	1	1
Hayle	—	—	5	5	5
St. Erth	12	12	3	3	3
Marazion	7	7	8	8	8
Long Rock	—	—	—	—	1
PENZANCE (GDS.) ...	3	3	3	3	2

UP	Point-to-Point Allowances: C Head Code.	D Head Code.	E Head Code.	F Head Code.	H, J & K Head Codes
	Mins.	Mins.	Mins.	Mins.	Mins.
PENZANCE (GDS.) ...	—	—	—	—	—
Long Rock	—	—	—	—	2
Marazion	3	3	3	4	1
St. Erth	6	6	7	8	8
Hayle	3	3	4	4	4
Gwinear Road	9	9	10	11	12
Camborne	5	5	6	6	6
Carn Brea	—	—	—	4	4
Carn Brea Yard	—	—	—	1	1
Redruth	—	—	—	—	4
Drump Lane	9	9	9	5	1
Scorrier	—	—	—	3	4
Wheal Busy Siding ...	—	—	—	—	1
Chacewater	—	—	—	3	4
Penwithers Junction ...	16	16	—	11	12
Truro	1	1	18	2	2
Grampound Road ...	17	17	18	18	21
Burngullow	—	—	—	—	11
Trenance Siding	—	—	—	—	4
St. Austell	12	12	13	15	2
Par Harbour	—	—	—	—	8
Par	7	7	9	10	2
Lostwithiel	—	—	—	—	13
Bodmin Road	17	17	18	20	9
Largin	—	12	13	14	15
Doublebois	—	5	5	5	5
Liskeard	23	6	6	7	8
Menheniot	—	—	—	—	8
St. Germans	—	—	—	—	13
Wearde	—	—	—	—	10
Saltash	21	24	27	30	3
Royal Albert Bridge ...	2	2	2	2	2
Keyham	—	—	—	—	4
Devonport (Albert Road)	—	—	—	—	3
Devonport Junction ...	6	6	6	7	2
North Road	2	2	2	3	3
Lipson Junction	—	4	4	4	4
Laira Junction	5	1	1	1	1
Tavistock Junction ...	2	2	3	3	4
Plympton	—	2	2	2	2
Hemerdon	10	8	10	10	11
Cornwood	—	—	—	—	4
Ivybridge	—	—	—	—	7
Wrangaton	—	—	—	—	6
Brent	13	14	16	18	5
Stop Board (226m. 9½c.)	—	6	7	7	8
Totnes	11	7	8	9	10
NEWTON ABBOT ...	17	—	—	—	—

B—Eighteen minutes allowed Par to St. Austell for trains worked by DX Class engines carrying "H," "J" or "K" Head Codes.

Time Allowances for Freight Trains—continued

TOTNES AND ASHBURTON

DOWN	Allow for Stop Mins.	Allow for Start Mins.	Point-to-Point Times Mins.	UP	Allow for Stop Mins.	Allow for Start Mins.	Point-to-Point Times Mins.
Totnes	—	—	—	Ashburton	—	1	—
Staverton	1	1	8	Buckfastleigh	1	1	8
Buckfastleigh	1	1	8	Staverton	1	1	8
Ashburton	1	—	8	Totnes	1	—	8

BRENT AND KINGSBRIDGE

DOWN	Allow for Stop Mins.	Allow for Start Mins.	Point-to-Point Times Mins.	UP	Allow for Stop Mins.	Allow for Start Mins.	Point-to-Point Times Mins.
Brent	—	1	—	Kingsbridge	—	1	—
Avonwick	1	1	7	Stop Board	1	1	6
Gara Bridge	1	1	8	Loddiswell	1	1	3
Loddiswell	1	1	9	Gara Bridge	1	1	8
Stop Board	1	1	5	Avonwick	1	1	7
Kingsbridge	1	—	5	Brent	1	—	8

PLYMOUTH AND YEALMPTON

DOWN	Allow for Stop Mins.	Allow for Start Mins.	Point-to-Point Times Mins.	UP	Allow for Stop Mins.	Allow for Start Mins.	Point-to-Point Times Mins.
Laira Yard	—	1	—	Yealmpton	—	1	—
Cattewater Junction	—	—	2	Steer Point	1	1	6
Plymstock	1	1	2	Brixton Road	1	1	3
Billacombe	1	1	6	Billacombe	1	1	6
Brixton Road	1	1	5	Plymstock	1	1	3
Steer Point	1	1	3	Cattewater Junction	—	—	1
Yealmpton	1	—	6	Mount Gold Junction	1	—	2
				Laira Yard	—	—	—

PLYMOUTH, TAVISTOCK AND LAUNCESTON

DOWN	Allow for Stop Mins.	Allow for Start Mins.	Point-to-Point Times Mins.	UP	Allow for Stop Mins.	Allow for Start Mins.	Point-to-Point Times Mins.
Plymouth	—	2	—	Launceston S.R.	—	1	—
Laira Junction	1	1	9	Lifton	1	1	12
Tavistock Junction	—	—	2	Coryton	1	1	7
Marsh Mills	1	1	1	Lydford	1	1	15
Bickleigh	1	2	12	Mary Tavy and Blackdown	2	1	7
Yelverton	1	1	12	Tavistock South	1	1	8
Horrabridge	1	1	5	Horrabridge	1	1	11
Tavistock South	1	1	8	Yelverton	1	1	5
Mary Tavy and Blackdown	1	1	9	Bickleigh	1	1	8
Lydford	1	1	9	Marsh Mills	1	1	9
Coryton	2	1	9	Tavistock Junction	—	—	1
Lifton	1	1	7	Laira Junction	1	1	2
Launceston W.R.	1	—	2	Plymouth	2	—	9

LAIRA, CORNWALL JUNCTION, DEVONPORT JUNCTION AND MILLBAY

	Allow for Stop	Allow for Start	Point-to-Point Times C	D	E	Ordinary
Laira	—	1	—	—	—	—
Cornwall Junction	1	1	7	8	9	12
Millbay	1	—	1	1	2	3
Millbay	—	1	—	—	—	—
Cornwall Junction	1	1	1	1	2	3
Laira	1	—	7	8	9	12
Millbay	—	1	—	—	—	—
Cornwall Junction	1	1	1	1	2	3
Devonport Junction	1	—	1	1	2	3
Millbay	—	1	—	—	—	—
Cornwall Junction	1	1	1	1	2	3
Lipson Junction	1	—	6	6	8	9

Time Allowances for Freight Trains—continued

LISKEARD AND LOOE

DOWN	Allow for Stop Mins.	Allow for Start Mins.	Point-to-Point Times Mins.	UP	Allow for Stop Mins.	Allow for Start Mins.	Point-to-Point Times Mins.
Liskeard	—	1	—	Looe	—	1	—
Stop Board	2	1	1	Sandplace	1	1	6
Coombe Junction	1	1	5	Causeland	1	1	4
Sandplace	1	1	11	St. Keyne	1	1	4
Looe	1	—	6	Coombe Junction	1	1	5
				Liskeard	1	—	9

BODMIN ROAD, BODMIN AND WADEBRIDGE

DOWN	Allow for Stop Mins.	Allow for Start Mins.	Point-to-Point Times Mins.	UP	Allow for Stop Mins.	Allow for Start Mins.	Point-to-Point Times Mins.
Bodmin Road	—	1	—	Nanstallon Halt S.R.	—	1	—
Bodmin General	1	1	13	Boscarne Junction	1	1	10
Boscarne Junction	2	1	7	Bodmin General	1	1	13
Wadebridge S.R.	1	—	10	Stop Board	1	1	2
				Bodmin Road	2	—	9

LOSTWITHIEL, FOWEY AND ST. BLAZEY

DOWN	Allow for Stop Mins.	Allow for Start Mins.	Point-to-Point Times Mins.	UP	Allow for Stop Mins.	Allow for Start Mins.	Point-to-Point Times Mins.
Lostwithiel	—	1	—	Par Bridge	—	1	—B
Carne Point	1	1	11	Stop Board (2m. 66c.)	1	1	11A
Fowey	1	1	2	Fowey	2	1	6
Stop Board (6m. 53c.)	1	1	9	Carne Point	1	1	1
Par Bridge	1	—	6	Lostwithiel	1	—	11
St. Blazey	—	—	—				

PAR AND NEWQUAY

DOWN	Allow for Stop Mins.	Allow for Start Mins.	Point-to-Point Times Mins.	UP	Allow for Stop Mins.	Allow for Start Mins.	Point-to-Point Times Mins.
Par	—	1	—	Newquay	—	1	—
St. Blazey	1	1	1	Tolcarne Junction	1	1	2
Pontsmill Siding	1	1	3	St. Columb Road	1	1	16
Luxulyan	1	1	15	St. Dennis Junction	1	1	4
Goonbarrow Junction	1	1	4	Stop Board (10m. 58c.)	1	1	10
Bugle	1	1	1	Roche	1	1	3
Roche	1	1	7	Bugle	1	1	6
Stop Board	1	1	3	Goonbarrow Junction	1	1	1
St. Dennis Junction	1	1	7	Luxulyan	1	1	4
St. Columb Road	1	1	4	Stop Board (17m.)	1	1	1
Quintrell Down Siding and Platform	1	1	10	St. Blazey Bridge Crossing	2	1	11
Tolcarne Junction	1	1	4	St. Blazey	2	1	3
Newquay	1	—	2	Par	1	—	1

BURNGULLOW, DRINNICK MILL AND ST. DENNIS JUNCTION

DOWN	Allow for Stop Mins.	Allow for Start Mins.	Point-to-Point Times Mins.	UP	Allow for Stop Mins.	Allow for Start Mins.	Point-to-Point Times Mins.
Burngullow	—	1	—	St. Dennis Junction	—	1	—
Crugwallins Siding	1	1	1	Whitegate Crossing	1	1	2
High Street Siding	1	1	8	Parkandillack Siding	1	1	2
Dubbers No. 1 Siding	1	1	5	Great Treviscoe Siding	1	1	2
Drinnick Mill	1	1	3	Little Treviscoe Siding	1	1	1
Stop Board (3m. 26c.)	1	1	3	Stop Board	1	1	2
Varcoes and Goonvean Siding	1	1	1	Drinnick Mill	1	1	3
Great Treviscoe Siding	1	1	2	Stop Board	1	1	2
Stop Board (4m. 72c.)	1	1	2	High Street Siding	1	1	3
Whitegate Crossing	1	1	2	Stop Board	1	1	2
St. Dennis Junction	1	—	1	Burngullow	1	—	3

TRURO AND FALMOUTH

DOWN	Allow for Stop Mins.	Allow for Start Mins.	Point-to-Point Times Mins.	UP	Allow for Stop Mins.	Allow for Start Mins.	Point-to-Point Times Mins.
Truro	—	2	—	Falmouth	—	1	—
Penwithers Junction	—	—	2	Penryn	1	1	10
Perranwell	1	1	11	Perranwell	1	1	12
Stop Board	1	1	9	Penwithers Junction	—	—	12
Penryn	1	1	3	Truro	1	—	2
Falmouth	1	—	10				

CHACEWATER AND NEWQUAY

DOWN	Allow for Stop Mins.	Allow for Start Mins.	Point-to-Point Times Mins.	UP	Allow for Stop Mins.	Allow for Start Mins.	Point-to-Point Times Mins.
Chacewater	—	1	—	Newquay	—	1	—
St. Agnes	1	1	11	Tolcarn Junction	—	—	2
Perranporth	1	1	11	Trevemper Siding	1	1	2
Shepherds	1	1	11	Shepherds	1	1	11
Trevemper Siding	1	1	12	Stop Board (6m. 49c.)	1	1	1
Tolcarn Junction	—	—	2	Perranporth	1	1	11
Newquay	1	—	2	St. Agnes	1	1	16
				Stop Board (17m. 33c.)	1	1	5
				Chacewater	1	—	2

A—When double loads are taken from St. Blazey 5 minutes more allowed.
B—When double loads are conveyed Par Bridge to Fowey 3 minutes more to be taken.

Time Allowances for Freight Trains—continued

DOWN	Allow for Stop	Allow for Start	Point-to-Point Times	UP	Allow for Stop	Allow for Start	Point-to-Point Times
	Mins.	Mins.	Mins.		Mins.	Mins.	Mins.
GWINEAR ROAD AND HELSTON							
Gwinear Road	—	—	—	Helston	—	1	—
Praze	1	1	8	Nancegollan	1	1	10
Nancegollan	1	1	6	Praze	1	—	6
Helston		1	10	Stop Board	1	—	6
				Gwinear Road	1	—	2
ST. ERTH AND ST. IVES							
St. Erth	—	1	—	St. Ives	—	1	—
Stop Board	1	1	10	Stop Board	1	1	7
St. Ives	1	—	2	St. Erth	1	—	8

CLAY TRAINS—BURNGULLOW TO PAR

	Allow for Stop	Allow for Start	Point-to-Point Times	
	Mins.	Mins.	Mins.	
Burngullow	—	—	—	
Trenance Siding	1	1	4	
St. Austell	1	1	2	4 minutes required Incline Instructions put down brakes.
Par Harbour	2	1	8	3 minutes required pick up brakes.
Par	1	—	2	

Trains exceeding 25 Ordinary Wagons, or equal thereto:—

Burngullow	—	—	—	
Trenance Siding	1	1	7	
St. Austell	1	1	5	4 minutes required Incline Instructions.
Par Harbour	2	1	10	3 minutes required pick up brakes.
Par	1	—	3	

VACUUM-FITTED BALLAST TRAINS
TAVISTOCK QUARRY TO LAIRA AND KEYHAM

	Start	Stop	Point-to-Point Times
	Mins.	Mins.	Mins.
Quarry to Tavistock	1	1	3
Tavistock to Horrabridge	1	1	9
Horrabridge to Yelverton	1	1	6
Yelverton to Bickleigh	1	1	7
Bickleigh to Marsh Mills	1	1	7
Marsh Mills to Laira	1	1	2
Marsh Mills to Keyham	1	1	12

MAXIMUM LOADS FOR MAIN LINE FREIGHT TRAINS

SECTION From	SECTION To	WORKING LOADS: Maximum number of wagons to be conveyed except for Trains specially provided for in the Working Time Table or by arrangement	MAXIMUM ENGINE LOADS: For Group A Engines Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties	For Group B Engines Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties	For Group C Engines M Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties	For Group D Engines N Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties	For Group E Engines Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties
DOWN																						
Newton Abbot	Totnes	55	10	12	15	20	11	13	17	22	12	14	18	24	16	19	24	32	20	24	30	40
Totnes	Brent...	55	11	13	17	22	12	14	18	24	14	17	21	28	18	22	27	36	22	26	33	44
Brent	Laira	54	27	32	41	54	31	37	47	62	34	41	51	68	45	54	68	90	54	65	81	100
Laira	Plymouth (Millbay) ...	40	17	20	26	34	19	23	29	38	21	25	32	42	28	34	42	56	34	41	51	68
Laira	Doublebois	60	15	18	23	30	17	20	26	34	19	23	29	38	24	29	36	48	30	36	45	60
Doublebois	Lostwithiel	60	40	48	60	60	46	55	69	80	50	60	75	85	66	79	99	100	80	96	100	100
Lostwithiel	Par	60	16	19	24	32	18	22	27	36	20	24	30	40	26	31	40	52	32	38	48	64
Par	St. Austell	60	14	17	21	28	16	19	24	32	17	20	26	34	21	25	32	42	28	34	42	56
St. Austell	Redruth	60	18	22	27	36	21	25	32	42	22	26	33	44	30	36	45	60	36	43	54	72
Redruth	Hayle	60	35	42	53	60	40	48	60	80	44	53	66	85	58	70	87	100	70	84	100	100
Hayle	Penzance	60	18	22	27	36	21	25	32	42	22	26	33	44	30	36	45	60	36	43	54	72
UP																						
Penzance	Hayle	54	20	24	30	40	23	28	35	46	25	30	38	50	33	40	50	66	40	48	60	80
Hayle	Camborne	54	15	18	23	30	17	20	26	34	19	23	29	38	24	29	36	48	30	36	45	60
Camborne	Truro	54	27	32	41	54	31	37	47	62	34	41	51	68	45	54	68	90	54	65	81	100
Truro	Burngullow	54	17	20	26	34	19	23	29	38	21	25	32	42	28	34	42	56	34	41	51	68
Burngullow	Par	54	40	48	60	60	46	55	69	80	50	60	75	85	66	79	99	100	80	96	100	100
Burngullow	Par E...	54	40	48	60	60	46	55	69	80	46	55	69	80	46	55	69	80	46	55	69	80
Par	Doublebois A	54	14	17	21	28	16	19	24	32	17	20	26	34	24	28	36	48	28	34	42	56
Par	Doublebois B	54	16	19	24	32	18	22	27	36	20	24	30	40	26	31	40	52	32	38	48	64
Doublebois	Laira C	54	17	20	26	34	19	23	29	38	21	25	32	42	28	34	42	56	34	41	51	68
Doublebois	Laira D	54	20	24	30	40	23	28	35	46	25	30	38	50	33	40	50	66	40	48	60	80
Laira	Hemerdon	54	10	12	15	20	11	13	17	22	12	14	18	24	16	19	24	32	20	24	30	40
Hemerdon	Brent	54	29	35	44	58	33	40	50	66	36	43	54	72	48	58	73	96	58	70	88	100
Brent	Totnes	54	26	31	39	52	30	36	45	60	32	38	48	64	42	50	63	84	52	62	78	100
Totnes	Newton Abbot	54	11	13	17	22	12	14	18	24	14	17	21	28	18	22	27	36	22	26	33	44

			For Group DX Engines Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties	For Group EX Engines Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties
DOWN										
Newton Abbot	Totnes	55	16	19	24	32	20	24	30	40
Totnes	Brent...	55	18	22	27	36	22	26	33	44
Brent	Laira	60	50	60	75	100	59	71	89	100
Par	St. Austell	60	24	29	36	48	—	—	—	—
UP										
Brent	Totnes	54	42	50	63	84	52	62	78	100
Totnes	Newton Abbot	54	18	22	27	36	22	26	33	44

Note.—Trains worked by S.R. "West Country" Class Newton Abbot to Truro and Truro to Newton Abbot—to be the same as laid down for W.R. "**DX**" Group of engines over sections where this is applicable. Over other sections "**D**" loading to apply.

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 the 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 the equivalent of 100 10-ton wagons.

A—For trains stopping at Bodmin Road. **B**—For trains running through Bodmin Road. **C**—For trains stopping at Liskeard or Saltash Home Signals. **D**—For trains not stopping at Liskeard or Saltash Home Signals. **E**—Applicable to Cornish Mineral trains only. **M**—Including British Standard engines Class 3, 2–6–2 T. **N**—Including British Standard engines Classes 4 and 5, 4–6–0.

DX Group—"Hall" Class ... 4900 to 4910, 4912 to 4999, 5900 to 5999, 6900 to 6999, 7900 to 7929.
"Grange" Class ... 6800 to 6879.
"R.O.D." Class ... 3011, 3015, 3024, 3036, 3041.
"47XX" (2–8–0) ... 4700 to 4708.
"County" Class ... 10XX
EX Group— ... ... 2800 to 2899, 3800 to 3866.

MAXIMUM LOADS FOR BRANCH FREIGHT TRAINS

SECTION		WORKING LOADS	MAXIMUM ENGINE LOADS																			
		Maximum number of wagons to be conveyed except for Trains specially provided for in the Working Time Tables or by arrangement	For Group A Engines				For Group B Engines				For Group C Engines M				For Group D Engines N				For Group E 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
ASHBURTON																						
Ashburton	Buckfastleigh	40	25	30	38	50	—	—	—	—	31	37	47	62	—	—	—	—	—	—	—	—
Buckfastleigh	Totnes	40	30	36	40	60	—	—	—	—	36	43	54	72	—	—	—	—	—	—	—	—
Totnes	Buckfastleigh	40	25	30	38	50	—	—	—	—	31	37	47	62	—	—	—	—	—	—	—	—
Buckfastleigh	Ashburton	26	13	16	20	26	—	—	—	—	16	19	24	32	—	—	—	—	—	—	—	—
BODMIN																						
Bodmin Road	Bodmin	28	10	12	15	20	11	13	17	22	12	14	18	24	15	18	23	30	—	—	—	—
Wadebridge	Bodmin	28	10	12	15	20	11	13	17	22	12	14	18	24	15	18	23	30	—	—	—	—
Bodmin	Bodmin Road	45	18	22	27	36	21	25	32	42	22	26	33	44	30	36	45	60	—	—	—	—
CARBIS																						
Bugle	Carbis	40	11	13	17	22	12	14	18	24	14	17	21	28	—	—	—	—	—	—	—	—
Carbis	Bugle	40	23	28	35	46	26	31	39	52	29	35	44	58	—	—	—	—	—	—	—	—
CORNWALL JUNCTION																						
St. Dennis Junction ...	Drinnick Mill	45	10	12	15	20	11	13	17	22	12	14	18	24	—	—	—	—	—	—	—	—
Drinnick Mill	Carpella Siding	45	20	24	30	40	23	28	35	46	25	30	38	50	—	—	—	—	—	—	—	—
Carpella Siding	Burngullow	45	35	42	53	60	40	48	60	80	44	53	66	85	—	—	—	—	—	—	—	—
Burngullow	Drinnick Mill	45	12	14	18	24	14	17	21	28	15	18	23	30	—	—	—	—	—	—	—	—
Slip Sidings	Drinnick Mill	45	10	12	15	20	11	13	17	22	12	14	18	24	—	—	—	—	—	—	—	—
Drinnick Mill	Slip Siding	45	11	13	17	22	12	14	18	24	14	17	21	28	—	—	—	—	—	—	—	—
Slip Siding	St. Dennis Junction ...	45	35	42	53	60	40	48	60	80	44	53	66	85	—	—	—	—	—	—	—	—
FALMOUTH																						
Truro	Falmouth	30	15	18	23	30	17	20	26	34	19	23	29	38	25	30	38	50	30	36	45	60
Falmouth	Truro	30	15	18	23	30	17	20	26	34	19	23	29	38	25	30	38	50	30	36	45	60
FOWEY AND LOSTWITHIEL																						
Lostwithiel (Main Line) ...	Carne Point	50	40	48	60	60	46	55	69	80	50	60	75	100	66	79	99	100	80	96	100	100
Lostwithiel (Down Siding)	Carne Point	50	35	42	53	60	40	48	60	80	44	53	66	85	58	70	88	100	70	88	100	100
Carne Point	Fowey	50	35	42	53	60	40	48	60	80	44	53	66	85	58	70	88	100	70	88	100	100
Fowey	Lostwithiel	50	35	42	53	60	40	48	60	80	44	53	66	85	58	70	88	100	70	88	100	100
GOONBARROW																						
Goonbarrow Junction ...	Carbean	35	7	8	11	14	—	—	—	—	12	14	18	24	—	—	—	—	—	—	—	—
Carbean	Caudledown	20	8	9	12	18	—	—	—	—	12	14	18	24	—	—	—	—	—	—	—	—
Caudledown	Goonbarrow Junction ...	35	20	24	30	40	—	—	—	—	37	44	56	74	—	—	—	—	—	—	—	—
HELSTON																						
Gwinear Road	Helston	38	14	17	21	28	16	19	24	32	17	20	26	34	23Y	28Y	35Y	46Y	—	—	—	—
Helston	Gwinear Road	28	14	17	21	28	16	19	24	32	17	20	26	34	23Y	28Y	35Y	46Y	—	—	—	—
KINGSBRIDGE																						
Brent	Loddiswell	35	35	42	53	60	40	48	60	80	44	53	66	85	—	—	—	—	—	—	—	—
Loddiswell	Kingsbridge	35	12	14	18	24	14	17	21	28	15	18	23	30	—	—	—	—	—	—	—	—
Kingsbridge	Loddiswell	35	12	14	18	24	14	17	21	28	15	18	23	30	—	—	—	—	—	—	—	—
Loddiswell	Brent	35	14	17	21	28	16	19	24	32	17	20	26	34	—	—	—	—	—	—	—	—

ASSISTED TRAINS—See page 70.

M—Including British Standard engines Class 3, 2–6–2T, where applicable ("Yellow" route availability).

N—Including British Standard engines Classes 4 and 5, 4–6–0 where applicable ("Red" route availability).

Y—Applies between Gwinear Road and Nancegollan only.

Maximum Loads for Branch Freight Trains—continued

BRANCH From	BRANCH To	WORKING LOADS: Maximum number of wagons to be conveyed except for Trains specially provided for in the Working Time Table or by arrangement	MAXIMUM ENGINE LOADS: For Group A Engines: Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties	For Group B Engines: Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties	For Group C Engines M: Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties	For Group D Engines N: Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties	For Group E Engines: Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties
LAUNCESTON																						
Launceston	Lydford	45	13	16	20	26	15	18	23	30	16	19	24	32	—	—	—	—	—	—	—	—
Lydford	Tavistock	45	35	42	53	60	40	48	60	80	44	53	66	85	—	—	—	—	—	—	—	—
Tavistock	Yelverton	45	14	17	21	28	16	19	24	32	17	20	26	34	—	—	—	—	—	—	—	—
Yelverton	Laira	45	35	42	53	60	40	48	60	80	44	53	66	85	58	70	88	100	70	84	100	100
Laira	Yelverton	45	14	17	21	28	16	19	24	32	17	20	26	34	23	28	35	46	28	34	42	56
Yelverton	Tavistock	45	35	42	53	60	40	48	60	80	44	53	66	85	—	—	—	—	—	—	—	—
Tavistock	Lydford	45	15	18	23	30	17	20	26	34	19	23	29	38	—	—	—	—	—	—	—	—
Lydford	Launceston	45	35	42	53	60	40	48	60	80	44	53	66	85	—	—	—	—	—	—	—	—
LISKEARD AND LOOE																						
Liskeard	Looe	45	35	42	53	60	40	48	60	80	44	53	66	85	—	—	—	—	—	—	—	—
Looe	Moorswater	45	20	24	30	40	23	28	35	46	25	30	38	50	—	—	—	—	—	—	—	—
Moorswater	Liskeard	45	9	11	14	18	10	12	15	20	11	13	17	22	—	—	—	—	—	—	—	—
NEWQUAY																						
Par	St. Blazey	60	30	36	45	60	34	41	51	68	37	44	56	74	50	60	75	100	60	72	90	100
St. Blazey	Pontsmill	—	32	—	—	64	35	—	—	70	40	—	—	80	—	—	—	—	—	—	—	—
St. Blazey	Luxulyan	45	10	12	15	20	11	13	17	22	12	14	18	24	15	18	23	30	18	22	27	36
															*				42XX, 72XX Type			
Luxulyan	Bugle	45	23	28	35	46	26	31	39	52	29	35	44	58	38	46	57	76	46	55	69	92
Bugle	Roche	45	14	17	21	31	16	19	24	32	17	20	26	38	23	28	35	46	28	34	42	56
Roche	St. Dennis Junction ...	45	11	13	17	23	12	14	18	24	14	17	21	28	18	22	27	36	22	26	33	44
St. Dennis Junction ...	Newquay	45	35	42	53	60	40	48	60	80	44	53	66	85	58	70	88	100	70	84	100	100
Newquay	St. Dennis Junction ...	45	19	23	29	38	22	26	33	44	24	29	36	48	31	37	47	62	38	46	57	76
St. Dennis Junction ...	Roche	45	11	13	17	24	12	14	18	24	13	17	21	27	18	22	27	36	22	26	33	44
Roche	St. Blazey	45	30	36	45	60	34	41	51	68	37	44	56	74	48	55	73	96	58	70	88	116
St. Blazey	Par	60	30	36	45	60	34	41	51	68	37	44	56	74	50	60	75	100	60	72	90	100
ST. BLAZEY AND FOWEY																						
St. Blazey	Fowey	40	12	14	18	24	14	17	21	28	15	18	23	30	20	24	30	36	24	29	34	40
Fowey	St. Blazey	40	10	12	15	20	11	13	17	22	12	14	18	24	16	19	24	30	18	22	27	36
							Group "E" assisted by "C"								—	—	—	—	*30	36	45	60
							Group "C" assisted by "C"								—	—	—	—	27 (10-Tonners) / 25 (12-Tonners)			
							Group "C" assisted by "A" or "B"								—	—	—	—	25 (10-Tonners) / 23 (12-Tonners)			
							Group "E" assisted by "A" "B" or "C"									—	—	—	30	36	45	60
NEWQUAY AND PERRANPORTH																						
Chacewater	St. Agnes	45	14	17	21	28	16	19	24	32	17	20	26	34			* 12-ton loaded wagons					
St. Agnes	Perranporth	45	35	42	53	60	40	48	60	80	44	53	66	88	—	—	—	—	—	—	—	—
Perranporth	Shepherds	45	10	12	15	20	11	13	17	22	12	14	18	24	—	—	—	—	—	—	—	—

Note.—All Class 1 loads are for 10-ton wagons, or equivalent, unless otherwise stated.

ASSISTED TRAINS—See page 70.

M—Including British Standard engines Class 3, 2–6–2T, where applicable ("Yellow" route availability).

N—Including British Standard engines Classes 4 and 5, 4–6–0, where applicable ("Red" route availability).

Maximum Loads for Branch Freight Trains—continued

BRANCH From	BRANCH To	WORKING LOADS: Maximum number of wagons to be conveyed except for Trains specially provided for in the Working Time Table or by arrangement	MAXIMUM ENGINE LOADS: For Group A Engines Class 1 Traffic	For Group A Engines Class 2 Traffic	For Group A Engines Class 3 Traffic	For Group A Engines Empties	For Group B Engines Class 1 Traffic	For Group B Engines Class 2 Traffic	For Group B Engines Class 3 Traffic	For Group B Engines Empties	For Group C Engines M Class 1 Traffic	For Group C Engines M Class 2 Traffic	For Group C Engines M Class 3 Traffic	For Group C Engines M Empties	For Group D Engines N Class 1 Traffic	For Group D Engines N Class 2 Traffic	For Group D Engines N Class 3 Traffic	For Group D Engines N Empties	For Group E Engines Class 1 Traffic	For Group E Engines Class 2 Traffic	For Group E Engines Class 3 Traffic	For Group E Engines Empties
NEWQUAY AND PERRANPORTH—continued.																						
Shepherds	Tolcarn Junction South ...	45	12	14	18	24	14	17	21	28	15	18	23	30	—	—	—	—	—	—	—	—
Shepherds	Tolcarn Junction North ...	45	18	22	27	36	21	25	32	42	22	26	33	44	—	—	—	—	—	—	—	—
Tolcarn Junction North ...	Newquay*	45	35	42	53	60	40	48	60	80	44	53	66	85	—	—	—	—	—	—	—	—
Newquay	Shepherds	45	10	12	15	20	11	13	17	22	12	14	18	24	—	—	—	—	—	—	—	—
Shepherds	Perranporth	45	14	17	21	28	16	19	24	32	17	20	26	34	—	—	—	—	—	—	—	—
Perranporth	St. Agnes	45	10	12	15	20	11	13	17	22	12	14	18	24	—	—	—	—	—	—	—	—
St. Agnes	Chacewater	45	35	42	53	60	40	48	60	80	44	53	66	85	—	—	—	—	—	—	—	—
NEWHAM																						
Truro	Newham	25	15	18	23	30	17	20	26	34	19	23	29	38								
Newham	Truro	25	14	17	21	28	16	19	24	32	17	20	26	34								
RETEW																						
St. Dennis Junction ...	Meledor Mill	45	35	42	53	60	—	—	—	—	45	53	66	85								
Meledor Mill	Retew	45	11	13	17	22	—	—	—	—	14	17	21	28								
Retew	St. Dennis Junction ...	45	26	30	38	52	—	—	—	—	32	38	48	64								
ST. IVES																						
St. Ives	St. Erth	30	14	17	21	28	16	19	24	32	17	20	26	34								
St. Erth	St. Ives	30	14	17	21	28	16	19	24	32	17	20	26	34								
SUTTON HARBOUR																						
Laira	Sutton Harbour	50	35	42	53	60	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sutton Harbour	Laira	50	35	42	53	60	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
TOTNES QUAY																						
Totnes	Tram Gate	45	30	36	45	60	34	41	51	68	37	44	56	74	—	—	—	—	—	—	—	—
Tram Gate	Totnes	45	18	22	27	36	21	25	32	42	22	26	33	44	—	—	—	—	—	—	—	—
TRENANCE VALLEY																						
St. Austell	Bojea	—	15	17	20	34	16	19	24	32	17	19	23	38	—	—	—	—	—	—	—	—
Bojea	Lansalson	—	10	12	15	22	11	13	17	22	12	14	18	26	—	—	—	—	—	—	—	—
Lansalson	Bojea	—	25	30	38	50	29	35	44	58	25	30	38	50	—	—	—	—	—	—	—	—
Bojea	St. Austell	—	35	37	53	60	40	48	60	80	35	42	53	70	—	—	—	—	—	—	—	—
WADEBRIDGE																						
Bodmin Road	Bodmin	28	10	12	15	20	11	13	17	22	12	14	18	24	15	18	23	30	—	—	—	—
Bodmin	Wadebridge	45	35	42	53	70	40	48	60	80	44	53	66	88	53	64	80	100	—	—	—	—
Wadebridge	Bodmin	28	10	12	15	20	11	13	17	22	12	14	18	24	15	18	23	30	—	—	—	—
Bodmin	Bodmin Road	45	18	22	27	36	21	25	32	42	22	26	33	44	30	36	45	60	—	—	—	—
YEALMPTON																						
Laira	Yealmpton	25	15	18	23	30	17	20	26	34	19	23	29	38	25	30	38	50	—	—	—	—
Yealmpton	Laira	25	15	18	23	30	17	20	26	34	19	23	29	38	25	30	38	50	—	—	—	—

HAYLE WHARVES BRANCH

See page 74 for maximum loads.

M—Including British Standard engines Class 3, 2–6–2T, where applicable (" Yellow " route availability).

N—Including British Standard engines Classes 4 and 5, 4–6–0, where applicable (" Red " Route availability).

*—Trains starting from Loop Siding at Tolcarn Junction North take the load shewn for section Shepherds to Tolcarn Junction North.

Note.—Tolcarn Junction South leads towards Par and Tolcarn Junction North leads towards Newquay.

ASSISTED TRAINS—See page 70.

MAXIMUM LOADS FOR FREIGHT TRAINS
MILLBAY AND LAIRA

ENGINE GROUP	CLASS OF TRAFFIC (Unassisted) 1	2	3	"E"	(Assisted to North Road West) 1	2	3	"E"
"A"	14	17	21	28	24	29	36	48
"B"	16	19	24	32	28	34	42	56
"C"	17	20	26	34	30	36	45	60
"D"	23	28	35	46	40	48	60	80
"E"	28	34	42	56	48	58	73	96

MAXIMUM LOADS FOR FREIGHT TRAINS
TAVISTOCK JUNCTION—LAIRA AND VICE VERSA

ENGINE GROUP	CLASS OF TRAFFIC 1	2	3	Empties
"A"	40	48	60	80
"B"	46	55	69	92
"C"	50	60	75	100
"D"	66	79	99	100
"E"	80	96	100	100

Working load not to exceed 70 wagons.

MAXIMUM LOADS FOR BRANCH FREIGHT TRAINS

BRANCH		WORKING LOADS	MAXIMUM ENGINE LOADS											
From	To	Maximum number of wagons to be conveyed except for Trains specially provided for in the Service Book or by arrangement.	For Ungrouped Engines 20XX and Group A Engine 64XX				For Group A Engines 74XX				For Group C Engines 45XX, 55XX, 36XX, 37XX, 57XX, 67XX, 77XX, 87XX, 97XX			
			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
HAYLE WHARVES.														
Hayle	Hayle Wharves ...	20	20	24	30	40	23	28	35	46	25	30	38	50
Hayle Wharves ...	Hayle	20	6	7	9	12	8	10	12	16	10	12	15	20

MAXIMUM LOADS FOR BALLAST TRAINS

Engine Group	Gross Load—excluding Brake Van: No. of 20-ton Hoppers (gross weight not to exceed 25 tons per Wagon)	No. of 24-ton Hoppers (gross weight not to exceed 32 tons per Wagon)
DOWN MAIN LINE		
Tavistock Junction to Par:		
A	9	7
B	10	8
C	12	9
D	15	12
E	19	15
Par to St. Austell:		
A	9	7
B	10	8
C	11	9
D	14	11
E	18	14

Engine Group	Gross Load—excluding Brake Van: No. of 20-ton Hoppers (gross weight not to exceed 25 tons per Wagon)	No. of 24-ton Hoppers (gross weight not to exceed 32 tons per Wagon)
UP MAIN LINE		
St. Austell to Laira:		
A	9	7
B	10	8
C	12	9
D	15	12
E	19	15
BRANCH LINE		
Tavistock to Laira:		
A	10	8
B	11	9
C	12	9

STANDARD ENGINE LOADS FOR FREIGHT TRAINS RUN AS "FULLY FITTED" OR "PARTLY VACUUM FITTED"

"C", "D" AND "E" HEADCODE TRAINS

The instructions contained herein do not in any way affect or remove the prohibition placed by the Chief Engineer on the working of certain types of engines over certain sections of Line, although loadings may be given in the Table for Engines over portions of Line which are prohibited for them.

SECTION		"C" AND "D" HEAD CODES			"E" HEAD CODES		
From	To	10XX	49XX, 59XX, 69XX, 79XX	§43XX, §53XX, §63XX, §73XX, §93XX	10XX	49XX, 59XX, 69XX, 79XX	43XX, 53XX, 63XX, 73XX 93XX
		4000, 4037, 4073 to 4099, 5000 to 5099, 70XX	68XX		4000, 4037, 4073 to 4099, 5000 to 5099, 70XX	68XX	
		47XX	4056, 4061, 4062	§78XX	47XX	4056, 4061, 4062	78XX
		B.R. Class 7	B.R. Class 5	B.R. Class 4	B.R. Class 7	B.R. Class 5	B.R. Class 4
		Number of Wagons conveying Class 3 Traffic or equivalent			Number of Wagons conveying Class 3 Traffic or equivalent		
DOWN TRAINS							
Newton Abbot	Totnes	27	24	24	27	24	24
Totnes	Brent	30	27	27	30	27	27
Brent	Laira	70	67	64	70	67	64
Laira	Millbay	42	42	42	42	42	42
Laira	Doublebois	45	40	36	45	40	36
Millbay	Doublebois	45	40	36	45	40	36
Doublebois	Lostwithiel	70	67	64	70	67	64
Lostwithiel	Par	45	40	40	45	40	40
Par	St. Austell	40	36	32	40	36	32
St. Austell	Truro	50	45	45	50	45	45
Truro	Redruth	45	42	42	45	42	42
Redruth	Hayle	70	67	64	70	67	64
Hayle	Penzance	50	45	45	50	45	45
UP TRAINS							
Penzance	Hayle	55	50	50	55	50	50
Hayle	Camborne	40	36	36	40	36	36
Camborne	Truro	68	67	64	68	67	64
Truro	Burngullow	46	42	42	46	42	42
Burngullow	Par	70	67	64	70	67	64
Par	Liskeard X	43	40	40	43	40	40
Liskeard	Laira ... ... Y	53	50	50	53	50	50
Laira	Hemerdon	27	24	24	27	24	24
Hemerdon	Totnes	67	63	63	67	63	63
Totnes	Newton Abbot	30	27	27	30	27	27

X—For trains running through Bodmin Road, with loads in excess of 35 fully fitted wagons.

Y—For trains not stopping at Home Signal, Saltash.

§—Not suitable for "C" head code freight trains

These are **Single Engine** loads for trains scheduled at Standard timing, and are applicable also to Special Freight trains run under similar conditions.

"C" HEAD CODE TRAINS.—In no case must the number of vehicles conveyed exceed the permitted maximum of equal to 50 Class 3 (10-ton carrying capacity) wagons, exclusive of Brake Van, as shewn on page 172 of the General Appendix (G.A. Supplement 29).

NOTE.—Load of 2.50 p.m. Penzance to Paddington, when running under "C" head code conditions and worked by DX Class engine, not to exceed equal to 48 class 3 wagons from Tavistock Junction.

D76 STANDARD ENGINE LOADS OVER SOUTHERN REGION'S PLYMOUTH AND EXETER ROUTE

WORKED BY WESTERN REGION ENGINES

Engines	Exeter to Plymouth Class 3 traffic including 2 Brake Vans	Plymouth to Exeter Class 3 traffic including 2 Brake Vans	Maximum Working Load
25XX	23 wagons	23 wagons	45 wagons, including two Brake Vans
22XX, 32XX	26 wagons	26 wagons	
45XX, 55XX, B.R. Class 3	29 wagons	29 wagons	
43XX, 53XX, 63XX, 73XX, 93XX, 31XX, 41XX, 51XX, 81XX, B.R. Class 4	38 wagons	38 wagons	
40XX "Star" Class (**Not** "Castles"), 49XX, 59XX, 69XX "Hall" Class, B.R. Class 5...	41 wagons	41 wagons	
10XX (County Class)	45 wagons	45 wagons	

Between	Working Load	Engine Class	W.R. ENGINES Type or Group	Class of Traffic 1	2	3	E'ties	S.R. ENGINES Type	Class of Traffic 1	2	3	E'ties
Exeter and Plymouth in either direction	45*	25XX	A	15	18	23	30	"N"	30	36	40	60
		22XX, 32XX	B	17	20	26	34		—	—	—	—
		45XX, 55XX, B.R. Class 3	C	19	23	29	38		—	—	—	—
		43XX to 93XX, 31XX, 41XX, 51XX, 81XX, B.R. Class 4	D	25	30	38	50		—	—	—	—
		40XX "Star" (**Not** "Castle"), 49XX, 59XX, 69XX, "Hall" Class, B.R. Class 5	D	27	32	41	54		—	—	—	—
		10XX (County Class)	D	30	36	45	60		—	—	—	—

*—Including two Brake Vans when working to and from Cornwall

For information regarding engines actually authorised to work over this section see separate entry below: "Working of Western Region trains over Southern Region route between Exeter and Plymouth."

WORKED BY SOUTHERN REGION ENGINES

Between	Class of Engine: Group	Class of Engine: Power	Equal to Class 3 Traffic	Maximum Working Load
Exeter and Plymouth	N U.I and West Country	B	40 including Brake Van	45 wagons including 2 Brake Vans

2,000 h.p. DIESEL HYDRAULIC LOCOMOTIVES

In cases of emergency the 2,000 h.p. Diesel hydraulic locomotive may proceed between Cowley Bridge Junction and Devonport Junction via Meldon Junction provided it is not coupled to any other locomotive when passing over Meldon Viaduct at 199m. 41ch.

WORKING OF WESTERN REGION ENGINES OVER THE SOUTHERN REGION ROUTE BETWEEN EXETER AND PLYMOUTH.

The following classes of Western Region and B.R. Standard locomotives are authorised for normal working over this route:—

(1) All "Uncoloured" and "Yellow" engines, including the B.R. Standard Classes 2 (2–6–0 and 2–6–2T) and 3 (2–6–0 and 2–6–2T). Any of these permitted engines may work coupled together in steam.
Where necessary, the width over engine footsteps must be cut back to 8 ft. 4 in.

(2) 2–6–0, 43XX, 53XX, 63XX and 73XX.
2–6–2T, 41XX, 51XX, and 81XX (**NOT 61XX**).
These engines, which are in the "Blue" classification, must not exceed 15 m.p.h. over the Up Line when passing Bere Ferrers, Bere Alston and Tavistock.
These engines must not be coupled to any other engine when passing over Meldon Viaduct.
Where necessary, the width over engine footsteps must be cut back to 8 ft. 4 in.

(3) 4–6–0 B.R. Standard Class 4, subject to the following stipulations:—
Plymouth Friary ... ... No. 6 Loading Bank Road prohibited. Up and Down Bay Platforms may be used.
Bow Station ... ... Crossover between platforms at Exeter end may be used.
Bere Alston ... ... Branch Platform (Callington Line) may be used.
Okehampton ... ... Down Bay Platform may be used.
These engines may work coupled together, or coupled to a "Yellow" or "Uncoloured" engine.

Western Region Engines fitted with Automatic Train Control Apparatus.
It will not be necessary to clip up the A.T.C. shoe on Western Region engines fitted with Automatic Train Control Apparatus when working over the Southern Region Line between Exeter and Plymouth and vice versa.

SPEED OF TRAINS THROUGH JUNCTIONS AND AT OTHER SPECIFIED PLACES

Until further notice the maximum permissible speed of trains on the Down and Up Main Lines between Paddington and Plymouth will be as high as may be necessary subject to the observance of all permanent and temporary speed restrictions. The above does not alter any special restrictions laid down for the Gas Turbine Engines.

IMPORTANT.—Until further notice the speed of trains must not exceed 75 miles per hour at any place except between 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 or District Traffic Superintendent.

NOTE.—The speed of all Light Engines or Trains entering or leaving all 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.

IMPORTANT.—In addition to the speed restrictions shewn below, the speed of trains drawn by Gas Turbine Engines Nos. 18000 and 18100 must not exceed 60 miles per hour between the following points:—

Down Main Line:
Plympton Station, 241¾ m.p. to 242¼ m.p.
Laira Junction to North Road.

Up Main Line:
North Road to Totnes, 222 m.p.

NAME OF PLACE	DIRECTION OF TRAIN From	To	Miles per Hour
	DOWN MAIN LINE		
Ashburton Junction	Branch Line	Main Line	15
Totnes Station	All Down Trains through Platform Line		15
West of Totnes, 223 m.p. to 227m. 30c.	All Down Trains		50
East and West of Brent, 229m. 50c. to 230¼ m.p.	All Down Trains		50
East and West of Bittaford, 232m. 70c. to 233m. 10c.	All Down Trains		50
East and West of Ivybridge, 234¾ m.p. to 235¼ m.p.	All Down Trains		40§
East and West of Cornwood, 237m. 10c. to 239m. 10c.	All Down Trains		50
Plympton Station, 241¾ m.p. to 242 m.p.	All Down Trains		60
Tavistock Junction, 243 m.p. to 243m. 8c.	All Down Trains over Curve in	Down Main Line	45
Tavistock Junction, 243m. 8c. to 243m. 18c.	All Down Trains		35§
Tavistock Junction	Branch Line	Main Line	10
Laira Junction, 243m. 78c. to 244m. 4c.	All Down Trains		40§
Old Laira Road Bridge, 244m. 63¼c.	Three or more Light engines coupled together		20
Lipson Junction	No. 1 Curve	Main Line	15
East and West of North Road, 245m. 60c. to 246m. 10c.	All Down Trains		15§
North Road West and Devonport Junction, 246m. 10c. to 247m. 42c.	All Down Trains		25
North Road West 246m. 10c. to Millbay Box, 246m. 48c.	All Down Trains		15
Approaching Millbay Station	Millbay Box	Millbay Station	5
Millbay Box to Millbay Docks (East Quay)	All Down Trains		10
Cornwall Junction, 247¼ m.p. to Cornwall Loop Junction, 247½ m.p.	Millbay	Devonport Junction	25
Devonport Junction	Main Line	Devonport S.R.	20
East and West of Devonport Station, 247m. 70c. to 248¾ m.p.	All Down Trains		30§
Over Royal Albert Bridge, 250¾ m.p. to 251m. 23c.	All Down Trains		15
West end of Royal Albert Bridge to East end of Defiance Halt, 251m. 23c. to 252 m.p.	All Down Trains		35
East end of St. Germans Station to West end of St. Germans Station, 256¼ m.p. to 256½ m.p.	All Down Trains		40§
Menheniot, 261m. 30c. to 261 m. 50c.	All Down Trains		50
West of Liskeard Station, 265½ m.p. to 265m. 50c.	All Down Trains		50
Doublebois and Bodmin Road, 269m.p. to 270m. 60c.	All Down Trains		45§
Doublebois and Bodmin Road, 270m. 60c. to 274m. 20c.	All Down Trains		50§
Lostwithiel Sation, 277¼ m.p. to 277½ m.p.	All Down Trains		45
Lostwithiel, West end of Station	Main Line	Lostwithiel and Fowey Branch	10
East end of Par Station, 281m. 40c. to 281m. 60c.	All Trains		45
East end of Par station	Main Line	Branch Platform	10
Burngullow and Grampound Road, 290 m.p. to 291 m.p.	All Down Trains		55
Grampound Road and Truro, 295 m.p. to 296 m.p.	All Down Trains		55
Truro Station	Road between Platforms		30
Chacewater, 305m. 50c. to 306¼ m.p.	All Down Trains		40§
Chacewater Station	Down Main	Branch Platform	10
Redruth, 309m. 60c. to 310m. 10c.	All Down Trains		35§
East and West of Gwinear Road, 315¾ m.p. to 316 m.p.	All Down Trains		40§
East and West of Hayle, 319m. 30c. to 319m. 50c.	All Down Trains		45
St. Erth Junction	Main Line	St. Ives Branch	15
326m. 20c. to Penzance Station	All Down Trains		5
	UP MAIN LINE		
St. Erth Junction	St. Ives Branch	Main Line	15
West and East of Hayle, 319m. 50c. to 319m. 30c.	All Up Trains		45
West and East of Gwinear Road, 316 m.p. to 315¾ m.p.	All Up Trains		40§
Redruth Station, 310m. 10c. to 309¾ m.p.	All Up Trains		35§
Chacewater, 306¼ m.p. to 305m. 50c.	All Up Trains		40§
Chacewater Station	Up Main	Branch Platform	10
Truro Station	Between Platforms		30
Truro Station	Up Platform Line		15
East end of Par Station, 281m. 60c. to 281m. 40c.	All Trains		45
East end of Par Station	Branch Platform	Main Line	10
Lostwithiel, West end of Station	Lostwithiel and Fowey Branch	Main Line	10
Lostwithiel Station, 277½ m.p. to 277¼ m.p.	All Up Trains		45
West and East of Bodmin Road, 274¼ m.p. to 272m. 10c.	All Up Trains		50
West of Doublebois, 270m. 50c. to 270m. 30c.	All Up Trains		45
West of Doublebois, 269¼ m.p. to 269 m.p.	All Up Trains		45
Doublebois and Liskeard, 265m. 50c. to 265½ m.p.	All Up Trains		50
East of Menheniot, 261m. 50c. to 261m. 30c.	All Up Trains		50

THE SPEED OF UP AND DOWN TRAINS BETWEEN TOTNES (222 m.p.) AND HEMERDON SIGNAL BOX (239 m. 10 c.) ALSO BETWEEN R.A. BRIDGE AND PENZANCE MUST NOT IN ANY CASE EXCEED 60 MILES PER HOUR AND IS SUBJECT TO ALL LOWER SPEED RESTRICTIONS.

§—Permanent Restriction of Speed Boards provided.

Speed of Trains Through Junctions and at other Specified Places—continued

NAME OF PLACE	DIRECTION OF TRAIN From	DIRECTION OF TRAIN To	Miles per Hour
	UP MAIN LINES—continued		
West and East of St. Germans Station, 256½ m.p. to 256¼ m.p.	All Up Trains		40§
East end of Defiance Halt to West end of Royal Albert Bridge, 252 m.p. to 251m. 23c.	All Up Trains		35§
Over Royal Albert Bridge, 251m. 23c. to 250¾ m.p.	All Up Trains		15
West and East of Devonport Station, 248¾ m.p. to 247m. 70c.	All Up Trains		30§
Devonport Junction	Devonport S.R.	Main Line	20
Cornwall Loop Junction, 247½ m.p. to Cornwall Junction	Devonport Junction	Millbay	25§
Cornwall Junction and North Road West, 246m. 28c. to 246m. 10c.	All Up Trains		15§
Devonport Junction and North Road West, 247m. 42c. to 246m. 10c.	All Up Trains		25§
West and East of North Road, 246m. 10c. to 245m. 60c.	All Up Trains		15§
Leaving Millbay Station	Millbay Station	Millbay Box	5
Millbay Docks (East Quay) to Millbay Box	All Up Trains		10
Lipson Junction	Main Line	No. 1 Curve	15
Old Laira Road Bridge 244m. 63¼c.	Three or more Light engines coupled together		20
Laira Junction, 244m. 4c. to 243m. 78c.	All Up Trains		40§
Tavistock Junction, 243m. 18c. to 243m. 5c.	All Up Trains		35§
Tavistock Junction	Main Line	Branch Line	10
Plympton Station, 242m. to 241¾m.	All Up Trains		60
Hemerdon and Cornwood, 239m. 10c. to 237m. 10c.	All Up Trains		50
West and East of Ivybridge, 235¼ m.p. to 234¾ m.p.	All Up Trains		50
West and East of Bittaford, 233m. 10c. to 232m. 70c.	All Up Trains		50
West and East of Brent, 230¼ m.p. to 229m. 50c.	All Up Trains		50
West of Totnes, 227m. 30c. to 223 m.p.	All Up Trains		50
Totnes Station	All Up Trains through Platform Line		15
Ashburton Junction	Main Line	Branch Line	15
	BRANCH LINES		
ASHBURTON BRANCH The speed of trains over the Branch must not exceed 40 miles per hour and be further restricted as follows:—			
Ashburton Junction	Main Line	Branch Line	15
Ashburton Junction	Branch Line	Main Line	15
Buckfastleigh	Ashburton	Staverton	20
KINGSBRIDGE BRANCH The speed of trains over the Branch must not exceed 35 miles per hour and be further restricted as follows:—			
Gara Bridge	Avonwick	Loddiswell	10
Gara Bridge	Loddiswell	Avonwick	15
Kingsbridge (between 12 m.p. and Kingsbridge)	All trains entering or leaving Station		15
TAVISTOCK AND LAUNCESTON BRANCH The speed of all Up and Down trains between Lifton and Launceston, 27½ m.p. and 31¼ m.p., must not exceed 45 miles per hour and for the remainder of Branch 40 miles per hour, with the following further restrictions:—			
Tavistock Junction	Main Line	Branch Line	10
Tavistock Junction	Branch Line	Main Line	10
Bickleigh	All Up Trains		20
Yelverton	All Up Trains		20
Horrabridge	All Down Trains		20
Tavistock	All Up and Down Trains		20
Lydford	All Up Trains		20
Lydford and Coryton (between 19m. 40c. and 22 m.p.)	All Up and Down Trains		35
PLYMOUTH CURVE No. 1			
Lipson Junction	Main Line	No. 1 Curve	15
Lipson Junction	No. 1 Curve	Main Line	15
Mount Gould Junction	Lipson Junction	Friary Junction	20
Mount Gould Junction	Friary Junction	Lipson Junction	20
Mount Gould Junction	Lipson Junction	Cattewater Junction	20
Mount Gould Junction	Cattewater Junction	Lipson Junction	20
Friary Junction	Mount Gould Junction	Friary	20
Friary Junction	Friary	Mount Gould Junction	20
YEALMPTON BRANCH The speed of all trains over the Branch not to exceed 30 miles per hour.			
DEVONPORT JUNCTION	Main Line	Devonport (S.R.)	20
	Devonport (S.R.)	Main Line	20
LISKEARD AND COOMBE JUNCTION The speed of trains over the Branch must not exceed 20 miles per hour and be further restricted as follows:—			
Coombe Junction Station	All trains entering or leaving Station		15
LOOE BRANCH The speed of trains over the Branch must not exceed 25 miles per hour and be further restricted as follows:—			
Coombe Junction Station	All trains entering or leaving Station		15
BODMIN BRANCH The speed of trains over the Branch must not exceed 40 miles per hour and be further restricted as follows:			
Junction at Bodmin Road to 247m. 40c.	All Up and Down Trains		15
Into Bodmin General Station	All Up and Down Trains		5
From Bodmin General to Boscarne Junction, 277m. 30c. to 277m. 50c.	All Up and Down Trains		25
From 279m. 65c. to Boscarne Junction	All Up and Down Trains		20

§—Permanent Restriction of Speed Boards provided.

Speed of Trains Through Junctions and at other Specified Places—continued

NAME OF PLACE	DIRECTION OF TRAIN From	DIRECTION OF TRAIN To	Miles per Hour
BRANCH LINES—continued			
WADEBRIDGE BRANCH			
The speed of trains over the Branch must not exceed 35 miles per hour and be further restricted as follows:—			
Wadebridge and Boscarne Junction 2m. 16c. to 3m. 12c.	All Up and Down Trains		20
LOSTWITHIEL AND FOWEY BRANCH			
The speed of trains over the Branch must not exceed 30 miles per hour and be further restricted as follows:—			
Lostwithiel, West end of Station	Main Line	Fowey Branch	10
Lostwithiel, West end of Station	Fowey Branch	Main Line	10
Fowey, from 282 m.p. to 282m. 65c.,	All Up and Down Trains		15
Note—The speed of "Red" Group Engines over the Branch must not exceed 20 miles per hour at any point.			
PAR AND FOWEY BRANCH			
The speed of trains over the Branch must not exceed 25 miles per hour and be further restricted as follows:—			
Par Dock	All Up and Down Trains		15
Par Bridge (between 282m. 40c. and 282m. 60c.)	All Up and Down Trains		15
Fowey (between 285m. 60c. and 286m. 20c.)	All Up and Down Trains		15
PAR AND NEWQUAY BRANCH			
The speed of trains over the Branch must not exceed 40 miles per hour and be further restricted as follows:—			
East end of Par Station. (Main Line to Branch Platform, both Lines)	All Trains		10
Par Loop	All Up and Down Trains		15
St. Blazey, 282¼ m.p. to 283 m.p.	All Up and Down Trains		20
St. Blazey Bridge and Luxulyan, 283 m.p. to 286 m.p.	All Up and Down Trains		25
Luxulyan	All Up and Down Trains		15
Luxulyan and Roche	All Up and Down Trains		35
Bugle	All Up and Down Trains		15
Roche	All Up and Down Trains		15
290m. 70c. to 291½ m.p.	All Up and Down Trains		30
Tregoss Moor Junction	St. Dennis Junction	Bugle	15
St. Dennis Junction (from 294 m.p. to 294m. 15c.)	All Up and Down Trains		25
From 294m. 15c. to 294m. 30c.	All Up and Down Trains		15
From 294m. 30c. to 295 m.p.	All Up and Down Trains		25
From 295 m.p. to St. Columb Road	All Up and Down Trains		35
St. Columb Road	All Up and Down Trains		20
298m. 20c. to 298m. 30c.	All Up and Down Trains		35
298m. 30c. to 299 m.p.	All Up and Down Trains		30
299 m.p. to 299¼ m.p.	All Up and Down Trains		35
300m. 50c. to 301m. 66c.	All Up and Down Trains		35
Tolcarn Junction, 301m. 66c.	All Up and Down Trains		15
301m. 66c. to 302m. 10c.	All Up and Down Trains		25
302m. 10c. to Newquay Station Signal Box	All Lines, any train in any direction		15
Tolcarn Triangle	All Trains working over Triangle		10
TRURO AND NEWQUAY BRANCH			
The speed of trains over the Branch must not exceed 40 miles per hour and be further restricted as follows:—			
Chacewater Station	Branch Line	Up Main	10
Chacewater Station	Branch Platform	Up and Down Main Lines	10
Blackwater (North), 0m. 0c. to 0m. 20c.	All Up and Down Trains		25
St. Agnes (from 0m. 20c. to 4m. 40c.)	All Up and Down Trains		35
St. Agnes and Perranporth (from 4m. 40c. to 7m. 50c.)	All Up and Down Trains		25
Shepherds and Tolcarn Junction (14m. 60c. to 14m. 70c.)	All Up and Down Trains		25
Shepherds and Tolcarn Junction 14m. 70c. to 17 m.p.	All Up and Down Trains		35
Tolcarn Junction	All Up and Down Trains		15
Tolcarn Junction to 302m. 10c.	All Up and Down Trains		25
302m. 10c. to Newquay Station Signal Box	All lines, any train, in any direction		15
Tolcarn Triangle	All Trains working over Triangle		10
FALMOUTH BRANCH			
Speed of all Up and Down Trains between Truro and Falmouth must not exceed 50 m.p.h. and be further restricted as follows:—			
At Penwithers Junction Box	All Up and Down Trains		15
Penwithers Junction Box and 301½ m.p. (Single Line)	All Up and Down Trains		20
Penwithers Junction and Perranwell, 301½ m.p. and 303½ m.p.	All Up and Down Trains		45
Perranwell Station	Truro to Falmouth		10
	Falmouth to Truro		15
Perranwell and Penryn, 308 m.p. and 309 m.p.	All Up and Down Trains		45
Penryn Station	Truro to Falmouth		10
	Falmouth to Truro		15
Penryn and Single to Double Line Junction	All Up and Down Trains		45
Single to Double Line Junction and Falmouth Station	All Up and Down Trains		15
Note.—The speed of "Red" and "Blue" Group Engines over the Branch must not exceed 35 miles per hour at any point.			
HELSTON BRANCH			
The speed of trains over the Branch must not exceed 35 miles per hour and be further restricted as follows:—			
Gwinear Road, 0m. 0c. to 0m. 10c.	All Up and Down Trains		15
Nancegollan, 5 m.p. to 8m. 60c.	All Up and Down Trains		25
Helston, 8m. 60c. to termination	All Up and Down Trains		15
ST. IVES BRANCH			
The speed of trains over the Branch must not exceed 30 miles per hour and be further restricted as follows:—			
St. Erth Junction	Main Line	St. Ives Branch	15
St. Erth Junction	St. Ives Branch	Main Line	15
St. Ives, 325 m. 0c. to 325m. 18c. (termination)	All Up and Down Trains		15

§—Permanent Restriction of Speed Boards provided.

ENGINE RESTRICTIONS

The Standard Instructions relative to the working of engines in steam coupled together and assistance or double heading of trains, shewn in the General Appendix, subject to any local modifications shewn in this Working Time Table, must be observed.

MAIN LINE

TOTNES TO KEYHAM (Route Colour—DOUBLE RED).

Permitted Engines: All classes subject to the following restrictions:—

60XX (" King "), B.R. Standard Class 8 (4–6–2) engines and Gas Turbine Locomotives Nos. 18000 and 18100 may work only over Main Lines, Relief Lines and the under-mentioned Goods Running Loops. When working over these Loops the speed must not exceed 5 m.p.h., and " King " and B.R. Standard Class 8 engines must not be assisted by any other engine. They must not use any sidings except in locomotive yards, but they may work over crossover roads between Main Lines and Relief Lines and Sidings adjacent to Main or Relief Lines as far as catchpoints only, for the purpose of putting off vehicles, etc., in case of emergency:—

		m.	c.	m.	c.
Totnes	Down Loop	222	24¼	222	48
	Up Loop	222	47¼	222	21½
Brent	Down Loop	229	20½	229	45½
	Up Loop	230	7	229	60
Hemerdon	Down Loop	239	5	239	29¾
	Up Loop	239	29¼	239	6¼
Tavistock Junction	Down Loop	242	54	243	10
	Up Loop	243	7½	242	59½
Tavistock Junction–Laira Junction. Two-way Loop	Either Way	234	18½	243	72
Lipson Junction	Down Loop	244	1	244	29
	Up Loop	244	29	244	1
Keyham	Up Loop	249	14	249	35¼

Stations	Connections and Sidings	Class of Engines Prohibited
Totnes	Quay Line	47XX, 60XX
Totnes	Goods Shed and Weighbridge	42XX, 52XX, 47XX, 60XX, 72XX.
Brent	Connections to Spur, Down Siding West end	42XX, 52XX, 47XX, 60XX, 72XX.
	Crossover Road, East end	Speed of 60XX engines not to exceed 5 m.p.h. when using this crossover.
Wrangaton	Sidings adjacent to to Up Refuge Siding, Mileage Sidings and Shunt Spur on Up Side of Line	60XX (" Kings ")
Ivybridge	Up Side Loading Bank and Dead End	42XX, 47XX, 52XX, 60XX, 72XX.
Cornwood	Connection to Mileage Siding, West end	42XX, 47XX, 52XX, 60XX, 72XX.
Plympton	Clay Loading Bank and Cattle Pens	42XX, 47XX, 52XX, 30XX, 28XX, 72XX, " Austerity " 2–8–0, L.M.R. 2–8–0. (These engines can only put off or pick up traffic from either end of bank, 47XX West End only.) 60XX, 84XX, 94XX.
Millbay	Crossover between Nos. 2 and 3 Platforms, Fish Loading Bank and Carriage Shute Siding	28XX, 30XX, 42XX, 47XX, 52XX, 60XX, 72XX, " Austerity " 2–8–0, L.M.R. 2–8–0.
Millbay Goods	Scissors Crossover at entrance to Shed	47XX, 52XX, 60XX, 72XX.
Millbay Docks	All Lines and Sidings	60XX.
	Connections to back of Glasgow Wharf	All 4–6–0 type engines.
Devonport	Siding behind Signal Box	60XX " Kings," also 28XX, 30XX, 42XX, 47XX, 52XX, 72XX, " Austerity " 2–8–0, L.M.R. 2–8–0, 94XX, 84XX.
	Crossover West End	All 4–6–0 types, also 28XX, 30XX, 42XX, 47XX, 52XX, 72XX, " Austerity " 2–8–0, L.M.R. 2–8–0, 94XX, 84XX.
	Siding adjoining Load Bank and Dead End Siding nearest Tunnel.	All types except 90XX, 4–4–0, and 45XX and 55XX—2–6–2T, 94XX, 84XX.
Devonport Goods Yard	Sidings Nos. 1 and 7, and connections to Cattle Pens and Goods Shed.	All 4–6–0 type, 28XX, 30XX, 42XX, 47XX, 52XX, 60XX, 72XX, " Austerity " 2–8–0, L.M.R. 2–8–0, 94XX, 84XX.
	Goods Shed	All 4–6–0 types and large engines with outside cylinders, 84XX, 94XX.
	Cattle Pens Road	47XX, 60XX, 84XX, 94XX.
Keyham	Admiralty Siding	Not more than two 60XX engines may back into this Siding to stand just clear of locking-bar of points leading to Dead End, but not to use Dead End Siding.
	All W.R. engines except those shewn in next column, may work over Dockyard lines Barrack Gates to Exchange Sidings, through Outer road of Exchange Sidings and beyond for distance sufficient only for backing into Siding adjoining the Outer road. Speed not to exceed 10 miles per hour.	47XX, 60XX.

Engine Restrictions—continued

Main Line—continued

KEYHAM (exclusive) TO PENZANCE (Route Colour—RED)

Permitted engines: All classes except 60XX ("King") and 47XX.

Stations	Connections and Sidings	Class of Engines Prohibited
St. Germans	Cattle Pens	All 4–6–0 type engines, also 28XX, 43XX—73XX, "Austerity" 2–8–0, L.M.R. 2–8–0.
Liskeard	All classes may stand on Looe Branch Line up to 65 feet from clearance point of short Dead End Siding on Up Side. Stop Board provided.	
Burngullow	Parkyn & Peter's Siding	30XX, 36XX, 37XX, 42XX, 52XX, 57XX–97XX, 72XX, 84XX, 94XX, L.M.R. 2–8–0.
Grampound Road	Cattle Pens, Up Side	4–6–0 types. All other types may work as far as Stop Board.
Truro	Carriage Shute (Down Sidings), East End	4–6–0 types.
Redruth	Old Yard	28XX, 30XX, 42XX, 52XX, 72XX, "Austerity" 2–8–0, L.M.R. 2–8–0.
Redruth (Drump Lane)	Connection from Shunt Spur to Cattle Pens Road ...	All 4–6–0 type engines, also 28XX, 84XX and 94XX.
Roskear Junction	Harvey & Co.'s Siding	No engine to work beyond Stop Boards.
Hayle	Sidings adjacent to Refuge Siding	"Castle," 10XX, 40XX, 49XX, 59XX, 69XX, 68XX, 78XX, 79XX.
St. Erth	See St. Ives Branch	—

BRANCHES

Section of Line	Engines Authorised	Prohibitions
Totnes to Ashburton	0–6–0T Uncoloured	45XX engines must not exceed 30 m.p.h. over the Branch and must not exceed 20 m.p.h. when passing over the bridges at 6m. 32½c. and 7m. 11½c.
	0–4–2T 14XX	—
	58XX	—
	45XX (except 4575 Class)	—
Brent to Kingsbridge	Uncoloured	20XX–21XX.
	"Yellow"	—
Tavistock Junction to Yelverton, inclusive.	All classes except 60XX and 47XX	Marsh Mills—Clay Works Siding: No engine heavier than 45XX permitted, also 84XX and 94XX.
Yelverton, exclusive, to Launceston	Uncoloured	—
	"Yellow" 2–6–2T	2251 Class. S.R. Class M.7.
	45XX specially authorised	—
Mount Gould Junction to Yealmpton	Uncoloured	*—Specially authorised for emergency only.
	"Yellow"	—
	*"Blue" 4–4–0	Billacombe: 4–4–0 and 2–6–2T. S.R. Class M.7. Sidings leading to Goods Shed and Loading Bank.
	*"Blue" 2–6–2T	Steer Point: 4–4–0 and 2–6–2T. S.R. Class M.7. Junction to Brickworks Siding.
	*41XX, 51XX	Yealmpton: 2–6–2T. S.R. Class M.7. Junction to Goods Yard and Siding alongside Cattle Pens.
	*61XX, 81XX	
	S.R. Class O.2 (T,) not to exceed 30 m.p.h. (15 m.p.h. over bridge at 4m. 36c.).	
	S.R. Class M.7 not to exceed 25 m.p.h. (15 m.p.h. over bridge at 4m. 36c.).	
Friary Junction to Sutton Harbour and North Quay.	Uncoloured	*—Specially authorised.
	0–6–0T	North Quay: "Red" Group engines not to pass point leading to Mileage Yard and to Siding to North Quay (S.R.).
	850–2021 Class	
	*"Red" Group D, except:— 4–6–0 "Castle" 2–8–0 47XX	Sutton Harbour: "Red" Group engines not to pass Sutton Road Level Crossing gates. Not to work into following Sidings:— Gas Company Siding. Northey's Siding.
	S.R. Class M.7 not to exceed 15 m.p.h.	
Millbay Docks	For Passenger and Mail traffic—All Classes except 60XX.	Connection to back of Glasgow Wharf—4–6–0 and 2–6–2T, 31XX types.
	Shunting:— 0–6–0T. 1361 Class. 0–6–0T 1366 Class. 0–6–0T, ‡16XX	All Sidings except Warehouse Line, 47XX. ‡—Except Lines to West Wharf via Swingbridge or Blacksmith's Shop.

Branches—continued.

Section of Line	Engines Authorised	Prohibitions
Keyham to Exchange Sidings, Dockyard.	All Classes, except 47XX, 60XX	See Keyham Main Line.
St. Budeaux East to Bull Point ...	45XX, 55XX, 0–6–0T	Bull Point: Outside Siding. All types (Stop Board fixed).
Liskeard to Looe	Uncoloured ... ... " Yellow " 2–6–2T, 45XX, 90XX 4–4–0, specially authorised. *" Blue " 9700–9710.	" Yellow " 0–6–0T, 36XX, 37XX, 57XX, 9711–9799, permitted on Branch Line as far as Branch Down Advanced Starting Signal.
Bodmin Road to Boscarne Junction	Uncoloured ... ... " Yellow " " Blue "	— — —
Boscarne Junction to Wadebridge (S.R.).	0–6–0T Uncoloured *2–6–2T, 45XX, 55XX 0–6–0, 24XX, 25XX	*—Sanctioned only provided steps are set back to width of 8 feet 4 inches.
Lostwithiel to Fowey	Uncoloured ... ... " Yellow " 37XX, 57XX–97XX " Blue " 0–6–0T specially authorised " Red " specially authorised.	Fowey: For prohibitions see section St. Blazey to Fowey. " Red " engines not to exceed 20 m.p.h. over Branch Line and 10 m.p.h. when passing over Golant River Bridge.
Par to Newquay	All Classes	St. Blazey: 31XX may use Clay Bank. 94XX, 84XX prohibited from Clay Bank. Between St. Blazey and Luxulyan: Engines not to exceed 25 m.p.h. when crossing following viaducts double-headed:— Clay Dry Viaduct, 283m. 18½c. Pontsmill Viaduct, 283m. 53½c. Rockmill Viaduct, 284m. 33½c. Bugle: Speed not to exceed 5 m.p.h. over Carbis Loop, Down Side. " ' Blue ' and ' Red ' Group engines may work over the connections from the Newquay Branch at St. Dennis Junction for the purpose of standing clear of the Newquay Branch only. They must not use any of the Sidings, Siding Connections or Crossover Roads, or proceed beyond the Crossover Road known as ' Junction with Retow Branch.' " Tolcarn Junction: " Red " engines not to exceed 10 mp.h. over the engine loop.
St. Blazey to Fowey, inclusive ...	Uncoloured ... ... " Yellow " " Blue " ... *" Red," 31XX, 42XX, 52XX, 72XX	*" Red " engines not to exceed 20 m.p.h. (10 m.p.h. when passing over Bridge at 283m. 32c.) Fowey:— Quay Line.—42XX, 52XX, 72XX not permitted beyond turntable No. 1 Jetty. Quay Loop.—42XX, 52XX, 72XX not permitted beyond point opposite Down Home Signal when proceeding from Fowey. Wharf Life.—42XX, 52XX, 72XX not permitted beyond point opposite No. 2 Jetty when working over junction through Middle and No. 3 Siding. Bay, back of Down Platform, Mileage Sidings, Goods Shed Siding.—31XX not permitted in these Sidings. All Sidings.—0–6–0T, 84XX, 94XX.
Pontsmill Branch	45XX, 55XX, 74XX	Stop Board provided, East end of Loop.
Goonbarrow Junction to Carbean Siding.	0–6–0T. 1361 Class ... ... 21XX Class 16XX Class 0–4–2T. 14XX Class 58XX Class 45XX specially authorised	Rock Siding: All types prohibited beyond Stop Board. 45XX and 16XX not permitted into following Sidings:— Wheal Henry. Old Cauldedown (Up Side). Gunheath (beyond Loading Bank). Rosevear. Imperial (Up Side). Carbean Branch.
Bugle to Carbis	Uncoloured ... ... " Yellow "	— —
St. Dennis Junction to Meledor Mill	Uncoloured ... ... Following specially authorised:— " Yellow," 45XX, 55XX, 36XX, 37XX, 57XX, 97XX.	" Blue " engines not permitted into Anchor Clay Co.'s Siding and Trerice New Siding.

Engine Restrictions—continued

Branches—continued

Section of Line	Engines Authorised	Prohibitions
Par Harbour	—	W.R. engines permitted to work over following Lines only on Par Harbour Estate:— From Par Harbour Box:— 1. Along the W.R. Siding. 2. Along the Estate Siding to a point just inside the gate. From St. Blazey:— 1. On the Transfer Siding and Loop, along the coal stores. 2. In the three Wagon Repair Sidings up to but not beyond the North end of the building. 3. Over the Siding and Loop between Wagon Repairs Shop as far as bridge. Under no circumstances must W.R. engines pass on to the bridge.
Trenance Junction to Lansalson ...	All Classes	All Sidings.—0–6–0T, 84XX, 94XX.
Burngullow to St. Dennis Junction	Uncoloured ... ... " Yellow " 36XX, 37XX, 57XX–97XX 45XX	" Blue " engines not permitted in the following Sidings:— Parkyn & Peters, Little Treviscoe, Luke's Old. 16XX prohibited from Parkyn & Peters and Slip Siding. Slip Siding (both sidings). All types. Goonvean Sand Siding. All types. Great Treviscoe Siding. 45XX. Goonvean No. 2 Siding... 45XX not permitted alongside Clay Dry. Whitegate Siding ... 45XX not permitted alongside wharf.
Penwithers Junction to Falmouth ...	All Classes	" Red " and " Blue " engines not to exceed 35 m.p.h. on Branch. Perranwell and Penryn Goods Sheds: All Classes except 0–6–0T (other than 84XX and 94XX), 45XX. Falmouth, Dock Sidings: All types.
Penwithers Junction to Newham ...	Uncoloured ... ... " Yellow " 0–6–0T not over 16T 12c. axle weight. *2–6–2T, 45XX, 55XX	— *—Specially authorised.
Chacewater to Tolcarn Junction ...	Uncoloured ... ... " Yellow " §" Blue " Groups in case of emergency only not to exceed 20 m.p.h.	0–6–0T not permitted on the Branch. — §—For emergency only. " Blue " engines not to work into Cattle Pens Sidings at the following stations:— St. Agnes, Perranporth, Shepherds. Tolcarn Junction: " Red " engines not to exceed 10 m.p.h. over the Engine Loop.
Roskear Junction to North Roskear Siding.	*4–6–0 " Castle " ... ... " Hall " and 68XX *2–6–0, 93XX *2–8–0, 28XX, *" Austerity " 2–8–0, *L.M.R. 2–8–0. Uncoloured and " Yellow "	*Junction to Messrs. Holman's No. 1 Works Siding at walking pace over curves. —
North Roskear Siding to end of Branch.	Uncoloured and " Yellow " Tank engines only.	—
Gwinear Road to Helston	Uncoloured ... ... " Yellow," 45XX, 55XX, 90XX, 4–4–0 specially authorised. " Blue," 43XX, 51XX	— — Not permitted between Nancegollan and Helston.
Hayle Wharves	Uncoloured 0–6–0T ... ... 16XX, 2–6–2T, 45XX, 55XX. "Blue" 0–6–0T specially authorised.	Junction leading to Penpol Siding and beyond Weighbridge, Harvey's Sidings.
St. Erth	(a) All types may work on Branch up to 321m. 30c., at which point a board is fixed as follows:—" Only Uncoloured or ' Yellow ' Engines 4500–4574 to pass this Board." (b) Engines must not proceed over United Dairies Siding, beyond second Stop Board.	—
St. Erth to St. Ives	Uncoloured ... ... " Yellow," 4500–4574 type, 90XX 4–4–0 specially authorised.	—

SHUNTING ENGINES

STATION	Engine No.	Starting Time	AUTHORISED HOURS Mon.	Tues.	Wed.	Th	Fri.	Sat.	Sun.	Total Hours per Week	PARTICULARS OF WORK
Tavistock Junction...	1	12. 1 a.m.	24	24	24	24	24	24	16	160	Shunts Down Side New Yard. (Closed 6.0 a.m. to 2.0 p.m. Sunday.)
	2	6. 0 a.m.	18	24	24	24	24	24	6	144	Shunts Down Side Old Yard. (Closed 6.0 a.m. Sunday, to 6.0 a.m. Monday.)
	3	12. 1 a.m.	24	24	24	24	24	24	8	152	Shunts Up Side. (Closed 6.0 a.m. to 10.0 p.m. Sunday.)
Laira	1	6. 0 a.m.	18	24	24	24	24	24	6	144	Shunts Up Side. (Closed 6.0 a.m. Sunday to 6.0 a.m. Monday.)
	2	6. 0 a.m.	18	24	24	24	24	24	6	144	Shunts Down Side. (Closed 6.0 a.m. Sunday to 6.0 a.m. Monday.)
	3	6. 0 p.m.	—	—	—	—	—	—	—	—	**Suspended.**
Millbay Goods ...	1	6. 0 a.m.	18	24	24	24	24	24	6	144	Shunts Goods Yard and Shed; also shunts Passenger Station additionally from 12.1 a.m. to 6.0 a.m. **MX** and until 6.0 a.m. Sundays.
Millbay Docks ...	1	1. 0 a.m.	23	24	24	24	24	22	—	141	Shunts East End and Mileage Sidings.
	2	10.0 a.m. **SX** 8.0 a.m. **SO**	6	6	6	6	6	6	**Q**	36	Shunts West Wharf, South Quay and North Quay.
Drinnick Mill ...	1	8.10 a.m.	8	8	8	8	8	—	—	40	Banks 8.10 a.m. St. Blazey to St. Dennis Junction, thence Light Engine Drinnick Mill. Shunt as required, returning Light Engine Drinnick Mill, St. Blazey via Burngullow or St. Dennis Junction as ordered by St. Blazey Control.
				SU	**SPE**	**ND**	**ED**				
Drinnick Mill and Burngullow	1	9. 0 a.m.	6½	6½	6½	6½	6½	6½	—	39	Banks 8.0 a.m. St. Blazey to St. Austell, thence Light Engine to Drinnick Mill. Shunt as required; then L E 11‖30 a.m. to Burngullow, shunt until 3.35 p.m. and return L E to St. Blazey.
Burngullow	1	12.45 p.m.	5	5	5	5	5	5	—	30	Banks 12.55 p.m. St. Blazey to Burngullow, shunts Yard as required, then bank 2.20 p.m., thence to Drinnick Mill. Assist 4.0 p.m. Drinnick Mill to St. Blazey when required. To shed 5.40 p.m.
Fowey	1	7. 0 a.m.	14	14	14	14	14	7	—	77	Light Engine off Shed 6.40 a.m. Shunts Fowey Yard. To Shed 9.0 p.m. **SX**, 2.0 p.m. **SO**.
St. Blazey	1	5. 0 a.m.	16	16	16	16	16	16	—	96	Shunts Yard. To Shed 9.0 p.m.
	2	3.30 p.m.	4	4	4	4	4	4	—	24	Shunts St. Blazey Yard and Par Harbour.
St. Austell	1	Applies until 27th October, 1957. 6.30 a.m. **MO** 4.15 a.m. **MX** 5. 0 a.m. Sundays	10½	12¾	12¾	12¾	12¾	12¾	2½	76¾	Off Shed 5.40 a.m. **MO**, 3.55 a.m. **MX**, 4.40 a.m. Sundays. Runs coupled **MO** to 5†50 a.m. E.B.V. St. Blazey to Burngullow, coupled **MX** to engine for 5.10 a.m. St. Austell, between St. Blazey and St. Austell; L E on Sundays. Shunts Passenger Station and Goods Yard, and works "Specials" to Trenance Valley as required, returning from St. Austell at 4.55 p.m. weekdays, 7.30 a.m. Sundays.
St. Austell	1	Applies from 28th October, 1957. 6.30 a.m.	10½	10½	10½	10½	10½	9½	—	62	Off Shed 5.40 a.m. Runs coupled to 5†50 a.m. E.B.V. St. Blazey to Burngullow between St. Blazey and St. Austell, shunts Passenger Station and Goods Yard, and works "Specials" to Trenance Valley as required, returning from St. Austell at 4.55 p.m. **SX**, 4.0 p.m. **SO**.
Truro	1	3.30 a.m.	20½	24	24	24	24	24	7	147½	Shunts Goods Yard.
	2	3.30 p.m.	—	—	1	—	—	—	—	1	Works trips to Yard, to Cattle Pens, and shunts as necessary.
Penzance Goods ...	1	6.30 a.m.	14¼	14¼	14¼	14¼	14¼	14¼	—	85½	Shunts Ponsandane Goods Yard, Long Rock and Marazion as required. To Shed 8.45 p.m.

BANK ENGINES

STATION	Engine No.	Starting Time	AUTHORISED HOURS Mon.	Tues.	Wed.	Th.	Fri.	Sat.	Sun.	Total Hours per Week	PARTICULARS OF WORK
Aller Junction ...	1	12.16 a.m. **MO**	16¼	—	—	—	—	—	—	16¼	Banking as required to Dainton, commencing with 12.15 a.m. Hackney to Tavistock Junction. To Shed 4.30 p.m.
	2	6. 0 p.m.	6	22½	22½	22½	22½	22½	10	128½	Banking as required to Dainton, commencing with 6.10 p.m. Hackney to Tavistock Junction. To Shed 4.30 p.m. **MX**, 10.0 a.m. Sundays.
Newton Abbot and Totnes	1	**Weekdays** 3.15 a.m. **MO** 1.30 a.m. **MX**	6½	6¾	6¾	6¾	6¾	6¾	—	40¼	Runs L E to Totnes **MO**. Banks 1.30 a.m. Hackney **MX**, Aller to Dainton, thence L E to Totnes. Banks as required. To Shed 9.45 a.m. **MO** (banking 7.30 a.m. Tavistock Junction), 8.15 a.m. **MX** (6.25 a.m. Tavistock Junction).
	2	7.15 a.m. **MX**	—	6	6	6	6	6	—	30	Assist 11.50 p.m. Paddington, Newton Abbot to Brent **MX**, thence L E to Totnes, banks as required. To Shed 1.15 p.m. **MX**.
	3	12.30 p.m.	11½	12½	12½	12½	12½	12½	1	75	Assist 5.30 a.m. Paddington, Newton Abbot to Brent, thence L E to Totnes. Banks as required. To Shed 1.0 a.m. **MX** and Sundays.
	4	1.45 p.m.	7½	7½	7½	7½	7½	7½	—	45	Runs L E to Totnes. Banks as required. To Shed 9. 15 p.m.
	5	9. 0 p.m.	3	8	8	8	8	8	4½	47½	Runs L E to Totnes. Banks as required. To Shed 5.0 a.m. **MX**, 4.15 a.m. Sundays.
	6	10. 0 p.m.	2	8	8	8	8	8	6	48	Runs L E to Totnes. Banks as required. To Shed 6. 0 a.m. **MX**, and Sundays.
	7	11.30 p.m.	½	12½	12½	12½	12½	12½	10¾	72½	Runs L E to Totnes. Banks as required. To Shed 11.45 a.m. **MX**, 10.45 a.m. Sundays.
	8	10.0 a.m. **SX** 8.45 a.m. **SO**	5	5	5	5	5	6¾	—	31¼	Engine arriving 8.55 a.m. Hackney **SX**. Banks and shunts as required and return working 1.30 p.m. Ashburton to Hackney **SX**. On Saturdays L E to Totnes; to Shed 3.30 p.m.
	1	**Sundays** 5.10 a.m.	—	**SU**	**SPE**	**ND**	**ED**	—	7	7	Runs Light Engine to Totnes. Banks as required. To Shed 12.10 p.m.
	2	6.30 a.m.	—	**SU**	**SPE**	**ND**	**ED**	—	8¼	8¼	Runs Light Engine to Totnes. Banks as required. To Shed 2.45 p.m. after banking 1.30 p.m. Hackney from Totnes to Rattery.
	3	9.30 p.m.	13¼	—	—	—	—	—	2½	15¾	Banks 9.35 p.m. Hackney between Aller and Dainton, thence Light to Totnes. Banks as required. To Shed 1.15 p.m. Monday.
	4	11. 0 p.m.	6½	—	—	—	—	—	1	7½	Banks 11.0 p.m. Hackney, Aller to Dainton, thence Light Engine to Totnes. Bank as required. To Shed 6.35 a.m. Mondays, banking 5.10 a.m. Tavistock Junction.
	5	3.30 p.m.	2	**SU**	**SPE**	**ND**	**ED**	—	8½	10½	—
Tavistock Junction...	1	2.15 p.m.	9¾	16¾	16¾	16¾	16¾	16¾	3¾	97¼	Banks Tavistock Junction to Hemerdon, commencing with 2.26 p.m. Tavistock Junction to Swindon. To Shed 7.0 a.m. **MX**, 3.45 a.m. Sundays.
	2	9.45 p.m. 10.45 p.m. (Suns.)	10½	10½	10½	10½	10½	10½	2¼	65¼	Banking Tavistock Junction to Hemerdon, commencing with 5.5 p.m. Marazion weekdays and 11.0 p.m. Tavistock Junction Sundays. To Shed 8.15 a.m. weekdays, (11.45 a.m. when 11.10 a.m. **Q** Tavistock Junction runs), (Sundays 1.0 a.m.).
	3	12.16 a.m. **MO**	6¾	—	—	—	—	—	—	6¾	Banking Tavistock Junction to Hemerdon as required. To Shed 7.0 a.m.
St. Blazey	1	7.45 a.m. **SX**	10¾	10¾	10¾	10¾	10¾	—	—	53¾	Banks 7.40 a.m. and 10.50 a.m. St. Blazey to St. Dennis Junction, returning L.E. to St. Blazey after banking former train. Banks 12.10 p.m. and 2.25 p.m. St. Dennis Junction to Roche. Attach freight-rated traffic to 1.45 p.m. Newquay at St. Columb Road, when required. Assists 5.15 p.m. St. Dennis Junction to St. Blazey. To Shed 6.30 p.m.

RUNNING TIMES FOR RETURN BANK ENGINES

	Minutes
Dainton to Totnes	‡10
Brent to Rattery	4
Rattery to Totnes	9
Totnes to Dainton	10

	Minutes
Dainton to Aller Junction	‡6
Hemerdon to Plymouth	17
Hemerdon to Laira	12
Hemerdon to Plympton	7
Lydford to Tavistock	14

‡—One minute less for 31XX and 51XX Class of engines.

Signalmen to note and act in accordance with same and in cases where the Drivers exceed the time and delay trains to call attention to same.

ENGINE WORKING OVER ROYAL ALBERT BRIDGE, SALTASH

(1) The speed of all engines passing over the structure must not exceed 15 m.p.h.
(2) Not more than two permitted engines may work coupled together.
The instructions as shewn in the General Appendix to the Rule Book for assisting or double-heading of trains will apply.

ENGINE ROUTE AVAILABILITY

B.R. STANDARD ENGINES

Class 8 (4–6–2) (71XXX)—As for "King" Class.
Class 7 (4–6–2) (70XXX)—As for "Castle" Class.
Class 5 (4–6–0) (73XXX)—Prohibited on all "Blue," "Yellow" and "Uncoloured" Routes. Restrictions—As for W.R. 4–6–0, 49XX ("Hall") Class Engines.
Class 4 (4–6–0) (75XXX, 76XXX)—As for "Manor" Class.
Class 4 (2–6–4T) (80XXX)—Prohibited on all "Yellow" and "Uncoloured" Routes. Restrictions—As for "Blue" Engines.
*Class 3 (2–6–2T) (82XXX)—Prohibited on all "Uncoloured Routes."
*—Engine Nos. 82030, 82035, 82036, 82037, 82038, 82039, 82040, 82041, 82042, 82043, 82044, when working over "Yellow" routes or specially authorised "Uncoloured" routes must not be coupled to another engine of the same class.
Class 2 (2–6–0) (78XXX)—"Uncoloured" Group for route purposes.

Class of W.R. Engines permitted to assist the 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 CLASS 9F (2–10–0) (92XXX) (including those fitted with Franco-Crosti Boiler).

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.**

Subject to clearance tests to determine restrictions necessary in respect to sidings and crossovers.

Class 8F (2–8–0) ex L.M.R. (48XXX)—As for W.R. 2–8–0 28XX Class engines. Restrictions—As for "Blue" Engines.

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**" Headcode Freight Trains except in emergency.

REFUGE SIDINGS AND LOOPS

STATION	Refuge Sidings	Running Loops	Number of Wagons Siding or Loop holds†
DOWN			
Totnes	—	1	56
Brent	—	1P	55
Hemerdon	—	1P	54
Tavistock Junction	—	1	195
Lipson	—	1	45
Devonport	1	—	20
St. Budeaux and R.A. Bridge ...	—	1P	63
Wearde	—	1	147
St. Germans	1	—	30
Menheniot	—	1	60
Doublebois	1	—	46
Lostwithiel	—	1	60
Par	—	1	60
Par Harbour	1	—	38
Burngullow	1	—	34
Grampound Road	1	—	22
Truro	1	—	13
Truro Goods	—	1	‡47
Wheal Busy	—	1	35
Drump Lane	1	—	41
Gwinear Road	1	—	35
St. Erth No. 1	1	—	31
St. Erth No. 2	1	—	34
Bickleigh	1	—	24
Yelverton	1	—	25
Horrabridge	1	—	35
Lydford	1	—	26
St. Dennis	—	1	40
Kernick	—	1	45
Roskear Branch	1	—	35
DOWN or UP			
Tavistock Junction ... ... / Laira Junction	—	1	f

STATION	Refuge Sidings	Running Loops	Number of Wagons Siding or Loop holds†
UP			
Perranwell	1	—	28
Roche	1	—	32
Goonbarrow Junction ...	1	—	35
Luxulyan	1	—	45
Lydford	1	—	43
Horrabridge	1	—	44
Bickleigh	1	—	21
St. Erth	1	—	38
Hayle	—	1	25
Gwinear Road	—	1	54
Camborne	1	—	21
Drump Lane	1	—	30
Truro Goods	—	1	§38
Grampound Road	1	—	41
Burngullow	1	—	41
Trenance	1	—	45
St. Austell	—	1	38
Par Harbour	1	—	28
Par	1	—	30
Lostwithiel	1	—	17
Lostwithiel	—	1	60
Doublebois	1	—	37
Liskeard	1	—	30
St. Germans	1	—	28
Wearde	1	—	56
Keyham	—	1P	49
Lipson	—	1	48
Tavistock Junction	—	1	186
Plympton	1	—	27
Hemerdon	—	1P	58
Ivybridge	1	—	45
Wrangaton	1	—	50
Brent	—	1P	60
Totnes	—	1	60*

P—Available for use by Passenger and Freight Trains.
f—Available for use by Down or Up Freight Trains or Engines. Will accommodate two Freight Trains each of 60 wagons in addition to Engine and Van on each train. †—Capacity based on length of wagons as 21 feet, in addition to Engine and Van. *—In addition to two Engines and Van. ‡—Between Catch Points 59. §—Between Catch Points 52.

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 shewn on pages 70 to 74 (inclusive).

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.

3. The maximum "engine" and "working" loads shewn on pages 70 to 74 apply (with a few exceptions specially indicated) to ordinary freight wagons of 10-ton carrying capacity. Wagons of larger dimensions must be calculated as under:—

When Loaded.		When Empty.	
Five 12- and 13-ton wagons = 6 Two 15/16-ton wagons = 3 Two 40-ton wagons = 7	Class 1, 2 or 3, according to traffic involved.	Three 15/16-ton wagons = 4 One 40-ton wagon = 3 8-, 10-, 12- or 13-ton wagons = 1	ordinary empty wagons.
25-ton Ironstone Wagons, tare 9 ton 5 cwt. 2 qrs.	= 3 Class 3.	25-ton Ironstone Wagons, tare 9 ton 5 cwt. 2 qrs.	= 1 Class 3.
Two 27-ton Hopper Wagons for Iron Ore, tare 7 tons 13 cwts.	= 7 Class 3 or 4 Class 1.	Three 27-ton Hopper Wagons for Iron Ore, tare 7 tons 13 cwts.	= 4 ordinary 10-ton empties.

Hopper or flat vehicles not provided with Coke Rails when **loaded with coke** to be counted as under for engine load purposes:—

10-, 12- or 13-ton vehicles:—
As one 10-ton loaded Class 1 traffic.

14-, 15- or 16-ton vehicles:—
As 5 = 6 loaded Class 1 traffic.

20-, 21- or 22-ton vehicles:—
As 2 = 3 loaded Class 1 traffic.

NOTE.—The equivalents of wagons of 20-, 21-, 22-, 24- and 27-ton capacity are shewn in the special tables, pages 89 and 90.

4. Special Class wagons, such as "Weltrols," "Borails," Rail Tank Cars, etc., when loaded and empty are to be calculated as shewn in tables on pages 91 and 92.

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
10 wagons Class 1	Class 3	10 wagons Class 1 equal 15 Class 3.
5 wagons Class 2	—	5 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 49

6. A Ready Reckoner is given on page 88 for calculating mixed loads.

7. With certain exceptions all engines are classified into five groups—A, B, C, D and E. The Group Letter is painted in a circle on both sides of the engine, just above the engine number. The increased loads (in Class 3 traffic) authorised for engines of the 40XX, 50XX, 70XX, 10XX, 47XX, 49XX, 59XX, 69XX, 79XX, 68XX, 43XX, 53XX, 63XX, 73XX, 93XX, 78XX, B.R. Classes 7, 5 and 4 types in the Table shewn on page 74 of this Working Time Table are applicable only when such engines are working "C," "D" and "E" Head Code Freight Trains timed at astndard point-to-point allowances.

8. Class 1 traffic, former Private Owners' wagons fitted with grease axle-boxes, Tank Wagons, Class 2 and Class 3 traffic not suitably loaded and not in suitable wagons, must not be conveyed by freight trains carrying "C," "D" or "E" headcode. The following are the permitted exceptions:—

(a) Tank Wagons as provided for in Supplement G.A.16, dated May, 1946, to the General Appendix dated 1st August, 1936, may be conveyed in "D" or inferior headcode trains. Tank wagons as provided for in G.A.27, dated January, 1951, may be conveyed in "E" or inferior headcode trains.
(b) Coke loaded in either Railway owned or ex-privately owned oil axle-box wagons, may be conveyed in "E" or inferior headcode trains.
(c) Former Private Owners wagons fitted with grease axle-boxes may be conveyed in "E" or inferior headcode trains as provided for in p. 173 of the General Appendix, dated 1st August, 1936.

If a train consists solely of Coal traffic loaded in oil axle-box wagons, it may run under "F" headcode conditions, provided that its load does not exceed 80 per cent. of that shewn in the Working Time Tables under the heading "Maximum Loads for Freight Trains". When a train running under "F" headcode is formed with varying classes of traffic the standard loads can be conveyed but the maximum number of wagons of coal traffic, fitted with oil axle-boxes only, which may be included is ten.

Overhanging loads are prohibited from travelling on Freight Trains carrying "C" headcode.

9. In addition to the foregoing, when calculating the load 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:—

(a) Total number of wagons.
(b) Equal to (.....No.) of Class..... (1, 2 or 3).
(c) Length (on ordinary wagon basis, 21 feet over buffers).
(d) Class of engine and engine number.

EXAMPLES: 38 equal 65 Class 3 equal 60 length Bunker E.2872.
35 equal 65 Class 1 equal 47 length Bunker E.2872.
58 Empties (specify Mineral, Common Users, or Mixed) equal 65 length Bunker E.2872.

READY RECKONER

Showing 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	1	2	36	43	54	72
2	2	3	4	37	44	56	74
3	4	5	6	38	46	57	76
4	5	6	8	39	47	59	78
5	6	8	10	40	48	60	80
6	7	9	12	41	49	62	82
7	8	11	14	42	50	63	84
8	10	12	16	43	52	65	86
9	11	14	18	44	53	66	88
10	12	15	20	45	54	68	90
11	13	17	22	46	55	69	92
12	14	18	24	47	56	71	94
13	16	20	26	48	58	73	96
14	17	21	28	49	59	74	98
15	18	23	30	50	60	75	100
16	19	24	32	51	61	77	102
17	20	26	34	52	62	78	104
18	22	27	36	53	64	80	106
19	23	29	38	54	65	81	108
20	24	30	40	55	66	83	110
21	25	32	42	56	67	84	112
22	26	33	44	57	68	86	114
23	28	35	46	58	70	88	116
24	29	36	48	59	71	89	118
25	30	38	50	60	72	90	120
26	31	39	52	61	73	92	122
27	32	41	54	62	74	94	124
28	34	42	56	63	76	95	126
29	35	44	58	64	77	97	128
30	36	45	60	65	78	98	130
31	37	47	62	66	79	99	132
32	38	48	64	67	80	100	134
33	40	50	66	68	82	102	136
34	41	51	68	69	83	104	138
35	42	53	70	70	84	106	140

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 shewn on pages 70 to 74 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	2
Exceeding 32 tons but not exceeding 48 tons	3
" 48 " " " " 64 "	4
" 64 " " " " 80 "	5
" 80 " " " " 96 "	6
" 96 " " " " 112 "	7
" 112 " " " " 128 "	8
" 128 " " " " 144 "	9
" 144 " " " " 160 "	10

TABLE FOR COMPUTING MAXIMUM ENGINE LOADS OF TRAINS COMPOSED OF 20/21-TON AND LARGER CAPACITY WAGONS

NUMBER OF LOADED WAGONS

20/21-ton	22/24-ton	24½-ton Mineral* 25/27-ton †	Equivalent in 10-ton wagons Class 1 traffic	20/21-ton	22/24-ton	24½-ton Mineral* 25/27-ton †	Equivalent in 10-ton wagons Class 1 traffic
1	1	1	2	29	—	25	54
2	2	2	4	—	26	—	55
3	3	—	6	30	—	26	56
4	—	3	7	—	27	—	57
—	4	—	8	31	—	27	58
5	—	4	9	—	28	—	59
6	5	5	11	32	—	—	60
7	6	6	13	—	29	28	61
8	7	7	15	33	—	—	62
9	—	8	17	—	30	29	63
10	8	—	18	34	—	—	64
—	9	—	19	—	31	30	65
—	10	9	20	35	—	—	66
11	—	—	21	—	32	31	67
—	—	10	22	36	—	—	68
12	11	—	23	37	33	32	69
13	—	11	24	38	34	—	71
—	12	—	25	—	—	33	72
14	—	12	26	39	—	—	73
—	13	—	27	—	35	34	74
15	—	13	28	40	—	—	75
—	14	—	29	—	36	35	76
16	—	14	30	41	—	—	77
17	15	15	32	—	37	36	78
18	16	16	34	42	—	—	79
19	17	—	36	—	38	37	80
20	—	17	37	43	—	—	81
—	18	—	38	—	39	38	82
21	—	18	39	44	—	—	83
—	19	—	40	45	40	39	84
22	—	19	41	46	41	—	86
—	20	—	42	—	—	40	87
23	—	20	43	47	42	—	88
—	21	—	44	—	—	41	89
24	—	—	45	48	43	—	90
—	22	21	46	—	—	42	91
25	—	—	47	49	44	—	92
—	23	22	48	—	—	43	93
26	—	—	49	50	45	—	94
—	24	23	50	—	—	44	95
27	—	—	51	51	46	—	96
—	—	24	52	52	47	45	98
28	25	—	53	53	48	46	100

*—24½-ton Mineral wagon with tare not exceeding 10 tons 4 cwt.
†—25/27-ton wagon or hopper with tare not exceeding 7 tons 13 cwt.

N.B.—All 12-ton wagons formed in trains, the loads of which have been calculated from this Table, must be counted as shewn in the Service Time Books, viz. 5 loaded 12-tonners = 6 loaded 10-tonners.

Example.—Scheduled maximum in 20- or 21-ton loaded wagons for Group "D" engines from Nine Mile Point to Park Junction is 38 wagons.

There are only thirteen loaded 20- or 21-tonners available. To ascertain how many 10-ton loaded wagons may be attached to make up the scheduled maximum, make the following calculations:—

Scheduled maximum ... ... 38 wagons.
20- or 21-ton loaded wagons available ... 13

Deficiency = 25 wagons to be made up with 10-ton loaded wagons.

25 loaded 20- or 21- tonners—47 loaded 10-tonners.
Therefore the maximum engine load can be made up as follows:—

20- or 21-ton wagons = 13
10-ton wagons = 47 } **Loaded Wagons.**

Loaded HOPPER wagons with carrying capacity of 20 tons are calculated on the basis of two equals three 10-ton loaded wagons Class 1; 24-ton loaded Hopper ("Dogfish") wagons (tare weight 11 tons)—one equals two 10-ton loaded wagons Class 1. Loaded Hopper wagons (25 tons) are calculated 1 equal 3 loaded Class 3, and 27-ton loaded Hoppers are calculated 2 equal 7 Class 3 or 4 Class 1.

TABLE FOR COMPUTING MAXIMUM ENGINE LOADS OF TRAINS COMPOSED OF 20/21-TON AND LARGER CAPACITY WAGONS

NUMBER OF EMPTY WAGONS

20/21-ton *25/27-ton	22/24-ton	24½-ton Mineral †	Equivalent in 10-ton EMPTY WAGONS	20/21-ton *25/27-ton	22/24-ton	24½-ton Mineral †	Equivalent in 10-ton EMPTY WAGONS
1	1	1	2	—	32	30	51
2	2	2	3	39	—	—	52
3	—	—	4	40	33	31	53
4	3	3	5	41	34	32	54
5	4	—	6	42	35	33	56
—	—	4	7	43	—	—	57
6	5	—	8	44	36	34	58
7	—	5	9	—	37	—	59
8	6	6	10	45	—	35	60
—	7	—	11	46	38	36	61
9	—	7	12	47	39	—	62
10	8	—	13	—	—	37	63
11	9	8	14	48	40	—	64
—	—	9	15	49	—	38	65
12	10	—	16	50	41	39	66
13	—	10	17	—	42	—	67
14	11	—	18	51	—	40	68
—	12	11	19	52	43	41	69
15	—	12	20	53	44	—	70
16	13	—	21	—	—	42	71
17	14	13	22	54	45	—	72
18	15	14	24	55	—	43	73
19	—	—	25	56	46	—	74
20	16	15	26	—	47	44	75
—	17	16	27	57	—	—	76
21	—	—	28	58	48	45	77
22	18	17	29	59	49	46	78
23	19	—	30	60	50	47	80
—	—	18	31	61	—	48	81
24	20	19	32	62	51	—	82
25	—	—	33	—	52	49	83
26	21	20	34	63	—	—	84
—	22	—	35	64	53	50	85
27	—	21	36	65	54	—	86
28	23	—	37	—	—	51	87
29	24	22	38	66	55	52	88
—	—	23	39	67	—	—	89
30	25	—	40	68	56	53	90
31	—	24	41	—	57	—	91
32	26	—	42	69	—	54	92
—	27	25	43	70	58	55	93
33	—	26	44	71	59	—	94
34	28	—	45	72	—	56	95
35	29	27	46	73	60	—	96
36	30	28	48	—	—	57	97
37	—	29	49	74	61	58	98
38	31	—	50	—	62	—	99
				75	—	59	100

*—25/27-ton wagon or hopper with tare not exceeding 7 tons 13 cwt.
†—24½-ton Mineral wagon with tare not exceeding 10 tons 4 cwt.

Example.—Scheduled Maximum in 20- or 21-ton empties, for Group "E" engines from Maesglas to Rogerstone—80 wagons.

There are only 39 20-ton empties available. To ascertain how many empty 10-ton wagons may be attached to make up to scheduled maximum, make the following calculations:—

Scheduled maximum ... ... 80 wagons.
20- or 21-ton empties available ... 39

Deficiency = 41 wagons to be made up with 10-ton empties.

41 empty 20- to 21-tonners = 54 empty 10-tonners.

Therefore the maximum engine load can be made up as follows:—

39 empty 20- or 21-ton wagons ...
54 empty 10-ton wagons ... ... } **Empty Wagons.**

Empty HOPPER wagons with carrying capacity of 22 and 24 tons are calculated on the basis of five equals six 20–21-ton empty wagons and 25-ton empty hoppers are calculated 1 = 3 Class 3, and 27-ton empty hoppers are calculated 3 = 4 empties (10 tons).

CLASSIFICATION OF SPECIAL WAGONS, EMPTY AND LOADED

Shewing their Relationship in Weight to a Class 3 Loaded Wagon

Revised Code	Description	MAXIMUM Length over Buffers of Vehicle		MAXIMUM Carrying Capacity of Vehicle	MAXIMUM Tare of Vehicle		EQUALS When empty A	EQUALS When loaded B
							Loaded Class 3 Wagons	
		Ft.	Ins.	Tons	Tons	Cwts.		
Arm WB	Armour-plate Wagon	37	0	45	18	15	2	6
Arm WC	Armour-plate Wagon	25	1	50	17	19	2	7
Asmo†	Covered Motor-car Truck	36	4	10	11	2	1	2
Bobol A	Bolster Wagon	38	0	30	16	0	2	5
Bobol A	Bolster Wagon	38	0	25	14	3	1	4
Bobol C	Bolster Wagon	48	0	30	15	6	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	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
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 WW	Well Trolley	34	0	20	12	10	1	3
Flatrol WX	Well Trolley	55	7	40	26	11	3	7
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
Glasswag WB	Glass Wagon	22	3	12	6	2	X	2
Glasswag WC	Glass Wagon	24	6	12	7	9	X	2
Grain	Grain Hopper	24	6	20	12	16	1	3
Hymac WJ	Well Truck	29	0	12	8	16	1	2
Hymac WK	Well Truck	34	6	5	7	10	X	1
Hymac WR	Well Truck	43	0	25	16	17	2	4
Hytwin	High-sided Twin Bolster Wagon	39	3	26	15	0	2	4
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
Rectank WB	Rectank Flat-top with ramp at each end	37	0	35	14	8	1	5
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
Signal Dept. Wagon	10-ton	23	0	10	5	11	X	2
Signal Dept. Wagon	14-ton	28	0	14	6	11	X	2
Single	Single Bolster Wagon	19	6	12	5	18	X	2
Sleeper (Chaired 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	25	13	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 tons)	Long Open	30	0	21	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, Empty and Loaded—continued

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

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 three 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 feet 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 10 tons or fraction of 10 tons (over 5 and up to 10) of a load add one 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 two Class 3 traffic—
Vehicle when empty, column **A**, equals two Class 3 traffic.
Total load to be calculated as four Class 3 traffic.

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

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 WB.	37	0	38	14	10	2 equals 3	See below	See below
Warflat	43	10½	50	20	8	2	See below	See below
Warwell	47	0	50	26	15	3	6	—

Type of Tank	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
Tetrach, "U.S." Locust	3	3	3	4
Harry Hopkin	3	4	3	4
Stuart M.1	3	4	4	5
Stuart M.2 and M.5	3	5	4	5
Valentine, D.D., "U.S." Chaffee, Covenanter, Crusader	—	—	4	6
Matilda	—	—	5	8
Over 26 tons 10 cwts. in weight	—	—	6	—

CALCULATION OF COACHING STOCK ON FREIGHT TRAINS

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 30 tons should be counted as three 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 equally three Class 3 wagons; similarly, a passenger coach weighing 24 tons 19 cwt. should be counted as 20 tons equally two Class 3 wagons.

Coaching stock (Passenger coaches and Passenger brake vans) must not be conveyed on freight trains which have to pass two or more Divisions, without the consent of the Controls concerned.

Freight Trains scheduled in the Marshalling Instructions for the conveyance of coaching stock are excepted from these arrangements.

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	4½	Lowmac WT	28	11	Siphons F	43	7
BG	63	6½	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 at 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.

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