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SUNDAYS

BANBURY TO PADDINGTON (VIA BICESTER)

[illegible]

BANBURY TO PADDINGTON (VIA BICESTER)

SUNDAYS

A143

UP	BANBURY TO PADDINGTON (VIA BICESTER)												A§
	A	B	A	B	A	B	A	B	A	B	C	C	G
BANBURY GEN. arr dep	PM 4 14 4 17	PM 5 11 5 14	PM 6 7 6 10	PM 6 25 6 30 6 33	PM 7 16 7 20 7 23	PM 7 31 7 35 7 38	PM 7 47 7 51 7 54	PM 8 10 8 14 8 17	PM 8 25 8 29 8 32	PM 8 39 8 43 8 46	PM 8 54 8 58 9 01	PM 9 09 9 13 9 16	PM 9 24 9 28 9 31
BICESTER NORTH arr dep	PM 4 31 4 34	PM 5 12 5 15	PM 6 25 6 30 6 33	PM 7 16 7 20 7 23	PM 7 31 7 35 7 38	PM 7 47 7 51 7 54	PM 8 10 8 14 8 17	PM 8 25 8 29 8 32	PM 8 39 8 43 8 46	PM 8 54 8 58 9 01	PM 9 09 9 13 9 16	PM 9 24 9 28 9 31	PM 9 39 9 43 9 46
Brill Halt													
Dorton Halt													
Ashendon Jn.													
Haddenham													
Ilmer Halt													
PRINCES RISBORO' arr dep	PM 4 53 4 56	PM 5 3 5 6	PM 6 25 6 30 6 33	PM 7 16 7 20 7 23	PM 7 31 7 35 7 38	PM 7 47 7 51 7 54	PM 8 10 8 14 8 17	PM 8 25 8 29 8 32	PM 8 39 8 43 8 46	PM 8 54 8 58 9 01	PM 9 09 9 13 9 16	PM 9 24 9 28 9 31	PM 9 39 9 43 9 46
Saunderton													
HIGH WYCOMBE arr dep	PM 5 6 5 9	PM 5 16 5 20 5 23	PM 6 25 6 30 6 33	PM 7 16 7 20 7 23	PM 7 31 7 35 7 38	PM 7 47 7 51 7 54	PM 8 10 8 14 8 17	PM 8 25 8 29 8 32	PM 8 39 8 43 8 46	PM 8 54 8 58 9 01	PM 9 09 9 13 9 16	PM 9 24 9 28 9 31	PM 9 39 9 43 9 46
Beaconsfield													
Seer Green & Jordans													
Gerrards Cross													
Denham Golf Club													
Denham													
WEST RUISLIP arr dep	PM 5 25 5 28	PM 5 40 5 43 5 46	PM 6 25 6 30 6 33	PM 7 16 7 20 7 23	PM 7 31 7 35 7 38	PM 7 47 7 51 7 54	PM 8 10 8 14 8 17	PM 8 25 8 29 8 32	PM 8 39 8 43 8 46	PM 8 54 8 58 9 01	PM 9 09 9 13 9 16	PM 9 24 9 28 9 31	PM 9 39 9 43 9 46
South Ruislip													
Northolt Jn. East Box													
MARYLEBONE arr.	PM 5 30 5 33	PM 5 45 5 48 5 51	PM 6 25 6 30 6 33	PM 7 16 7 20 7 23	PM 7 31 7 35 7 38	PM 7 47 7 51 7 54	PM 8 10 8 14 8 17	PM 8 25 8 29 8 32	PM 8 39 8 43 8 46	PM 8 54 8 58 9 01	PM 9 09 9 13 9 16	PM 9 24 9 28 9 31	PM 9 39 9 43 9 46
Greenford													
Greenford East Loop													
North Acton Jn.													
Old Oak Common West													
Westbourne Park													
PADDINGTON M. arr	PM 5 45 5 48 5 51	PM 5 50 5 53 5 56	PM 6 25 6 30 6 33	PM 7 16 7 20 7 23	PM 7 31 7 35 7 38	PM 7 47 7 51 7 54	PM 8 10 8 14 8 17	PM 8 25 8 29 8 32	PM 8 39 8 43 8 46	PM 8 54 8 58 9 01	PM 9 09 9 13 9 16	PM 9 24 9 28 9 31	PM 9 39 9 43 9 46

UP

BANBURY GEN. arr

BANBURY GEN. dep

BICESTER NORTH arr

BICESTER NORTH dep

Brill Halt

Dorton Halt

Ashendon Jn.

Haddenham

Ilmer Halt

PRINCES RISBORO' arr

PRINCES RISBORO' dep

Saunderton

HIGH WYCOMBE arr

HIGH WYCOMBE dep

Beaconsfield

Seer Green & Jordans

Gerrards Cross

Denham Golf Club

Denham

WEST RUISLIP arr

WEST RUISLIP dep

South Ruislip

Northolt Jn. East Box

MARYLEBONE arr.

Greenford

Greenford East Loop

North Acton Jn.

Old Oak Common West

Westbourne Park

PADDINGTON M. arr

HEALING AND GREENFORD

[illegible]

GREENFORD AND EALING

WEEKDAYS

[illegible]

EALING AND GREENFORD

WEEKDAYS

DOWN	WEEKDAYS													
	B	B	B	B	B	B	B	B	B	B	B	C	B	B
EALING	2A80	2A80	2A80	2A80	2A80	2A80	2A80	2A80	2A80	2A80	2A80	3A13	2A80	2A49
West Ealing	7 28	7 52	8 10	8 36	8 55	9 42	10 32	11 32	12 25	12 32	1 32	PM	2 32	3 34
Drayton Green Halt	7 31	7 55	8 13	8 39	8 58	9 45	10 35	11 35	12 28	12 35	1 35	PM	2 35	3 37
Castle Bar Park Halt	7 33	7 57	8 15	8 41	9 0	9 47	10 37	11 37	12 30	12 37	1 37	PM	2 37	3 39
South Greenford Halt	7 36	8 0	8 18	8 44	9 3	9 50	10 40	11 40	12 33	12 40	1 40	PM	2 40	3 42
Greenford South Loop	7 38	8 2	8 20	8 46	9 5	9 52	10 42	11 42	12 35	12 42	1 42	PM	2 42	3 44
Greenford (C. L. Bay)	7 41	8 5	8 23	8 49	9 8	9 54	10 44	11 44	12 38	12 44	1 44	PM	2 45	3 47
GREENFORD	7 41	8 5	8 23	8 49	9 8	9 54	10 44	11 44	12 38	12 44	1 44	PM	2 45	3 47

GREENFORD AND EALING

WEEKDAYS

UP	WEEKDAYS													
	B	B	B	B	B	B	B	B	B	B	B	C	B	B
GREENFORD	2A80	2A80	2A80	2A80	2A80	2A80	2A80	2A80	2A80	2A80	2A80	3C05	2A80	2A80
Greenford (C. L. Bay)	11 3	11 3	11 3	11 3	11 3	11 3	11 3	11 3	11 3	11 3	11 3	11 3	11 3	11 3
Greenford South Loop	11 5	11 5	11 5	11 5	11 5	11 5	11 5	11 5	11 5	11 5	11 5	11 5	11 5	11 5
South Greenford Halt	11 8	11 8	11 8	11 8	11 8	11 8	11 8	11 8	11 8	11 8	11 8	11 8	11 8	11 8
Castle Bar Park Halt	11 10	11 10	11 10	11 10	11 10	11 10	11 10	11 10	11 10	11 10	11 10	11 10	11 10	11 10
Drayton Green Halt	11 12	11 12	11 12	11 12	11 12	11 12	11 12	11 12	11 12	11 12	11 12	11 12	11 12	11 12
West Ealing	11 15	11 15	11 15	11 15	11 15	11 15	11 15	11 15	11 15	11 15	11 15	11 15	11 15	11 15
EALING	11 15	11 15	11 15	11 15	11 15	11 15	11 15	11 15	11 15	11 15	11 15	11 15	11 15	11 15

SUNDAYS

SUNDAYS

GREENFORD AND EALING

[illegible]

HEALING AND GREENFORD

SUNDAYS

[illegible]

GREENFORD AND EALING

SUNDAYS

[illegible]

WEST DRAYTON AND YIEWSLEY TO STAINES WEST AND UXBRIDGE (VINE STREET) WEEKDAYS

UXBRIDGE BRANCH.—DOUBLE LINE.

WEST STAINES BRANCH.—SINGLE LINE between West Drayton West and Colnbrook, and between Colnbrook and Staines West. Between West Drayton West and Colnbrook the line is worked with electric token. Between Colnbrook and Staines West, worked by train staff and one engine in steam or two coupled together. Form of staff, ground, colour black, engraved 'Colnbrook—Staines West', fitted with Annetts key.

DOWN																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																					
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colspan="4"></td><td>am</td><td>7.27</td><td>am</td><td>7.34</td><td>am</td><td>7.40</td></tr><tr><td colspan="4"></td><td>..</td><td>..</td><td>..</td><td>..</td><td>..</td><td>..</td></tr><tr><td colspan="4"></td><td>am</td><td>7.52</td><td>am</td><td>7.56</td><td>am</td><td>8.04</td></tr><tr><td colspan="4"></td><td>..</td><td>..</td><td>..</td><td>..</td><td>..</td><td>..</td></tr><tr><td colspan="4"></td><td>am</td><td>8.11</td><td>am</td><td>8.15</td><td>am</td><td>8.20</td></tr><tr><td colspan="4"></td><td>V</td><td></td><td>V</td><td></td><td>V</td><td></td></tr><tr><td colspan="4"></td><td>am</td><td>8.23</td><td>am</td><td>8.27</td><td>am</td><td>8.32</td></tr><tr><td colspan="4"></td><td>..</td><td>..</td><td>..</td><td>..</td><td>..</td><td>..</td></tr><tr><td colspan="4"></td><td>am</td><td>8.37</td><td>am</td><td>8.41</td><td>am</td><td>8.46</td></tr><tr><td colspan="4"></td><td>..</td><td>..</td><td>..</td><td>..</td><td>..</td><td>..</td></tr><tr><td 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am	Southall	ECS	ECs					2A81		3A82		3A81						V		V		V						am	5.52	am	5.56	am	6.18					..	..	..	..	..	..					am	6.45	am	6.57	am	7.12					V		V		V						am	7.27	am	7.34	am	7.40					..	..	..	..	..	..					am	7.52	am	7.56	am	8.04					..	..	..	..	..	..					am	8.11	am	8.15	am	8.20					V		V		V						am	8.23	am	8.27	am	8.32					..	..	..	..	..	..					am	8.37	am	8.41	am	8.46					..	..	..	..	..	..					am	8.52	am	8.56	am	9.01					V		V		V						am	9.04	am	9.08	am	9.13					..	..	..	..	..	..					am	9.18	am	9.22	am	9.27					..	..	..	..	..	..					am	9.32	am	9.36	am	9.41					V		V		V						am	9.44	am	9.48	am	9.53					..	..	..	..	..	..					am	9.58	am	10.02	am	10.07					V		V		V						am	10.10	am	10.14	am	10.19					..	..	..	..	..	..					am	10.24	am	10.28	am	10.33					V		V		V						am	10.36	am	10.40	am	10.45					..	..	..	..	..	..					am	10.50	am	10.54	am	10.59					V		V		V						am	11.02	am	11.06	am	11.11					..	..	..	..	..	..					am	11.16	am	11.20	am	11.25					V		V		V						am	11.28	am	11.32	am	11.37					..	..	..	..	..	..					am	11.42	am	11.46	am	11.51					V		V		V						am	11.54	am	11.58	am	12.03					..	..	..	..	..	..					am	12.08	am	12.12	am	12.17					V		V		V						am	12.20	am	12.24	am	12.29					..	..	..	..	..	..					am	12.32	am	12.36	am	12.41					V		V		V						am	12.44	am	12.48	am	12.53					..	..	..	..	..	..					am	12.58	am	13.02	am	13.07					V		V		V						am	13.04	am	13.08	am	13.13					..	..	..	..	..	..					am	13.18	am	13.22	am	13.27					V		V		V						am	13.24	am	13.28	am	13.33					..	..	..	..	..	..					am	13.38	am	13.42	am	13.47					V		V		V						am	13.50	am	13.54	am	13.59					..	..	..	..	..	..					am	14.04	am	14.08	am	14.13					V		V		V						am	14.16	am	14.20	am	14.25					..	..	..	..	..	..					am	14.30	am	14.34	am	14.39					V		V		V						am	14.42	am	14.46	am	14.51					..	..	..	..	..	..					am	14.56	am	15.00	am	15.05					V		V		V						am	15.08	am	15.12	am	15.17					..	..	..	..	..	..					am	15.22	am	15.26	am	15.31					V		V		V						am	15.34	am	15.38	am	15.43					..	..	..	..	..	..					am	15.48	am	15.52	am	15.57					V		V		V						am	16.00	am	16.04	am	16.09					..	..	..	..	..	..					am	16.14	am	16.18	am	16.23					V		V		V						am	16.26	am	16.30	am	16.35					..	..	..	..	..	..					am	16.40	am	16.44	am	16.49					V		V		V						am	16.52	am	16.56	am	17.01					..	..	..	..	..	..					am	17.06	am	17.10	am	17.15					V		V		V						am	17.18	am	17.22	am	17.27					..	..	..	..	..	..					am	17.32	am	17.36	am	17.41					V		V		V						am	17.44	am	17.48	am	17.53					..	..	..	..	..	..					am	18.00	am	18.04	am	18.09					V		V		V						am	18.10	am	18.14	am	18.19					..	..	..	..	..	..					am	18.24	am	18.28	am	18.33					V		V		V						am	18.36	am	18.40	am	18.45					..	..	..	..	..	..					am	18.50	am	18.54	am	18.59					V		V		V						am	19.02	am	19.06	am	19.11					..	..	..	..	..	..					am	19.16	am	19.20	am	19.25					V		V		V						am	19.28	am	19.32	am	19.37					..	..	..	..	..	..					am	19.42	am	19.46	am	19.51					V		V		V						am	19.54	am	19.58	am	20.03					..	..	..	..	..	..					am	20.08	am	20.12	am	20.17					V		V		V						am	20.20	am	20.24	am	20.29					..	..	..	..	..	..					am	20.34	am	20.38	am	20.43					V		V		V						am	20.46	am	20.50	am	20.55					..	..	..	..	..	..					am	21.00	am	21.04	am	21.09					V		V		V						am	21.16	am	21.20	am	21.25					..	..	..	..	..	..					am	21.30	am	21.34	am	21.39					V		V		V						am	21.42	am	21.46	am	21.51					..	..	..	..	..	..					am	21.56	am	22.00	am	22.05					V		V		V						am	22.08	am	22.12	am	22.17					..	..	..	..	..	..					am	22.24	am	22.28	am	22.33					V		V		V						am	22.36	am	22.40	am	22.45					..	..	..	..	..	..					am	22.50	am	22.54	am	22.59					V		V		V						am	23.02	am	23.06	am	23.11					..	..	..	..	..	..					am	23.16	am	23.20	am	23.25					V		V		V						am	23.28	am	23.32	am	23.37					..	..	..	..	..	..					am	23.42	am	23.46	am	23.51					V		V		V						am	23.54	am	23.58	am	24.03					..	..	..	..	..	..					am	24.08	am	24.12	am	24.17					V		V		V						am	24.20	am	24.24	am	24.29					..	..	..	..	..	..					am	24.34	am	24.38	am	24.43					V		V		V						am	24.46	am	24.50	am	24.55					..	..	..	..	..	..					am	25.00	am	25.04	am	25.09					V		V		V						am	25.16	am	25.20	am	25.25					..	..	..	..	..	..					am	25.30	am	25.34	am	25.39					V		V		V						am	25.42	am	25.46	am	25.51					..	..	..	..	..	..					am	25.56	am	26.00	am	26.05					V		V		V						am	26.08	am	26.12	am	26.17					..	..	..	..	..	..					am	26.24	am	26.28	am	26.33					V		V		V						am	26.36	am	26.40	am	26.45					..	..	..	..	..	..					am	26.50	am	26.54	am	26.59					V		V		V						am	27.02	am	27.06	am	27.11					..	..	..	..	..	..					am	27.16	am	27.20	am	27.25					V		V		V						am	27.28	am	27.32	am	27.37					..	..	..	..	..	..					am	27.42	am	27.46	am	27.51					V		V		V						am	27.54	am	27.58	am	28.03					..	..	..	..	..	..					am	28.08	am	28.12	am	28.17					V		V		V						am	28.20	am	28.24	am	28.29					..	..	..	..	..	..					am	28.34	am	28.38	am	28.43					V		V		V						am	28.46	am	28.50	am	28.55					..	..	..	..	..	..					am	29.00	am	29.04	am	29.09					V		V		V						am	29.16	am	29.20	am	29.25					..	..	..	..	..	..					am	29.30	am	2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LUXBRIDGE (VINE STREET) AND STAINES WEST TO WEST DRAYTON AND YIEWSLEY WEEKDAYS

[illegible]

UXBRIDGE (VINE STREET) AND STAINES WEST TO WEST DRAYTON AND YIEWSLEY WEEKDAYS

5

[illegible][illegible]

WEST DRAYTON AND YIEWSLEY TO STAINES WEST AND UXBRIDGE (VINE STREET) WEEKDAYS

NWOD

[illegible]

UXBRIDGE (VINE STREET) AND STAINES WEST TO WEST DRAYTON AND YIEWSLEY WEEKDAYS

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2

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SUNDAYS

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SUNDAYS

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SLOUGH TO WINDSOR AND ETON CENTRAL

WEEKDAYS

Mileage		Mile Post		Mileage		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C		M		C	
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SLOUGH TO WINDSOR AND ETON CENTRAL

WEEKDAYS

[illegible]

WINDSOR AND ETON CENTRAL TO SLOUGH

WEEKDAYS

[illegible]

SLOUGH TO WINDSOR AND ETON CENTRAL

SUNDAYS

DOWN	B		B		B		B		B		B		B		B		B		B		B		B	
	2A83	2A83	2A58	2A83	2A59	2A83	2A59	2A83	2A59	2A83	2A59	2A83	2A59	2A83	2A59	2A83	2A58	2A83	2A58	2A83	2A58	2A83	2A58	2A83
Slough ... dep	7 15	7 47	8 30	8 47	9 34	9 47	10 30	10 47	11 30	11 52	12 30	12 47	1 30	1 47	2 30	2 47	3 15	3 30	4 15	4 30	5 15	5 30	6 15	6 30
Windsor & Eton Cen. ... arr	7 20	7 52	8 36	8 52	9 40	9 52	10 36	10 52	11 36	11 57	12 36	12 52	1 36	1 52	2 36	2 52	3 36	3 52	4 36	4 52	5 36	5 52	6 36	6 52

WINDSOR AND ETON CENTRAL TO SLOUGH

SUNDAYS

UP	B		B		B		B		B		B		B		B		B		B		B		B	
	2A83	2A83	2A58	2A83	2A59	2A83	2A59	2A83	2A59	2A83	2A59	2A83	2A59	2A83	2A59	2A83	2A58	2A83	2A58	2A83	2A58	2A83	2A58	2A83
Windsor & Eton Cen. ... dep	7 25	8 10	8 25	9 10	9 25	10 10	10 25	11 10	11 25	12 10	12 25	1 10	1 25	2 10	2 25	3 10	3 25	4 10	4 25	5 10	5 25	6 10	6 25	7 10
Slough ... arr	7 30	8 15	8 31	9 15	9 31	10 15	10 31	11 15	11 31	12 15	12 31	1 15	1 31	2 15	2 31	3 15	3 31	4 15	4 31	5 15	5 31	6 15	6 31	7 15

SUNDAYS

[illegible]

WINDSOR AND ETON CENTRAL TO SLOUGH

SUNDAYS

[illegible]

WEEKDAYS

DOWN

[illegible]

WEEKDAYS

HIGH WYCOM
LOUDWATER
Wooburn Green
BOURNE END
COOKHAM
Furze Platt
MAIDENHEAD

[illegible]

N—Mixed Marlow to Bourne End

MAIDENHEAD TO HIGH WYCOMBE

WEEKDAYS

DOWN	To Aylesbury		3.40 pm Marlow Rail Motor		3.58 pm Slough to Aylesbury		To Aylesbury		5.42 pm Marlow Rail Motor		5.42 pm Paddington		5.42 pm Paddington		6.38 pm Paddington		7.4 pm Paddington		7.4 pm Paddington		To Marlow Rail Motor		To Marlow Rail Motor		To Marlow Rail Motor		To Marlow Rail Motor	
	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B
MAIDENHEAD ..arr	2M94	2A84	2M94	2M94	2M94	2M94	2A84	2A85	2A85	2A60	2A60	2A60	2A60	2A60	2A60	2A60	2A60	2A60	2A60	2A85	2A85	2A85	2A85	2A85	2A85	2A85	2A85	2A85
Furze Platt ..dep																												
COOKHAM ..arr																												
BOURNE END ..arr																												
Woodburn Green ..dep																												
LOUDWATER ..arr																												
HIGH WYCOMBE ..arr																												
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HIGH WYCOMBE TO MAIDENHEAD

WEEKDAYS

UP	To Marlow Rail Motor		3.20 pm Aylesbury		4.50 pm Marlow Rail Motor		4.42 pm Aylesbury		2A84		2V84		2A84		3A74 To- Slough E.C.5		6.25 pm Aylesbury		2A84		2A84		8.32 pm Marlow Rail Motor		8.32 pm Marlow Rail Motor		10.23 pm Marlow Rail Motor		11.21 pm Marlow Rail Motor	
	B	B	B	B	B	B	B	B	B	C	B	B	B	B	B	B	B	B	B	B	G	B	B	B	B	B	B	B	B	
HIGH WYCOMBE	arr	PM	4 15	PM	4 8	SO	PM	5.15 pm Arrive SO	PM	5.15	PM	5.15	PM	5.15	PM	5.15	PM	5.15	PM	5.15	PM	5.15	PM	5.15	PM	5.15	PM	5.15	PM	5.15
LOUDWATER	arr	PM	4 15	PM	4 8	SO	PM	5.15 pm Arrive SO	PM	5.15	PM	5.15	PM	5.15	PM	5.15	PM	5.15	PM	5.15	PM	5.15	PM	5.15	PM	5.15	PM	5.15	PM	5.15
Woodburn Green	dep	PM	4 25	PM	4 25	SO	PM	5.15 pm Arrive SO	PM	5.15	PM	5.15	PM	5.15	PM	5.15	PM	5.15	PM	5.15	PM	5.15	PM	5.15	PM	5.15	PM	5.15	PM	5.15
BOURNE END	arr	PM	4 29	PM	4 29	SO	PM	5.15 pm Arrive SO	PM	5.15	PM	5.15	PM	5.15	PM	5.15	PM	5.15	PM	5.15	PM	5.15	PM	5.15	PM	5.15	PM	5.15	PM	5.15
COOKHAM	arr	PM	4 35	PM	4 35	SO	PM	5.15 pm Arrive SO	PM	5.15	PM	5.15	PM	5.15	PM	5.15	PM	5.15	PM	5.15	PM	5.15	PM	5.15	PM	5.15	PM	5.15	PM	5.15
Furze Platt	dep	PM	4 35	PM	4 35	SO	PM	5.15 pm Arrive SO	PM	5.15	PM	5.15	PM	5.15	PM	5.15	PM	5.15	PM	5.15	PM	5.15	PM	5.15	PM	5.15	PM	5.15	PM	5.15
MAIDENHEAD	arr	PM	4 45	PM	4 45	SO	PM	5.15 pm Arrive SO	PM	5.15	PM	5.15	PM	5.15	PM	5.15	PM	5.15	PM	5.15	PM	5.15	PM	5.15	PM	5.15	PM	5.15	PM	5.15

N—Via Up Platform

WEEKDAYS

BOURNE END TO MARLOW

SINGLE LINE. Worked by Train Staff and only one engine in Steam at a time, or two coupled together. No Block Telegraph on this line. Form of Staff: Square. Colour: Oak. Fitted with Annett's Key lettered 'Bourne End South to Marlow.' 'Red' Group Engines must not exceed 20 m.p.h. at any point on Branch.

DOWN		WEEKDAYS													
		C	B	B	B	B	B	B	B	B	B	B	B	B	B
Mileage	M	435 am Slough Empty 1 in	Rail Motor	Rail Motor	Rail Motor	Rail Motor	Rail Motor	Rail Motor	10.39 am Maidenhead Rail Motor	11.39 am Maidenhead Rail Motor				1.12 pm Maidenhead Rail Motor	
	C	3A85	2A85	2A85	2A85	2A85	2A85	2A85	2A85	2A85				2A85	2A85
		MO	Not Advertised												
		5 1 0 5 1 6	am 6 15 6 22	am 7 34 7 40	am 8 10 8 16	am 8 40 8 46	am 9 3 9 9	am 10 53 10 59	am 11 52 11 58					SO PM 1 27 1 33	SO PM 2 5 2 11
		Bourne End Marlow	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..
		132 R	132 F	132 F	132 F	132 F	132 F	132 F	132 F	132 F	132 F	132 F	132 F	132 F	132 F

WEEKDAYS

MARLOW TO BOURNE END

UP		WEEKDAYS													
		B	B	B	B	B	B	B	B	B	B	B	B	B	B
Mileage	M	Rail Motor	Rail Motor	Rail Motor	Rail Motor	Rail Motor	Rail Motor	Rail Motor	Maidenhead To Rail Motor	Maidenhead To Rail Motor	High Wycombe To Rail Motor	Maidenhead To Rail Motor Mixed N		Rail Motor	
	C	2A85	2A85	2A85	2A85	2A85	2A85	2A85	2A84	2A84	2A84	2A84		2A85	
		am 5 40 5 46	am 7 18 7 24	am 8 1 8 7	am 8 28 8 34	am 8 50 8 56	am 9 12 9 18	am 10 5 10 11	am 11 5 11 11	am 12 0 12 6	noon 12 0 12 6	PM 1 0 1 8		SO PM 1 55 2 1	
		Marlow Bourne End	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..
		132 F	132 F	132 F	132 F	132 F	132 F	132 F	132 F	132 F	132 F	132 F	132 F	132 F	132 F

SUNDAYS

[illegible]

MARLOW TO BOURNE END

SUNDAYS

[illegible]

TWYFORD TO HENLEY-ON-THAMES

WEEKDAYS

DOUBLE LINE. Trains booked to run into the Bay Line at Twyford must not convey more than six eight-wheeled coaches containing passengers when worked by a Tank Engine and not more than five when worked by a Tender Engine

FARM OCCUPATION CROSSINGS BETWEEN SHIPLAKE AND HENLEY.—Drivers must keep a sharp look-out and give audible warning when approaching the two Farm Occupation Crossings between Shiplake and Henley, in addition to the other crossings on the Branch at which whistleboards are fixed

Mileage		Mile Post		DOWN																			
		M	C	M	C	G	B	G	G	B	G	B	B	B	B	B	B	B	B	B			
1	67	31	1																				
2	60	33	61																				
4	49	35	50																				
				Twynford				Wargrave				Shiplake				Henley-on-Thames							
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TWYFORD TO HENLEY-ON-THAMES

7A67	7A86	7A86	7A86	7A67
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[illegible]

HENLEY-ON-THAMES TO TWYFORD

WEEKDAYS

[illegible]

SUNDAYS

[illegible]

SUNDAYS

	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	C
																	To Reading ECS
	2A86	2A86	2A86	2A86	2A86	2A86	2A86	2A86	2A86	2A86	2A86	2A86	2A86	2A86	2A86	2A86	3A74
	▽	▽	▽	▽	▽	▽	▽	▽	▽	▽	▽	▽	▽	▽	▽	▽	▽
Henley-on-Thames ..dep	am 8 44	am 9 44	am 10 44	am 11 44	PM 12 44	PM 1 44	PM 2 44	PM 3 44	PM 4 44	PM 5 44	PM 6 44	PM 7 44	PM 8 44	PM 9 44	PM 10 28	PM 11 30	..
Shiplake ..	8 48	9 48	10 48	11 48	12 48	1 48	2 48	3 48	4 48	5 48	6 48	7 48	8 48	9 48	10 32	11 34	..
Wargrave ..	8 51	9 51	10 51	11 51	12 51	1 51	2 51	3 51	4 51	5 51	6 51	7 51	8 51	9 51	10 35	11 37	..
Twyford ..arr	8 55	9 55	10 55	11 55	12 55	1 55	2 55	3 55	4 55	5 55	6 55	7 55	8 55	9 55	10 39	11 42	..

RADLEY TO ABINGDON

SINGLE LINE. Worked by Train Staff and only one engine in steam at a time, or two coupled together. Form of Staff Square. Colour, Varnished Oak

[illegible]

ABINGDON TO RADLEY

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20 57	PM 21 02	PM 21 07	PM 21 12	PM 21 17	PM 21 22	PM 21 27	PM 21 32	PM 21 37	PM 21 42	PM 21 47	PM 21 52	PM 21 57	PM 22 02	PM 22 07	PM 22 12	PM 22 17	PM 22 22	PM 22 27	PM 22 32	PM 22 37	PM 22 42	PM 22 47	PM 22 52	PM 22 57	PM 23 02	PM 23 07	PM 23 12	PM 23 17	PM 23 22	PM 23 27	PM 23 32	PM 23 37	PM 23 42	PM 23 47	PM 23 52	PM 23 57	PM 24 02	PM 24 07	PM 24 12	PM 24 17	PM 24 22	PM 24 27	PM 24 32	PM 24 37	PM 24 42	PM 24 47	PM 24 52	PM 24 57	PM 25 02	PM 25 07	PM 25 12	PM 25 17	PM 25 22	PM 25 27	PM 25 32	PM 25 37	PM 25 42	PM 25 47	PM 25 52	PM 25 57	PM 26 02	PM 26 07	PM 26 12	PM 26 17	PM 26 22	PM 26 27	PM 26 32	PM 26 37	PM 26 42	PM 26 47	PM 26 52	PM 26 57	PM 27 02	PM 27 07	PM 27 12	PM 27 17	PM 27 22	PM 27 27	PM 27 32	PM 27 37	PM 27 42	PM 27 47	PM 27 52	PM 27 57	PM 28 02	PM 28 07	PM 28 12	PM 28 17	PM 28 22	PM 28 27	PM 28 32	PM 28 37	PM 28 42	PM 28 47	PM 28 52	PM 28 57	PM 29 02	PM 29 07	PM 29 12	PM 29 17	PM 29 22	PM 29 27	PM 29 32	PM 29 37	PM 29 42	PM 29 47	PM 29 52	PM 29 57	PM 30 02	PM 30 07	PM 30 12	PM 30 17	PM 30 22	PM 30 27	PM 30 32	PM 30 37	PM 30 42	PM 30 47	PM 30 52	PM 30 57	PM 31 02	PM 31 07	PM 31 12	PM 31 17	PM 31 22	PM 31 27	PM 31 32	PM 31 37	PM 31 42	PM 31 47	PM 31 52	PM 31 57	PM 32 02	PM 32 07	PM 32 12	PM 32 17	PM 32 22	PM 32 27	PM 32 32	PM 32 37	PM 32 42	PM 32 47	PM 32 52	PM 32 57	PM 33 02	PM 33 07	PM 33 12	PM 33 17	PM 33 22	PM 33 27	PM 33 32	PM 33 37	PM 33 42	PM 33 47	PM 33 52	PM 33 57	PM 34 02	PM 34 07	PM 34 12	PM 34 17	PM 34 22	PM 34 27	PM 34 32	PM 34 37	PM 34 42	PM 34 47	PM 34 52	PM 34 57	PM 35 02	PM 35 07	PM 35 12	PM 35 17	PM 35 22	PM 35 27	PM 35 32	PM 35 37	PM 35 42	PM 35 47	PM 35 52	PM 35 57	PM 36 02	PM 36 07	PM 36 12	PM 36 17	PM 36 22	PM 36 27	PM 36 32	PM 36 37	PM 36 42	PM 36 47	PM 36 52	PM 36 57	PM 37 02	PM 37 07	PM 37 12	PM 37 17	PM 37 22	PM 37 27	PM 37 32	PM 37 37	PM 37 42	PM 37 47	PM 37 52	PM 37 57	PM 38 02	PM 38 07	PM 38 12	PM 38 17	PM 38 22	PM 38 27	PM 38 32	PM 38 37	PM 38 42	PM 38 47	PM 38 52	PM 38 57	PM 39 02	PM 39 07	PM 39 12	PM 39 17	PM 39 22	PM 39 27	PM 39 32	PM 39 37	PM 39 42	PM 39 47	PM 39 52	PM 39 57	PM 40 02	PM 40 07	PM 40 12	PM 40 17	PM 40 22	PM 40 27	PM 40 32	PM 40 37	PM 40 42	PM 40 47	PM 40 52	PM 40 57	PM 41 02	PM 41 07	PM 41 12	PM 41 17	PM 41 22	PM 41 27	PM 41 32	PM 41 37	PM 41 42	PM 41 47	PM 41 52	PM 41 57	PM 42 02	PM 42 07	PM 42 12	PM 42 17	PM 42 22	PM 42 27	PM 42 32	PM 42 37	PM 42 42	PM 42 47	PM 42 52	PM 42 57	PM 43 02	PM 43 07	PM 43 12	PM 43 17	PM 43 22	PM 43 27	PM 43 32	PM 43 37	PM 43 42	PM 43 47	PM 43 52	PM 43 57	PM 44 02	PM 44 07	PM 44 12	PM 44 17	PM 44 22	PM 44 27	PM 44 32	PM 44 37	PM 44 42	PM 44 47	PM 44 52	PM 44 57	PM 45 02	PM 45 07	PM 45 12	PM 45 17	PM 45 22	PM 45 27	PM 45 32	PM 45 37	PM 45 42	PM 45 47	PM 45 52	PM 45 57	PM 46 02	PM 46 07	PM 46 12	PM 46 17	PM 46 22	PM 46 27	PM 46 32	PM 46 37	PM 46 42	PM 46 47	PM 46 52	PM 46 57	PM 47 02	PM 47 07	PM 47 12	PM 47 17	PM 47 22	PM 47 27	PM 47 32	PM 47 37	PM 47 42	PM 47 47	PM 47 52	PM 47 57	PM 48 02	PM 48 07	PM 48 12	PM 48 17	PM 48 22	PM 48 27	PM 48 32	PM 48 37	PM 48 42	PM 48 47	PM 48 52	PM 48 57	PM 49 02	PM 49 07	PM 49 12	PM 49 17	PM 49 22	PM 49 27	PM 49 32	PM 49 37	PM 49 42	PM 49 47	PM 49 52	PM 49 57	PM 50 02	PM 50 07	PM 50 12	PM 50 17	PM 50 22	PM 50 27	PM 50 32	PM 50 37	PM 50 42	PM 50 47	PM 50 52	PM 50 57	PM 51 02	PM 51 07	PM 51 12	PM 51 17	PM 51 22	PM 51 27	PM 51 32	PM 51 37	PM 51 42	PM 51 47	PM 51 52	PM 51 57	PM 52 02	PM 52 07	PM 52 12	PM 52 17	PM 52 22	PM 52 27	PM 52 32	PM 52 37	PM 52 42	PM 52 47	PM 52 52	PM 52 57	PM 53 02	PM 53 07	PM 53 12	PM 53 17	PM 53 22	PM 53 27	PM 53 32	PM 53 37	PM 53 42	PM 53 47	PM 53 52	PM 53 57	PM 54 02	PM 54 07	PM 54 12	PM 54 17	PM 54 22	PM 54 27	PM 54 32	PM 54 37	PM 54 42	PM 54 47	PM 54 52	PM 54 57	PM 55 02	PM 55 07	PM 55 12	PM 55 17	PM 55 22	PM 55 27	PM 55 32	PM 55 37	PM 55 42	PM 55 47	PM 55 52	PM 55 57	PM 56 02	PM 56 07	PM 56 12	PM 56 17	PM 56 22	PM 56 27	PM 56 32	PM 56 37	PM 56 42	PM 56 47	PM 56 52	PM 56 57	PM 57 02	PM 57 07	PM 57 12	PM 57 17	PM 57 22	PM 57 27	PM 57 32	PM 57 37	PM 57 42	PM 57 47	PM 57 52	PM 57 57	PM 58 02	PM 58 07	PM 58 12	PM 58 17	PM 58 22	PM 58 27	PM 58 32	PM 58 37	PM 58 42	PM 58 47	PM 58 52	PM 58 57	PM 59 02	PM 59 07	PM 59 12	PM 59 17	PM 59 22	PM 59 27	PM 59 32	PM 59 37	PM 59 42	PM 59 47	PM 59 52	PM 59 57	PM 60 02	PM 60 07	PM 60 12	PM 60 17	PM 60 22	PM 60 27	PM 60 32	PM 60 37	PM 60 42	PM 60 47	PM 60 52	PM 60 57	PM 61 02	PM 61 07	PM 61 12	PM 61 17	PM 61 22	PM 61 27	PM 61 32	PM 61 37	PM 61 42	PM 61 47	PM 61 52	PM 61 57	PM 62 02	PM 62 07	PM 62 12	PM 62 17	PM 62 22	PM 62 27	PM 62 32	PM 62 37	PM 62 42	PM 62 47	PM 62 52	PM 62 57	PM 63 02	PM 63 07	PM 63 12	PM 63 17	PM 63 22	PM 63 27	PM 63 32	PM 63 37	PM 63 42	PM 63 47	PM 63 52	PM 63 57	PM 64 02	PM 64 07	PM 64 12	PM 64 17	PM 64 22	PM 64 27	PM 64 32	PM 64 37	PM 64 42	PM 64 47	PM 64 52	PM 64 57	PM 65 02	PM 65 07	PM 65 12	PM 65 17	PM 65 22	PM 65 27	PM 65 32	PM 65 37	PM 65 42	PM 65 47	PM 65 52	PM 65 57	PM 66 02	PM 66 07	PM 66 12	PM 66 17	PM 66 22	PM 66 27	PM 66 32	PM 66 37	PM 66 42	PM 66 47	PM 66 52	PM 66 57	PM 67 02	PM 67 07	PM 67 12	PM 67 17	PM 67 22	PM 67 27	PM 67 32	PM 67 37	PM 67 42	PM 67 47	PM 67 52	PM 67 57	PM 68 02	PM 68 07	PM 68 12	PM 68 17	PM 68 22	PM 68 27	PM 68 32	PM 68 37	PM 68 42	PM 68 47	PM 68 52	PM 68 57	PM 69 02	PM 69 07	PM 69 12	PM 69 17	PM 69 22	PM 69 27	PM 69 32	PM 69 37	PM 69 42	PM 69 47	PM 69 52	PM 69 57	PM 70 02	PM 70 07	PM 70 12	PM 70 17	PM 70 22	PM 70 27	PM 70 32	PM 70 37	PM 70 42	PM 70 47	PM 70 52	PM 70 57	PM 71 02	PM 71 07	PM 71 12	PM 71 17	PM 71 22	PM 71 27	PM 71 32	PM 71 37	PM 71 42	PM 71 47	PM 71 52	PM 71 57	PM 72 02	PM 72 07	PM 72 12	PM 72 17	PM 72 22	PM 72 27	PM 72 32	PM 72 37	PM 72 42	PM 72 47	PM 72 52	PM 72 57	PM 73 02	PM 73 07	PM 73 12	PM 73 17	PM 73 22	PM 73 27	PM 73 32	PM 73 37	PM 73 42	PM 73 47	PM 73 52	PM 73 57	PM 74 02	PM 74 07	PM 74 12	PM 74 17	PM 74 22	PM 74 27	PM 74 32	PM 74 37	PM 74 42	PM 74 47	PM 74 52	PM 74 57	PM 75 02	PM 75 07	PM 75 12	PM 75 17	PM 75 22	PM 75 27	PM 75 32	PM 75 37	PM 75 42	PM 75 47	PM 75 52	PM 75 57	PM 76 02	PM 76 07	PM 76 12	PM 76 17	PM 76 22	PM 76 27	PM 76 32	PM 76 37	PM 76 42	PM 76 47	PM 76 52	PM 76 57	PM 77 02	PM 77 07	PM 77 12	PM 77 17	PM 77 22	PM 77 27	PM 77 32	PM 77 37	PM 77 42	PM 77 47	PM 77 52	PM 77 57	PM 78 02	PM 78 07	PM 78 12	PM 78 17	PM 78 22	PM 78 27	PM 78 32	PM 78 37	PM 78 42	PM 78 47	PM 78 52	PM 78 57	PM 79 02	PM 79 07	PM 79 12	PM 79 17	PM 79 22	PM 79 27	PM 79 32	PM 79 37	PM 79 42	PM 79 47	PM 79 52	PM 79 57	PM 80 02	PM 80 07	PM 80 12	PM 80 17	PM 80 22	PM 80 27	PM 80 32	PM 80 37	PM 80 42	PM 80 47	PM 80 52	PM 80 57	PM 81 02	PM 81 07	PM 81 12	PM 81 17	PM 81 22	PM 81 27	PM 81 32	PM 81 37	PM 81 42	PM 81 47	PM 81 52	PM 81 57	PM 82 02	PM 82 07	PM 82 12	PM 82 17	PM 82 22	PM 82 27	PM 82 32	PM 82 37	PM 82 42	PM 82 47	PM 82 52	PM 82 57	PM 83 02	PM 83 07	PM 83 12	PM 83 17	PM 83 22	PM 83 27	PM 83 32	PM 83 37	PM 83 42	PM 83 47	PM 83 52	PM 83 57	PM 84 02	PM 84 07	PM 84 12	PM 84 17	PM 84 22	PM 84 27	PM 84 32	PM 84 37	PM 84 42	PM 84 47	PM 84 52	PM 84 57	PM 85 02	PM 85 07	PM 85 12	PM 85 17	PM 85 22	PM 85 27	PM 85 32	PM 85 37	PM 85 42	PM 85 47	PM 85 52	PM 85 57	PM 86 02	PM 86 07	PM 86 12	PM 86 17	PM 86 22	PM 86 27	PM 86 32	PM 86 37	PM 86 42	PM 86 47	PM 86 52	PM 86 57	PM 87 02	PM 87 07	PM 87 12	PM 87 17	PM 87 22	PM 87 27	PM 87 32	PM 87 37	PM 87 42	PM 87 47	PM 87 52	PM 87 57	PM 88 02	PM 88 07	PM 88 12	PM 88 17	PM 88 22	PM 88 27	PM 88 32	PM 88 37	PM 88 42	PM 88 47	PM 88 52	PM 88 57	PM 89 02	PM 89 07	PM 89 12	PM 89 17	PM 89 22	PM 89 27	PM 89 32	PM 89 37	PM 89 42	PM 89 47	PM 89 52	PM 89 57

SUNDAYS

DOWN		B	B	B	B	B
		Motor	Motor	Motor	Motor	Motor
		2A92	2A92	2A92	2A92	2A92
		PM	PM	PM	PM	PM
		6 35	7 28	9 25	10 20	10 20
		dep	dep	dep	dep	dep

SUNDAYS

	B		B	B	C
UP		Rail Motor		Rail Motor	Empty Rail Motor
		PM	2A92	2A92	3A92
		7 15		PM	PM
	Abingdon .. . dep	7 10		9 10	10+35 10+40

WEEKDAYS

SINGLE LINE between Yarnton Junction and Fairford, worked by Electric Train Token and Electric Staff Sections
Electric Train Token—Yarnton and Eynsham, Eynsham and Witney Station, Witney Station and Brize Norton. **Electric Train Staff**—Brize Norton and Carterton, Carterton and Lechlade, Lechlade and Fairford.
The Crossing Stations are—Yarnton, Eynsham, Witney*, Brize Norton, Carterton, Lechlade and Fairford.
At Lechlade it is only possible to cross one passenger train and one freight train or two freight trains. The Passenger Train must be kept on the running line.
 * —Witney cannot be used as a Crossing Station (**SX**) between 7.30 am and 6.30 p.m. owing to occupation of Up Platform Line by Parcels Vans Kelmescott and Langford is staffed only between the following times:— **SX** 6.45 am to 3.15 pm. **SO** 6.45 am to 2.30 pm.

At each end it is only possible to cross one passenger train and one freight train or two freight trains. The Passenger Train must be kept on the running line.

may not be used as a Crossing Station (SX) between 7.30 am and 6.30 p.m. owing to occupation of Up Platform Line by Parcels Vans. **Elmscott and Langford** is staffed only between the following times:— **SX** 6.45 am to 3.15 pm. **SO** 6.45 am to 2.30 pm.

[illegible]

WEEKDAYS

[illegible]

WEEKDAYS

BLETCHLEY AND OXFORD

SUNDAYS

DOWN

		A	C	B	B	B	B	B	G	B	B	C	B	C	B	C	B	C
		2V29	3V04	2V79	2V79	2V79	2V79	2V79	0V00	2V79	3V05	2V79	0V00	2V79	3V06	2V79	2V79	3V79
Mileage		MO	MX	V	V	V	V	V	SX	SX	SX	SO	SO	SO	PM	PM	PM	PM
M	C	am	am	am	am	am	am	am	PM	PM	PM	PM	PM	PM	PM	am	am	PM
0	0	dep	4 55	5 30	7 35	9 35	12 0	..	1 48	5 7	8 15	8 55	..	9 32	10 0	10 10	1 5	..
19	40	Bicester London Road	5 29	5 59	8 12	10 12	12 37	..	2 25	5 44	..	9 26	..	9 32	10 30	10 39	9 15	1 40
25	40	Islip	5 33	6 4	8 13	10 13	12 39	2 7	2 25	5 44	8 49	9 27	9 43	9 32	10 31	10 45	9 15	1 40
30	67	Oxford North Jn.	5 53	6 23	8 22	10 22	12 48	2 16	2 34	5 53	9 20	9 36	10 10	9 42	10 47	11 3	9 24	1 49
31	20	OXFORD	5 55	6 25	8 32	10 32	12 58	2 31	2 45	6 4	..	9 46	10 13	9 52	10 38	11 5	9 33	1 56

N—Oxford Station North 2.26* 2.30 pm.

WEEKDAYS

OXFORD AND BLETCHLEY

SUNDAYS

UP

		C	B	B	B	B	B	B	B	B	B	B	B	C	B	B	B	B
		3E00	2M79	2M79	2M79	2M79	2M79	2M79	2M79	2M79	2M79	2M79	2M79	3M15	2M79	2M79	2M79	2A79
		am	am	am	am	am	am	am	am	am	am	am	am	PM	am	PM	PM	PM
Mileage		am	am	am	am	am	am	am	am	am	am	am	am	PM	am	PM	PM	PM
M	C	am	am	am	am	am	am	am	am	am	am	am	am	PM	am	PM	PM	PM
0	0	dep	6 10	7 58	9 55	..	..	..	2 47	3 45	5 18	6 45	..	11 30	10 40	4 55	..	10 20
0	33	Oxford North Jn.	6 12	7 58	9 55	..	..	..	2 48	3 46	5 19	6 46	..	11 32	10 41	4 56	..	10 22
5	60	Islip	6 28	8 10	10 5	..	..	..	3 5	3 55	5 28	6 55	..	11 48	10 50	5 5	..	10 40
11	60	Bicester London Road	6 33	8 18	10 14	..	..	..	3 6	4 4	5 38	7 4	..	11 53	11 1	5 14	..	..
31	20	BLETCHLEY	7 5	9 50	10 52	..	..	..	3 44	4 42	6 16	7 43	..	12 25	11 39	5 50	..	Not

advised

PRINCES RISBOROUGH TO OXFORD

SINGLE LINE. Worked by Electric Train Token between Princes Risborough and Kennington Junction. The crossing Stations are at Princes Risborough, Thame, Wheatley, Morris Cowley and Kennington Junction. At Morris Cowley it is only possible to cross one Passenger and one Freight train, or two Freight trains. The Passenger train must be kept on the Running Line. 'Change of Gradient Boards' (illuminated at night) are fixed between Thame and Tiddington on the Up Side of the Line at 6 miles 8 chains, 6 miles 42 chains and 7 miles 10 chains. Diesel Cars must stop dead at Princes Risborough North, Thame, Wheatley, Morris Cowley and Kennington Junction Signal Boxes to exchange Token.

WEEKDAYS

SUNDAYS

DOWN

[illegible]

SUNDAYS

[illegible]

PRINCES RISBOROUGH TO AYLESBURY

WEEKDAYS

SINGLE LINE. Worked by Electric Train Token. Monks Risborough and Whiteleaf, Little Kimble and South Aylesbury are unstaffed Halts. Aylesbury Branch Trains running into the Bay Line at Princes Risborough must not exceed 48 wheels. Passenger coaches must always be formed next the engine. Passenger Trains to carry 'B' Headcode. Branch Freight Trains to carry one headlamp in centre of buffer plank.

DOWN

Mileage		Mile Post		Mileage		Mile Post		Mileage		Mile Post	
M	C	M	C	M	C	M	C	M	C	M	C
1	29	43	52	1	29	43	52	1	29	43	52
2	71	45	14	2	71	45	14	2	71	45	14
6	41	48	64	6	41	48	64	6	41	48	64
7	18	49	41	7	18	49	41	7	18	49	41

DIDCOT AND NEWBURY

Double line. Working of Heavy Engines between Newbury and Didcot.—For particulars of authorised classes, at restricted speeds, see page 211

WEEKDAYS

				DOWN		Ruling Gradient 1 in	B	B	B	B	B	B		
Mileage from Didcot		Mile Post Mileage					2A91	2A91	2A91	2A91		2A91		
M	C	M	C				am	PM	SO	PM	PM		PM	
—	—	—	—	DIDCOT	dep	..	7 40	12 18		2 15	3 28	..	5 55	
2	22	17	27	Didcot East Jn.	..	..	7 46	12 24	..	2 21	3 34	..	6 1	
2	75	14	54	Upton and Blewbury	arr	106 R	7 47	12 25	..	2 22	3 35	..	6 2	
6	50	10	79	Churn	..	106 R	7 54	Z	..	Z	Z	..	Z	
8	35	9	14	Compton	..	106 R	7 58	12 36	..	2 32	3 45	..	6 12	
10	42	7	7	Hampstead Norris	..	106 F	7 59	12 37	..	2 33	3 46	..	6 14	
12	60	4	69	Pinewood Halt	..	..	8 3	12 41	..	2 37	3 50	..	6 18	
13	36	4	13	Hermitage	..	106 R	8 4	12 42	..	2 38	3 51	..	6 20	
17	49	0	0	Newbury East Jn.	..	106 F	8 10	12 48	..	2 44	3 57	..	6 27	
17	77	—	—	NEWBURY	arr	513 F	8 12	12 50	..	2 46	3 59	..	6 29	
							8 13	12 51	..	2 47	4 0	..	6 32	
							8 21	12 59	..	2 55	4 8	..	6 42	

Z Calls at Churn to pick up or set down passengers on previous notice being given at Didcot The 5.55 pm Didcot calls during the period of daylight only. Guard to collect tickets of passengers alighting

NEWBURY AND DIDCOT

WEEKDAYS

				UP		Ruling Gradient 1 in	B	B	B	B	B	B		
							2A91	2A91	2A91	2A91		2A91		
							am	PM	PM	SO	PM		PM	
				NEWBURY	dep	513 R	8 55	2 3	4 25	5 40	..	7 20		
				Newbury East Jn.	..	106 R	9 3	2 11	4 33	5 48	..	7 28		
				Hermitage	..	..	9 4	2 12	4 34	5 49	..	7 29		
				Pinewood Halt	..	..	9 7	2 15	4 37	5 52	..	7 32		
				Hampstead Norris	..	106 F	9 12	2 20	4 42	5 57	..	7 37		
				Compton	..	106 R	9 13	2 21	4 43	5 58	..	7 38		
				Churn	..	132 R	9 17	2 25	4 47	6 2	..	7 42		
				Upton and Blewbury	arr	106 F	9 18	2 26	4 49	6 3	..	7 43		
				Didcot East Jn.	..	106 F	Z	Z	Z	Z	..	Z		
				DIDCOT	arr	..	9 27	2 35	4 58	6 12	..	7 52		
							9 28	2 36	5 0	6 13	..	7 53		
							9 34	2 42	5 6	6 19	..	7 59		
							Bay	Bay	Bay	Bay	..	Bay		

Z Calls at Churn during the period of daylight only to pick up or set down passengers on previous notice being given at Newbury. Guard to collect tickets of passengers alighting

WEST LONDON AND WEST LONDON EXTENSION LINES (NORTH TO SOUTH)

WEEKDAYS

UP	WEEKDAYS													
	SR	WR	LMR	WR	SR	WR	LMR	WR	SR	WR	LMR	WR	LMR	WR
WILLED'N (M. Line) dep Willenden (High Level) OLD OAK COMMON WEST LONDON	Milk	12.45 am High Wycombe	3A43	MO	am	2.20 2.10 2.35	3A33	MO	am	5.25 pm (Sun.) Whitland	3A07	MX	am	1.55 am West Ealing
North Pole Jn.														
North Acton Jn. Wood La. Milk Depot arr dep														
Viaduct Jn. Shepherds Bush Depot arr KENSINGTON arr (Olympia) dep Latchmere Jn.														
CLAPHAM JN. arr (Central) dep														
CLAPHAM JN. (Western) arr	2 13													
Longhedge Jn.														
Stewarts Lane VICTORIA (Eastern) arr														
Engine 'light' to Southall at 4.15 am														
To work 3.0 am to Cuckfield														
LE to Wood Lane at 3.10 am to West Ealing														
Engine works 2.55 am to West Ealing														
Engine to shunt at Kensington until 3.35 am then light to Old Oak Common														
Shed at 3.13 am														
Engine 'light' to Acton at 4.15 am														
LE to Wood Lane at 3.15 am														
Engine 'light' to Acton at 4.15 am														
LE to Wood Lane at 3.15 am														
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WEEKDAYS

WEST LONDON AND WEST LONDON EXTENSION LINES (NORTH TO SOUTH)

[illegible]

SUNDAYS

WEEKDAYS WEST LONDON AND WEST LONDON EXTENSION LINES (NORTH TO SOUTH)

[illegible]

WEST LONDON AND WEST LONDON EXTENSION LINES (NORTH TO SOUTH)

[illegible]

DOWN	Ruling Gradient 1 in 100												
	WR	WR	LMR	WR	WR	WR	WR	WR	SR	WR	WR	WR	WR
After working 3.50 pm Whitland Milk	12/30	12/30	12/30	12/30	12/30	12/30	12/30	12/30	12/30	12/30	12/30	12/30	12/30
To work 1.8 am West London Milk Empty	12/30	12/30	12/30	12/30	12/30	12/30	12/30	12/30	12/30	12/30	12/30	12/30	12/30
Will run when 10.15 pm (Sun.) Willaden to Victoria Clapham Jn. is diverted	12/37	12/37	12/37	12/37	12/37	12/37	12/37	12/37	12/37	12/37	12/37	12/37	12/37
After working 12.25 pm (Sun.) Penzance Milk	12/40	12/40	12/40	12/40	12/40	12/40	12/40	12/40	12/40	12/40	12/40	12/40	12/40
After working 4.20 pm Exeter Milk	12/53	12/53	12/53	12/53	12/53	12/53	12/53	12/53	12/53	12/53	12/53	12/53	12/53
To work 12.20 pm Penzance Milk	12/53	12/53	12/53	12/53	12/53	12/53	12/53	12/53	12/53	12/53	12/53	12/53	12/53
After working 12.15 am Becomes Shunting Engine	12/42	12/42	12/42	12/42	12/42	12/42	12/42	12/42	12/42	12/42	12/42	12/42	12/42
After working 4.10 pm (Sun.) Whitland Milk from Wood Lane	12/42	12/42	12/42	12/42	12/42	12/42	12/42	12/42	12/42	12/42	12/42	12/42	12/42
West Exting Milk to Wood Lane and L.E. thence to Kensington for shunting	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55
After working 6.0 pm (Sun.) Tainton Milk To Whitland Milk	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55
After working 2.45 am Kensington to Stewarts Lane Milk	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55
To work 2.45 am Kensington to Stewarts Lane Milk	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55
After working 5.25 pm (Sun.) Whitland Milk	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55
After working 5.25 pm (Sun.) Whitland Milk	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55
After working 5.25 pm (Sun.) Whitland Milk	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55
After working 5.25 pm (Sun.) Whitland Milk	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55
After working 5.25 pm (Sun.) Whitland Milk	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55
After working 5.25 pm (Sun.) Whitland Milk	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55
After working 5.25 pm (Sun.) Whitland Milk	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55
After working 5.25 pm (Sun.) Whitland Milk	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55
After working 5.25 pm (Sun.) Whitland Milk	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55
After working 5.25 pm (Sun.) Whitland Milk	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55
After working 5.25 pm (Sun.) Whitland Milk	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55
After working 5.25 pm (Sun.) Whitland Milk	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55
After working 5.25 pm (Sun.) Whitland Milk	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55
After working 5.25 pm (Sun.) Whitland Milk	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55
After working 5.25 pm (Sun.) Whitland Milk	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55
After working 5.25 pm (Sun.) Whitland Milk	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55
After working 5.25 pm (Sun.) Whitland Milk	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55
After working 5.25 pm (Sun.) Whitland Milk	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55
After working 5.25 pm (Sun.) Whitland Milk	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55
After working 5.25 pm (Sun.) Whitland Milk	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55
After working 5.25 pm (Sun.) Whitland Milk	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55
After working 5.25 pm (Sun.) Whitland Milk	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55
After working 5.25 pm (Sun.) Whitland Milk	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55
After working 5.25 pm (Sun.) Whitland Milk	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55
After working 5.25 pm (Sun.) Whitland Milk	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55
After working 5.25 pm (Sun.) Whitland Milk	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55
After working 5.25 pm (Sun.) Whitland Milk	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55
After working 5.25 pm (Sun.) Whitland Milk	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55
After working 5.25 pm (Sun.) Whitland Milk	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55
After working 5.25 pm (Sun.) Whitland Milk	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55
After working 5.25 pm (Sun.) Whitland Milk	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55
After working 5.25 pm (Sun.) Whitland Milk	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55
After working 5.25 pm (Sun.) Whitland Milk	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55
After working 5.25 pm (Sun.) Whitland Milk	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55
After working 5.25 pm (Sun.) Whitland Milk	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55
After working 5.25 pm (Sun.) Whitland Milk	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55	12/55
After working 5.25 pm (Sun.) Whitland Milk	12/55	12/55	12/55	12/55	12/55	12/55	12/						

[illegible]

WEEKDAYS WEST LONDON AND WEST LONDON EXTENSION LINES (SOUTH TO NORTH)

SUNDAYS

[illegible]

SUNDAYS

DOWN

LIST OF SIGNAL BOXES

Distance Box to Box		NAME OF BOX	TIMES DURING WHICH BOXES ARE OPEN					Whether provided with Switch
			Week Days			Sundays		
			Opened at		Closed at	Opened at	Closed at	
			Mondays	Other Days				
M	C							
B	20	Paddington { Arrival ...	—	Continuously	—	—	—	No
B	22	" { Departure ...	—	Continuously	—	—	—	No
—	27	Westbourne Bridge ...	—	Continuously	—	—	—	No
—	28	Subway Junction ...	—	Continuously	—	—	—	No
—	32	Portobello Junction ...	—	Continuously	—	—	—	—
—	35	Ladbroke Grove ...	—	Continuously	—	—	—	—
—	20	Ladbroke Grove I.B. Signals	—	—	—	—	2. 0 p.m.	—
—	—	West London Ground	—	Continuously	{ 8.45 p.m.	—	—	No
—	—	Frame ...	—	—		—	—	—
—	—	Old Oak Common Loco ...	—	Continuously	—	—	—	No
—	60	Old Oak Common East ...	—	Continuously	—	—	—	No
—	J	WEST LONDON AND WEST LONDON EXTENSION LINES	North Pole Junction ...	—	Continuously	—	—	No
—	—		North Acton Junction ...	—	Continuously	—	—	Yes
—	61		Viaduct Junction—K ...	—	Continuously	—	—	Yes
—	73		Kensington North Main ...	—	Continuously	—	—	No
—	24		Kensington South Main ...	—	Continuously	—	—	No
—	54	Lillie Bridge ...	—	Continuously	10.0 p.m.	6.0 a.m.	Yes	
—	71	Chelsea Dock Junction	—	6.0 a.m.	10. 0 p.m.	Closed		Yes
—	—	Battersea Signals—Z	—	—	—	—	—	—
I	9	Latchmere Junction ...	—	Continuously	—	—	—	No
—	37	Old Oak Common West ...	—	Continuously	—	—	—	No
—	74	North Acton Junction ...	—	Continuously	—	—	—	Yes
—	49	Park Royal ...	6. 0 a.m.	—	—	—	2. 0 p.m.	Yes
2	59	Greenford East Station C...	—	Continuously	—	—	—	Yes
—	30	Greenford West ...	6. 0 a.m.	6. 0 a.m.	{ 11. 0 p.m. SX 10. 0 p.m. SO }	6. 0 a.m.	11. 0 p.m.	Yes
2	13	Northolt Junction East ...	—	Continuously	—	—	—	No
—	32	Northolt Junction West ...	To be open to deal with booked Milk and Freight services calling at South Ruislip					Yes
I	45	West Ruislip ...	—	Continuously	—	—	—	Yes
2	18	Denham East ...	6. 0 a.m.	6. 0 a.m.	{ 11 F 0 SX 11 F 30 SO }	9.45 a.m.	H 9.15 p.m. F	Yes
—	41	Denham Station ...	—	Continuously	—	—	—	Yes
I	16	Denham Golf I.B. Signals A	—	—	—	—	—	—
I	66	Gerrards Cross ...	—	Continuously	—	—	—	Yes
2	46	Wilton Park I.B. Signals	—	—	—	—	—	—
I	30	Beaconsfield ...	—	Continuously	—	—	—	Yes
2	26	Tylers Green I.B. Signals	—	—	—	—	—	—
2	37	High Wycombe South ...	—	Continuously	—	—	—	No
—	36	High Wycombe Middle ...	—	Continuously	—	—	—	Yes
—	25	High Wycombe North ...	6. 0 a.m. 10.30 p.m.	10.30 p.m. SX 10. 0 p.m. SO	{ 4.30 p.m.	—	6. 0 a.m.	}
I	47	West Wycombe ...	6. 0 a.m.	—		—	6. 0 a.m.	
2	75	Saunderton ...	6. 0 a.m.	—	—	—	10. 0 p.m.	Yes
2	73	Princes Risborough South ...	—	Continuously	—	—	—	Yes
—	21	Princes Risborough North ...	—	Continuously	—	—	—	No
5	32	Haddenham ...	6. 0 a.m.	—	—	{ 10. 0 a.m.	6. 0 a.m. 10. 0 p.m.	Yes
3	77	Ashendon Junction ...	—	Continuously	—	—	—	Yes
2	36	Brill and Ludgershall ...	6. 0 a.m.	—	—	{ 6.30 p.m.	6. 0 a.m. 9.30 p.m.	Yes
5	70	Bicester ...	—	Continuously	—	—	—	Yes
3	71	Ardley ...	6. 0 a.m.	—	—	{ 6.30 p.m.	6. 0 a.m. 9.30 p.m.	Yes
E2	4	Uxbridge (High Street) §	—	Open for Freight Train Service		—	—	—
—	31	Friars Junction ...	—	Continuously	—	—	—	No
I	26	Acton ...	—	Continuously	—	—	—	No
—	‡	Acton Yard ...	—	—	—	10. 0 p.m.	2. 0 p.m.	No

A — Down Line Only

B — Distance from Stop Blocks.

C — Distance to Southall East Junction, 3 miles 58 chains.

Distance from West Ealing Box 2 miles 16 chains.

E — Distance from Denham East Box.

F — When Denham East Box is closed all trains will run via the Platform Lines at Denham.

H — Or after passing of 2.55 p.m. Birkenhead.

J — 37 chains from Mitre Bridge (L.M.R.), 36 chains from Old Oak Common East (W.R.).

K — 2 miles 32 chains from North Acton Junction Signal Box.

Z — I.B.S. Signals. Battersea Up Signal 60 chains 16 yards from Chelsea, 29 chains 2 yards from Latchmere Junction; Battersea Down Signals 25 chains, 2 yards from Latchmere Junction, 64 chains 14 yards from Chelsea.

§ — No Block Telegraph.

¶ — Rail Motor Cars may stop at Ashendon Junction Signal Box to set down or pick up staff on authority of Station Master at Princes Risborough or Haddenham.

‡ — Distance Acton Yard Box to Acton Box 62 chains.

Distance Box to Box		NAME OF BOX	TIMES DURING WHICH BOXES ARE OPEN						Whether provided with Switch
			Week Days			Sundays			
			Opened at		Closed at	Opened at	Closed at		
M	C	Monday	Other Days						
1	56	West Ealing ...	—	Continuously	—	—	—	No	
2	2	Southall East Junction ...	6. 0 a.m.	—	—	—	6. 0 a.m.	Yes	
—	23	Southall East Station ...	—	Continuously	—	—	—	No	
—	14	Southall West Station ...	—	Continuously	—	—	—	No	
—	43	Southall West Junction ...	—	Continuously	—	—	—	—	
3	0	Firestone ...	4.45 a.m.	—	10. 0 p.m. SO	Closed		Yes	
1	9	Hayes ...	—	Continuously	—	—	—	No	
—	77	Dawley ...	6. 0 a.m.	—	—	—	2. 0 p.m.	Yes	
—	32	West Drayton East ...	—	Continuously	—	—	—	Yes	
—	22	West Drayton West B ...	—	Continuously	—	—	—	Yes	
—	19	West Drayton Coal Yard ...	—	Ground Frame opened when required				A	
G3	31	Colnbrook ...	5.45 a.m.	5.45 a.m.	12.20 night	7.30 a.m.	11.45 p.m.	No	
2	21	Uxbridge (Vine Street) ...	5.15 a.m.	5.15 a.m. 3.40 p.m. SX	1.15 p.m. SX	—	—	No	
1	50	Iver ...	—	—	—	10. 0 p.m.	2. 0 p.m.	Yes	
1	14	Langley (Bucks) ...	6. 0 a.m.	—	—	—	10.30 p.m.	Yes	
1	19	Dolphin Junction ...	—	Continuously	—	—	—	Yes	
—	76	Slough East ...	—	Continuously	—	—	—	No	
—	14	Slough Middle ...	—	Continuously	—	—	—	No	
—	23	Slough West ...	—	Continuously	—	—	—	No	
—	16	Bath Road (Slough)† ...	When required; for trains using Slough West Curve N						Yes
2	27	Windsor ...	5. 0 a.m.	5. 0 a.m.	1. 0 night	7.15 a.m.	12.55 night	No	
—	54	Farnham Road ...	6. 0 a.m.	—	—	—	6. 0 a.m.	Yes	
1	34	Burnham (Bucks) ...	6. 0 a.m.	—	12.30 a.m. MO	—	—	Yes	
—	34	Taplow ...	—	Continuously	—	—	—	Yes	
1	60	Maidenhead East ...	—	Continuously	—	—	—	Yes	
—	21	Maidenhead Middle‡ ...	4. 0 a.m.	—	—	—	11.45 p.m.	Yes	
—	29	Maidenhead West ...	—	Continuously	—	—	—	Yes	
—	—	§North Town Level Crossing ...	4.30 a.m.	5.50 a.m.	12. 5 night	8.30 a.m.	11.30 p.m.	§	
2	66	Cookham ...	4.30 a.m.	5.50 a.m.	12.20 night	8.30 a.m.	11.30 p.m.	§	
1	39	Bourne End ...	4.30 a.m.	5.30 a.m.	12.20 night	8.30 a.m.	11.30 p.m.	No	
—	—	§Cores End Level Crossing ...	6. 0 a.m.	6.30 a.m.	11.15 p.m. SX 11. 0 p.m. SO	6. 0 p.m. 8.25 p.m.	6.45 p.m.* 10.45 p.m.*	§	
1	26	Wooburn Green ...	6. 0 a.m.	6.30 a.m.	11.15 p.m. SX 11. 0 p.m. SO	5.25 p.m. 9. 0 p.m.	6.40 p.m.* 10.40 p.m.*	No	
1	41	Loudwater ...	6. 0 a.m.	6.30 a.m.	11.15 p.m. SX 11. 0 p.m. SO	6.20 p.m. 8.55 p.m.	6.50 p.m.* 10.40 p.m.*	No	
7	15	Aylesbury South ...	—	Continuously	—	—	—	Yes	
1	17	§Bledlow Level Crossing ...	7. 0 a.m.	—	—	9.30 a.m. K 6. 0 p.m.	3.30 a.m. H 11.30 a.m. 7.15 p.m.	§	
3	76	Thame ...	5.15 a.m.	—	—	9.30 a.m. K 5.45 p.m.	12. 0 noon 8. 0 p.m. 6. 0 a.m. H	No	
7	42	Wheatley ...	5. 0 a.m.	—	—	9.30 a.m. K 5.45 p.m.	1. 0 p.m. 8. 0 p.m.	No	
2	76	Morris Cowley ...	6. 0 a.m.	—	—	Z	6. 0 a.m.	Yes	
1	39	Waltham Siding ...	—	Continuously	—	—	—	Yes	
1	53	Shottesbrook ...	8.20 a.m.	8.20 a.m.	11. 0 p.m.	Closed	—	Yes	
1	49	Ruscombe ...	—	Continuously	—	—	—	Yes	
1	29	Twyford East ...	—	Continuously	—	—	—	Yes	
2	56	Shiplake ...	—	Open for day's train service				No	
1	48	Henley ...	—	—	—	—	—	—	
—	21	Twyford West ...	—	Continuously	—	—	—	Yes	
—	52	Woodley Bridge ...	8.20 a.m.	8.20 a.m.	11. 0 p.m.	Closed	—	Yes	
1	29	Sonning ...	—	Continuously	—	—	—	Yes	
—	60	Kennet Bridge ...	8.20 a.m.	8.20 a.m.	11. 0 p.m.	Closed	—	Yes	
—	73	Reading Main Line East ...	—	Continuously	—	—	—	No	
π	43	Reading West Goods ...	6. 0 a.m.	—	—	—	6. 0 a.m.	Yes	
—	35	Reading Main Line West ...	—	Continuously	—	—	—	No	
L	48	Oxford Road Junction ...	—	Continuously	—	—	—	Yes	
1	2	Southcote Junction ...	—	Continuously	—	—	—	No	
2	0	Calcot ...	—	As Required	—	—	—	Yes	
1	31	Theale ...	4.30 a.m.	—	—	—	5.50 a.m.	Yes	
2	20	Upton Crossing ...	—	Continuously	—	—	—	No	
1	27	Aldermaston ...	4.45 a.m.	—	—	—	5.50 a.m.	Yes	
1	70	Midgham ...	—	Continuously	—	—	—	No	
2	19	Colthrop Siding ...	—	Continuously	—	—	—	No	
—	54	Thatcham Station ...	—	Continuously	—	—	—	No	

A — Auxiliary Token Instrument.

B — Relief Lines and Staines and Uxbridge Branches only.

G — Distance from West Drayton West.

H — Or after passing of 2.35 a.m. Acton Freight.

K — Unless otherwise ordered.

L — Distance from Reading Main Line West. Distance from Reading West Junction Box to Oxford Road Junction Box is 50 chains.

N — To be opened for passing of 9.30 a.m. (Freight) Slough to Windsor.

† — When Bath Road Box is closed the Points and Signals to be set for trains to and from Slough Station. Distance between Bath Road Junction and Slough West Junction, 19 chains.

‡ — Relief Lines and Wycombe Branch only.

— No Block Telegraph.

¶ — Distance from Reading Main Line East Box.

* — Or after last Branch Train has cleared.

Z — Open as required for Freight Train Working.

LIST OF SIGNAL BOXES—continued

Distance Box to Box		NAME OF BOX	TIMES DURING WHICH BOXES ARE OPEN						Whether provided with Switch	
			Week Days			Sundays				
			Opened at		Closed at	Opened at	Closed at			
			Mondays	Other Days						
M	C									
—	53	Thatcham West ...	6. 0 a.m.	6. 0 a.m.	1.20 p.m.		Closed		Yes	
1	43	Bull's Lock ..		Opened as required			Opened as required		Yes	
—	32	Newbury Racecourse ...	6. 0 a.m.	—	—		6. 0 a.m.		Yes	
—	34	Newbury East Junction ...	—	Continuously	—		—		Yes	
—	27	Newbury Middle ...	—	Continuously	—		—		Yes	
—	18	Newbury West ...	—	Continuously	—		—		Yes	
1	7	Enborne Junction ...	5. 0 a.m.	—	—		6. 0 a.m.		Yes	
6	17	Welford Park ..	—	Opened as required for Freight Train Service						
1	65	Hamstead Crossing ...	—	Continuously	—		—		No	
2	34	Kintbury ...	—	Continuously	—		—		No	
3	5	Hungerford ...	—	Continuously	—		—		Yes	
4	62	Bedwyn ...	5.40 a.m.	—	—	{ 5.40 p.m.	{ 6. 0 a.m. 8.30 p.m. }		Yes	
—	65	Reading West Junction ...	—	Continuously	—					Yes
—	57	Scours Lane Junction ..	—	Continuously	—					Yes
—	64	Tilehurst ...	—	Continuously	—		—		Yes	
1	39	Purley Track Signals ...	—	—	—		—		No	
1	33	Pangbourne ...	—	Continuously	—		—		—	
1	53	Basildon Track Signals ..	—	—	—		—		Yes	
1	44	Goring and Streatley ...	—	Continuously	—		—		—	
2	0	South Stoke I. B. Signals ...	—	—	—		—		Yes	
1	67	Cholsey ...	—	Continuously	—		—		§	
2	48	Wallingford § ...	—	For day's Freight Train Service					—	
1	13	Aston Tirrold I. B. Signals ...	—	—	—		—		—	
1	71	Moreton Cutting ...	—	—	—	10. 0 p.m.	6. 0 a.m.		Yes	
1	29	Didcot East Junction ...	—	Continuously	—		—		No	
2	50	Upton and Blewbury ...	As Required		—		—		Yes	
5	41	Compton ...	4.20 a.m.	—	—		6. 0 a.m.		Yes	
—	—	§Compton Crossing ...	Crossing Keeper always in attendance			—	—		—	
2	13	Hampstead Norris ...	As Required		—		—		Yes	
2	67	Hermitage ...	As Required		—		—		Yes	
—	—	§Fisher's Lane Crossing ...	Crossing Keeper always in attendance			—	—		—	
4	16	Newbury East Junction ...	—	Continuously	—		—		No	
—	34	Didcot West End ...	—	Continuously	—		—		No	
—	33	Foxhall Junction ...	—	Continuously	—		—		No	
1	33	Milton ...	6. 0 a.m.	—	—		6. 0 a.m.		Yes	
G	43	Didcot North ...	—	Continuously	—		—		Yes	
—	70	Appleford Crossing ...	—	Continuously	—		—		No	
—	46	Culham ...	6. 0 a.m.	—	—		6. 0 a.m.		Yes	
—	3	Nuneham I. B. Signals ...	—	—	—		—		—	
—	12	Radley ...	—	Continuously	—		—		Yes	
—	24	Sandford ...	6. 0 a.m.	—	—		6. 0 a.m.		Yes	
—	26	Kennington Junction ...	—	Continuously	—		—		Yes	
—	57	Hinksey South ...	—	Continuously	—		—		Yes	
—	9	Hinksey North ...	—	Continuously	—		—		Yes	
—	38	Oxford Station South ...	—	Continuously	—		—		Yes	
—	18	Oxford Station North ...	—	Continuously	—		—		No	
—	25	Oxford North Junction ...	—	Continuously	—		—		Yes	
—	54	Port Meadow ...	—	Closed	—	Closed	—		Yes	
2	28	Oxford (Banbury Road Jn.) ...	6. 0 p.m.	6. 0 p.m.	6. 0 a.m.	—	6. 0 a.m.		—	
2	24	Islip ...	6.25 a.m.	6.25 a.m. SX 7.10 a.m. SO	7.40 a.m.		—		Yes	
—	—	—	10.15 a.m.	10.15 a.m.	10.50 a.m.	Closed	—	Yes		
—	—	—	11.40 a.m.	11.40 a.m.	12.15 p.m.					
—	—	—	4.30 p.m.	4.30 p.m.	6.30 p.m.					
—	—	—	10.30 p.m. SO	11.10 p.m. SO	9.10 a.m. SO					
5	39	Bicester (London Rd.) No. 2	8.35 a.m.	8.35 a.m.	11.40 a.m. SX 11.40 a.m. SO	Closed	—	Yes		
—	—	—	—	11.0 a.m. SO	12.40 p.m. SO					
—	—	—	12.20 p.m.	12.20 p.m. SX	12.45 p.m. SX					
—	—	—	1.40 p.m.	1.40 p.m. SX	3.20 p.m. SX					
—	43	Bicester (London Rd.) No. 1	5. 0 a.m.	—	—	—	5. 0 a.m.		—	
—	—	—	—	—	—	8.50 a.m.	11.35 a.m.		—	
—	—	—	—	—	—	1. 0 p.m.	5.45 p.m.		—	
—	—	—	—	—	—	10.15 p.m.	12.5 night		—	
1	53	Wolvercot Siding ..	—	Closed	—	Closed	—		Yes	
—	64	Wolvercot Junction ...	—	Continuously	—	—	—		No	
K	71	Yarnton Junction ...	6. 0 a.m.	—	—	—	* 6.30 a.m.		Yes	
3	30	Eynsham ...	—	—	—	—	—		No	
4	64	Witney Station ...	—	—	—	—	—		No	
3	57	Brize Norton & Bampton ...	—	For day's Train Service			As required		No	
1	30	Carterton ...	—	—	—	—	—		No	
5	20	Lechlade ...	—	—	—	—	—		No	
3	21	Fairford ...	—	—	—	—	—		No	
2	79	Kidlington ...	—	Continuously	—	—	—		Yes	
1	30	Blethington Cement Sidings	10.40 a.m.	10.40 a.m.	2.50 p.m. V	Closed	—		Yes	

G — Distance from Foxhall Junction, 57 chains.

K — Distance from Banbury Road Junction, 1 mile 49 chains.

V — Or after departure of 1.15 p.m. Banbury to Hinksey Freight.

§ — No Block Telegraph.

* — Or after arrival of 7.40 p.m. Pontypool Road Freight.

Where the Stations and Crossings are closed between trains, the Signalmen and Gatemen must be on duty at least twenty minutes before each train is due in cases where a definite time is not specified.

ENGINE LOADS FOR PASSENGER, PARCELS, MILK AND FISH TRAINS FOR ENGINE WORKING PURPOSES

The loads of all Passenger, Parcels, Fish and Milk trains are calculated on the tonnage system and the tables show the standard loads for the various classes of engines on the different routes.

The loads given in the Tables represent the capacity of the Engine if the standard point-to-point timing is to be maintained. On sections where gradients will permit, these loads may be exceeded with a suitable increase in the point-to-point timing, but on sections where there are steep rising gradients it will be necessary to provide an assistant engine.

To enable Guards and others to calculate the loads of trains in tons, the tare weight of the vehicle, in 2½ in. figures, has been painted at both ends, at alternate corners, of all stock formed in trains coming within the category of those mentioned above. The loads of trains, calculated by the addition of these tonnage figures, must be ascertained by Guards and the information given to Drivers at the starting points and at any subsequent points at which vehicles are attached or detached.

In the case of a vehicle not marked with the tare weight being formed in a train, the weight of the vehicle must be counted as 10 tons for a Horse Box, Carriage Truck or other such small vehicle, 20 tons for a four or six-wheeled passenger-carrying vehicle or brake van, 30 tons for an eight-wheeled passenger carrying vehicle or brake van other than 70 ft. stock, and 40 tons for a Dining Car, Sleeping Car, or 70 ft. passenger carrying vehicle or brake van.

OCEAN MAILS AND BAGGAGE.—An allowance of 5 tons per vehicle must be added to the tare weight of each loaded van of Ocean Mails and Baggage.

PARCELS AND FISH AND MILK TRAINS.—Owing to the difference in the weights of loaded and unloaded Parcels Vans and Fish Trucks, it will be necessary in the case of Parcels and Fish trains to add to the total of the tare weights shown on the vehicles an agreed figure representing the weight of the average load, for every loaded truck formed in the train. It has been decided that this fixed figure shall be one ton per vehicle for Parcels and 3 tons per vehicle for Fish, and therefore a Guard, in calculating the load of his train, must multiply the number of loaded trucks by these figures and add the resulting figure to the total of the tare weights marked upon the trucks.

MILK TRAINS.—The weight of vehicles containing Milk Traffic to be computed as follows, whether the vehicles are working on passenger, milk, fish, or perishable trains:—

		Milk Tanks			
		Fixed ('Miltas')	.. ..	Empty	Loaded
		Road/Rail ('Rotanks')	.. ..	14 tons	28 tons
				18 tons	28 tons
		BG Vehicles and Siphons J		BG Vehicles and Siphons F, G and H	Other Vehicles
Empty	.. ..	Tare weight		Tare weight	Tare weight
Loaded (Empty Churns)	.. ..	Tare weight plus 5 tons		Tare weight plus 5 tons	Tare weight plus 3 tons
Loaded (Full Churns)	.. ..	Tare weight plus 10 tons		Tare weight plus 5 tons	Tare weight plus 5 tons

The weight of parcels (including stores), perishable, fish and milk trains, which are run in accordance with passenger train regulations, must not exceed a gross weight of 550 tons, including brake, whether assisted or unassisted.

MIXED TRAINS.—In the case of those trains which are authorised to be run as 'Mixed' trains, the total weight of the train to be obtained as follows:—

Tonnage of Passenger stock, plus Tare weight of Goods Brake Van (where provided), plus Freight vehicles.

Tonnage of Freight vehicles to be calculated as under:—

Class 1 traffic=16 tons per wagon. Class 2 traffic=13 tons per wagon. Class 3 traffic=10 tons per wagon.
Empties (4-wheel stock)=6 tons per wagon.

NOTES.

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 lines, although loadings may be given in the table for engines over portions of line which are prohibited for them.

These instructions for calculating the loads do not affect those contained in the Appendix to the Book of Rules and Regulations respecting the formation of Passenger Trains.

Empty Stock trains must not exceed 20 eight-wheel vehicles or their equivalent. The maximum permitted load of these trains is governed by the instructions in the General Appendix, heading 'Timing of empty coaching stock trains.'

Guards must show on their train journals the number of vehicles and the actual total tonnage of the trains at starting points and on leaving subsequent stations at which vehicles are attached or detached.

Stations will, in wiring particulars of trains, give the number of vehicles and the total weight of each portion of the train in tons, sending a message in the following form:—

Prefix GQ—1.40 p.m. Paddington (or No.—)—time—five Penzance, 179—three Kingswear, 100—two Ilfracombe, 66—two Weymouth, 65—Engine 6011. When the engine carries a Train number the Train number must be used instead of the title.

NOTES FOR PAGES 193—196.

J—Maximum loads for Perishable and Empty Stock Trains between Hemerdon and Totnes, 'King' 500 tons, 'Castle' 455 tons, 49XX, 400 tons.

K—49XX, 59XX, 69XX and 79XX—300 tons.

L—Totnes to Newton Abbot—335 tons.

V—Not to exceed 60 m.p.h.

W—Only on local services at speeds not exceeding 60 m.p.h.

‡ —Parcels, Milk and Perishables Trains only in both directions between London and Plymouth and London and Swansea

†—49XX, 59XX, 69XX and 79XX—275 tons.

The following maximum single engine loads (including brake van), are specially authorised for Parcels, Perishables and Empty and Loaded Milk Trains in either direction between Paddington or Wood Lane and Newton Abbot via Lavington and Castle Cary or via Swindon and Box:—

'King' Class Engines and Diesel Hydraulic Locomotive Types D.600 and D.800	.. ..	550 tons
'Castle', 10XX, 92XXX and B.R. Standard Class 7 Engines (70XXX)	.. ..	500 tons§
47XX Class Engines	.. ..	485 tons
49XX, 59XX, 69XX, 79XX, 68XX Class and B.R. Standard Class 5 engines (73XXX)	.. ..	465 tons
43XX, 78XX Class and B.R. Standard Class 4 Engines (75XXX, 76XXX)	.. ..	450 tons
§ 505 tons for Up Loaded Milk trains only.		

When the load exceeds the normal single engine load shown, the running time Taunton 'start' to Castle Cary 'pass' will be 42 minutes and Heywood Road Junction 'pass' to Bedwyn 'pass' 45 minutes.

The following loads are authorised for Milk Empties and Parcel trains between Heywood Road Jn. and Whitland via Hawke-ridge and between Swindon and Whitland:—

'Castle', B.R. Standard Class 7, 92XXX, 'County' Class Engines	.. ..	500 tons§
49XX, 68XX Class Engines	.. ..	450 tons§
§—Assisted Stapleton Road to Filton.		

The maximum single engine load for Express Passenger Trains between Newton Abbot and Plymouth when worked by Diesel locomotives of the D.600 and D.800 types is 400 tons in the down direction and 360 tons in the up direction. On occasion when it is found necessary to increase the formation of the train above this tonnage, arrangements will be made for an assistant engine to be provided. So far as the Down and Up Cornish Riviera Expresses are concerned, this will necessitate a stop at Newton Abbot.

See Page 194 { A—49XX, 59XX, 69XX, 79XX and 68XX classes only

{ B—53XX, 63XX and 73XX classes only.

{ D—28 tons extra may be taken on Troop and other heavy trains suitably timed, and worked by 22XX Class Engines

A194 ENGINE LOADS FOR PASSENGER, PARCELS, MILK AND FISH TRAINS FOR ENGINE WORKING PURPOSES—continued

BRANCH LINE TRAINS

SECTION		CLASS OF ENGINE									
		B.R. Std. Cl. 7 (70XXX)	B.R. Std. Cl. 7 (70XXX)	B.R. Std. Cl. 7 (70XXX)	B.R. Std. Cl. 7 (70XXX)	B.R. Std. Cl. 7 (70XXX)	B.R. Std. Cl. 7 (70XXX)	B.R. Std. Cl. 7 (70XXX)	B.R. Std. Cl. 7 (70XXX)	B.R. Std. Cl. 7 (70XXX)	B.R. Std. Cl. 7 (70XXX)
From	To										
		60XX	4037 4074- 4099 50XX 70XX	V 92 XXX W 47XX	49XX 59XX 69XX 79XX	56XX 66XX	53XX 63XX 73XX	78XX	B.R. Standard Class 4 (75XXX 76XXX)	B.R. Standard Class 3 (82XXX)	Diesel Type D6300 V
		Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons
Denham	Uxbridge, High Street ...	—	—	—	—	—	—	—	—	—	—
Uxbridge, High Street ...	Denham	—	—	—	—	—	—	—	—	—	—
Princes Risborough ...	Watlington	—	—	—	—	—	—	—	224	—	168
Watlington	Princes Risborough ...	—	—	—	—	—	—	—	224	—	168
Princes Risborough ...	Oxford	—	364	—	336	308	252	224	196	168	168
Oxford	Princes Risborough ...	—	392	—	364	336	280	252	224	196	168
Princes Risborough ...	Aylesbury	—	—	—	—	280	—	224	—	—	—
Aylesbury	Princes Risborough ...	—	—	—	—	252	—	196	—	—	—
Southall	Brentford	—	—	—	—	—	—	—	—	—	196
Brentford	Southall	—	—	—	—	—	—	—	—	—	196
West Drayton	Staines West	—	—	—	392	364	308	280	252	224	224
Staines West	West Drayton	—	—	—	392	364	308	280	252	224	224
West Drayton	Uxbridge	—	—	—	392	364	308	280	252	224	224
Uxbridge	West Drayton	—	—	—	392	364	308	280	252	224	224
Slough	Windsor	—	—	—	392	364	308	280	252	224	224
Windsor	Slough	—	—	—	392	364	308	280	252	224	224
Twyford	Henley	—	—	—	392	364	308	280	252	224	224
Henley	Twyford	—	—	—	336	308	252	224	196	168	168
Maidenhead	High Wycombe	—	392	—	364	308	—	224	—	168	168
High Wycombe	Maidenhead	—	392	—	364	336	—	252	—	224	224
Bourne End	Marlow	—	455	—	420	336	—	252	—	224	224
Marlow	Bourne End	—	455	—	420	336	—	252	—	224	224
Cholsey	Wallingford	—	—	—	—	—	—	—	—	260	260
Wallingford	Cholsey	—	—	—	—	—	—	—	—	260	260
Radley	Abingdon	—	—	—	—	—	—	—	—	260	260
Abingdon	Radley	—	—	—	—	—	—	—	—	260	260
Oxford	Bicester (London Road) ...	—	—	—	See Below	—	—	—	—	—	—
Bicester (London Road) ...	Oxford	—	—	—	See Below	—	—	—	—	—	—
Oxford	Fairford	—	—	—	—	—	—	—	264	196	196
Fairford	Oxford	—	—	—	—	—	—	—	264	196	196
Reading General	Basingstoke	—	420	—	392	364	308	280	252	224	224
Basingstoke	Reading General	—	420	—	392	364	308	280	252	224	224
Didcot	Newbury	—	—	—	392A	364B	—	—	—	—	—
Didcot	Winchester Chesil	—	—	—	—	364	308	280D	280	—	—
Winchester Chesil	Didcot	—	—	—	—	364	308	280D	280	—	—
Newbury	Didcot	—	—	—	392A	364B	—	—	—	—	—
Welford Park	Newbury	—	—	—	—	—	—	—	210	—	—
Newbury	Welford Park	—	—	—	—	—	—	—	210	—	—

FOR NOTES SEE PAGE 192

PASSENGER TRAIN LOADS

The Passenger Engine loads over the section Oxford to Bicester (London Road) are as follows:—

Load in tons					
1	2	3	4	5	6
210	285	340	380	435	495

Western Region, London Midland Region and B.R. Standard Engines take the same loads according to Motive Power Classification indicated above.

ENGINE LOADS FOR RAIL MOTORS

The tonnage loads shown in the 'Standard Loads Table' do not apply when Rail Motor services are being worked by engines of the 14XX, 54XX and 64XX classes, the authorised loads for which are specially laid down separately, in accordance with the instructions in the General Appendix, viz —

Gradient	RAIL MOTORS	
	0-4-2T	0-6-0T
1-40	Tons 72	Tons 90
1-50	96	120
1-60	120	150
1-80	144	180
1-100	168	210

WEST LONDON AND WEST LONDON EXTENSION LINES

ENGINE LOADS OF PASSENGER, PARCELS AND MILK TRAINS FOR WESTERN REGION ENGINE WORKING PURPOSES

The loads of all Passenger, Parcels and Milk trains are calculated on the tonnage system and the tables show the standard loads for the various classes of engines on the different routes.

The maximum permitted loads of empty stock trains are controlled by the instruction which appears in the General Appendix under the heading: 'Timing of Empty Coaching Stock Trains.'

The loads given in the tables represent the capacity of the engine if the standard point-to-point timing is to be maintained. On sections where gradients will permit, these loads may be exceeded with a suitable increase in the point-to-point timing, but on sections where there are steep rising gradients it will be necessary to provide an assistant engine.

Note.—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		CLASS OF ENGINE							
		B.R. Standard Class 7 (70XXX)			B.R. Standard Class 4 (75XXX 76XXX)	Diesel Type D 6300 V			
						† 45XX 55XX			
			10XX	49XX, 59XX 69XX, 79XX	78XX	36XX, 37XX 46XX, 57XX 77XX, 87XX 96XX, 97XX			
			4037 4074—4099 50XX 70XX	68XX	53XX 63XX, 73XX	84XX, 94XX			
41XX 51XX, 61XX 81XX 56XX, 66XX									
From	To	Passr.	Milk, etc.	Passr.	Milk, etc.	Passr.	Milk, etc.	Passr.	Milk, etc.
Tons									
OLD OAK COMMON TO SOUTH LAMBETH OR CLAPHAM JUNCTION:—									
Old Oak Common ...	Kensington ...	500	500	465	465	450	450	400	400
Kensington ...	South Lambeth or Clapham Jn. Kensington ...	—	—	—	—	440	440	364	364
South Lambeth or Clapham Jn. Kensington ...	Kensington ...	—	—	—	—	400	400	364	364
Kensington ...	Old Oak Common } with West London ... } stops	378	378	358	358	336	336	310	310
Kensington ...	Old Oak Common } or West	450	450	420	420	392	392	364	364
With a run through North Pole Junction	London ...								
NORTH ACTON TO KENSINGTON VIA STEAM LINES AND VIADUCT JUNCTION:—									
North Acton ...	Wood Lane ...	455	500	420	388	465	336	450	362
Wood Lane ...	Kensington ...	403		368	336				310
Kensington ...	Wood Lane ...	403		368	336				310
Wood Lane ...	North Acton ...	384		352	320				272

60XX ('King' Class) may convey a maximum load of 550 tons when working Milk, Parcels trains, etc., between North Acton Junction and Wood Lane in either direction.

†—B.R. Standard Class 3 (2-6-2T) (82XXX) Engines—Restrictions and loading as for W.R. 45XX type engines.

SECTION		CLASS OF ENGINE					
		22XX 32XX		0-6-0T 'A' Group		0-4-2T 14XX 58XX	
				90XX			
				Passr.	Milk, etc.	Passr.	Milk, etc.
		Tons	Tons	Tons	Tons	Tons	Tons
OLD OAK COMMON TO SOUTH LAMBETH OR CLAPHAM JUNCTION:—							
Old Oak Common	Kensington	350	350	336	336	310	310
Kensington	South Lambeth or Clapham Jn. ...	337	337	310	310	284	284
South Lambeth or Clapham Jn. ...	Kensington	337	337	310	310	284	284
Kensington	Old Oak Common	297	297	284	284	258	258
	West London						
Kensington	Old Oak Common or West London ...	336	336	298	298	284	284
With a run through North Pole Jn.							
NORTH ACTON TO KENSINGTON VIA STEAM LINES AND VIADUCT JUNCTION:—							
North Acton	Wood Lane	336	308			220	
Wood Lane	Kensington	284	256	310		168	284
Kensington	Wood Lane	284	256			168	
Wood Lane	North Acton	252	224			136	

From	To	Load in Tons					
		Class of Engine					
		Passenger					
		1	2	3	4	5	6
Willesden Junction ...	Kensington (Olympia) ...	190	260	315	350	400	455
Kensington (Olympia) ...	Clapham Junction ...	165	225	270	300	345	390
Clapham Junction ...	Kensington (Olympia) ...						
Kensington (Olympia) ...	Willesden Junction ...	160	220	260	290†	335	375

†—Class 4 Compound to take Class 3 Load.

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 the following points must not exceed 90 m.p.h. subject to the observance of all permanent and temporary speed restrictions:—

Paddington to Plymouth via Lavington
Reading to Cogload via Swindon and Bristol
Didcot to Yarnnton
Paddington to Ardley

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

IMPORTANT.—Until further notice the speed of trains must not exceed 75 miles per hour AT ANY PLACE, except 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 shown below and full particulars must be forwarded at once to the Divisional Traffic Manager.

STANDARD SPEED RESTRICTIONS

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

Trains entering, working over or leaving Goods Lines must not exceed 10 m.p.h., except those Goods Lines situated between Paddington and Penzance via Bath and via Lavington, Old Oak Common and Chester, via Bicester, Didcot and Aynho Junction via Oxford, and Oxford and Wolverhampton via Worcester, where the speed must not exceed 15 m.p.h. or such lower speed as may be indicated.

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

	Speed m.p.h.
1. On double lines when passing through Junctions between parallel lines or through crossover roads, or when entering or leaving Slow, Engine, Carriage or Bay Lines	10
2. When receiving, delivering or exchanging Train Staff or Electric Token by hand	10
3. When receiving, delivering or exchanging Train Staff or Electric Token by means of lineside receiving or delivery apparatus	15
4. When receiving, delivering or exchanging Train Staff or Electric Token by means of automatic exchange apparatus	40
5. When passing over lines set apart for freight and empty coaching stock trains, also light engines, which are worked under the Permissive Block System	
(a) During clear weather	15
(b) During fog or falling snow	4
6. Locomotives running light:—	Speed m.p.h.
(a) Passenger and M.T. Tender Locomotives (chimney leading)	55
(b) Passenger and M.T. Tender Locomotives (tender leading)	45
(c) Passenger and M.T. Tank Locomotives	45
(d) Freight Tender Locomotives	35
(e) Freight Tank Locomotives	20
(f) Main Line Diesel Locomotives	55
(g) 350 h.p. Diesel Electric Shunting Locomotives	20

Subject to
any lower
maximum
speed
laid down

Notes

- Where a lesser speed than mentioned above is laid down for light locomotives in the Working Time Table, the Weekly Speed and Engineering Notice or other Special Notice, such speed restriction must be complied with.
- Where two or more locomotives are coupled together, the speed must not exceed that laid down for the locomotive with the most severe restriction.

	Speed m.p.h.
7. Tender locomotives when running with the tender leading, whether attached to a train or running light	45
8. When 'Dead' locomotives are being conveyed	25

Name of Place	Direction of Train		Miles per Hour
	From	To	
PADDINGTON TO BEDWYN, DIDCOT, OXFORD AND BANBURY			
DOWN LINE			
Paddington to Didcot	All Trains on Relief Line.	All other permanent and temporary restrictions must be strictly observed.	} 60
Paddington Departure Box and Westbourne Bridge.	All Trains over curves to and from Departure Platforms		
Paddington Arrival Box to Subway Junction.	Down Trains over Up Main Line or Up Relief Line between Paddington Arrival and Subway Junction.		} 15
Westbourne Bridge	Main Line	Turntable Depot	
Paddington (Suburban Platforms) ..	Trains from Met. Line not calling at Paddington Suburban Station, while passing through Station must not exceed		} 5
	Met. Line	No. 14 Platform (East End)	
	No. 15 Platform	City Line (West End)	10
	No. 14 Platform	City Line (West End)	15
	City Line	Suburban Line	15
Royal Oak Station	Down Goods Line	Suburban Line	5
Subway Junction	Down Main Line	Down Relief Line	25
	Down Relief Line	Down Main Line	15
	Down Suburban	Down Relief Line	20
	Up Main Line	Down Main Line	10
	Up Main Line	Down Relief Line	10
	Up Relief Line	Down Relief Line	10
Portobello Junction	Trains crossing Main and Relief Lines to and from Engine and Carriage and Goods Lines.		} 10

SPEED OF TRAINS THROUGH JUNCTIONS AND AT OTHER SPECIFIED PLACES—continued

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Name of Place	Direction of Train		Miles per Hour
	From	To	
PADDINGTON TO BEDWYN, DIDCOT, OXFORD AND BANBURY—continued			
DOWN LINE—continued			
Ladbroke Grove Junction	Engine and Carriage Line	Relief Line	15
	Relief Line	Main Line	35
	Trains crossing Main and Relief Lines to	and from Engine and Carriage Lines	10
	Main Line	Engine and Carriage Line	15
	Main Line	Relief Line	35
Old Oak Common East	Victoria Branch	Relief Line	10
	Goods and Carriage Line	Relief Line	10
Old Oak Common West	Main Line	Relief Line	40
	Relief Line	Vycombe Line	40
Friars Junction	Main Line	Relief Line	20
	Relief Line	Main Line	20
Acton	L.M.R.	Relief Line	15
	Relief Line	Main Line	10
Acton Wells Junction (L.M.R.)	L.M.R.	W.R.	15
West Ealing (Longfield)	Main Line	Relief Line	25
West Ealing	Relief Line	Greenford	20
Hanwell	Greenford	Relief Line	15
Hanwell East End of Platforms	Trains over reverse curves in Relief Lines (7m. 20ch. to 7m. 25ch.)		40*
Southall East Junction	Main Line	Relief Line	20
Southall Station between East and	Down Trains over reverse curves in Relief Lines (9 m.p. to 9½ m.p.)		45
West Station Signal Boxes,			
Southall West Station	Relief Line	Main Line	10
Southall West Junction	Main Line	Relief Line	20
Hayes	Down Relief Line	Up Relief Line and Bay	15
West Drayton East	Main Line	Relief Line	25
West Drayton between East Signal	Trains over reverse curves in Relief Lines (13m. 10ch. to 13m. 28ch.)		30*
Box and Underbridge beyond West			
End of Platforms,			
West Drayton West	Relief Line	Uxbridge Branch	10
Dolphin Junction	Relief Line	Main Line	20
	Main Line	Relief Line	20
Slough Middle	Relief Line	Main Line	10
	Main Line	Windsor Branch	10
Slough West	Bath Road Junction	Avoiding and Main Lines	10
	Main Line	Relief Line	20
Taplow Station through Platforms	Trains over reverse curves in Relief Lines (22m. 26ch. to 22m. 48ch.)		45
between Down Home and Up Home			
Signals,			
Maidenhead East	Main Line	Relief Line	20
Maidenhead Middle	Relief Line	Vycombe Branch	10
Maidenhead West	Relief Line	Main Line	20
Twyford East	Main Line	Relief Line	25
Twyford Station	Main Line	Through Station (30m. 60ch. to	75
		31m. 10ch.)	
Twyford West	Relief Line	Henley Branch	10
Reading Low Level (W.R. Junction)	Southern Region	W.R.	15
Reading Main Line East (Southern	No. 1 Loop	Down Branch	10
Region Branch Junction)	No. 2 Loop	Down Branch	10
	Down Branch	Down Main	20
Reading Main Line East	Main Line	Relief Line	25
	Relief Line	Main Line	25
	Southern Region	Main Line	15
Reading General Station	Main Line	Through Station (35m. 60ch. to	75
		36m. 30ch.)	
Reading Main Line West	Relief Line	Main Line	20
	Main Line	Berks & Hants Line	40
	Relief Line	Berks & Hants Line	25
	Bay Lines	Berks & Hants Line	15
	Main Line	Relief Line	20
Reading Oxford Road Junction	Reading Station	Southcote Junction	50
	Reading West Junction (West Curve)	Southcote Junction	15
Southcote Junction	Down Line	Coley Branch	10
	Oxford Road Junction	Newbury	40
Southcote Junction	All Branch Trains from 37m. 67m. to 38m. 8ch. through junction		30
(Basingstoke Branch)			
Midgham	Down Trains over curve 46m. 50ch. to 47m. 10ch.		60
Newbury Racecourse	Down Line	Racecourse Station Loop	15
Newbury East Junction	Racecourse Station Loop	Down Line	15
	Didcot Branch	Down Line	10
Newbury Middle Box	Down Main	Down Platform Line	25
Newbury West Box	Down Platform Line	Down Main	25
Newbury Enborne Junction	Down Line	Winchester Branch	25
Hungerford	Down Trains over curve 61m. 40ch. to 62m. 0ch.		60
Reading West Junction	Oxford Road Junction (West Curve)	Main Line	25
	Main Line	Relief Line	20
	Goods Loop	Main Line (near 37½ m.p.)	10
Scours Lane Junction	Relief Line	Main Line	20
Tilghurst and Pangbourne Stations	Main Line between Tilghurst and Pangbourne (38m. 70ch. to 41m. 60ch.)		75
Pangbourne	Main Line	Relief Line	20
Goring and Streatley	Relief Line	Main Line	25
Cholsey	Main Line	Relief Line	20
Moreton Cutting	Relief Line	Main Line	35
	Main Line	Relief Line	35
Didcot East Junction	Relief Line	Main Line	20
	Main Line	Relief Line	40
	Relief Line	Northern Loop	40
	Newbury Branch	Main Line	15
(Over connection West of Signal Box)			

* Permanent Speed Restriction Indicator provided (see General Appendix to the Book of Rules and Regulations).

SPEED OF TRAINS THROUGH JUNCTIONS AND AT OTHER SPECIFIED PLACES—continued

Name of Place	Direction of Train		Miles per Hour
	From	To	
PADDINGTON TO BEDWYN, DIDCOT, OXFORD AND BANBURY—continued			
DOWN LINE—continued			
Didcot East Junction—continued	Newbury Branch	Main Line	15
Didcot West End	Newbury Branch	Bay Line	15
	Relief Line	Oxford Line	15
	Relief Line	Main Line	20
	No. 7 Platform Line	Oxford Line	15
	Bay Line	Main Line	15
Didcot, Foxhall Junction	West Curve	Relief Line	15
	Relief Line	Main Line	20
Didcot, West Curve	Ordnance Depot	West Curve	10
Didcot, North Junction (West Curve Junction).	Didcot	Oxford	25
Didcot North Junction	West Curve	Oxford	25
Radley	Abingdon	Oxford	10
	Main Line	Goods Line	25
Sandford	Goods Line	Main Line	25
Kennington Junction	Princes Risborough	Oxford	20
Oxford Station South	Main Line	Platform Line	15
Oxford Station	Passing over Scissors Crossover Road between Platforms	Platform Line	10
Oxford Station North	Platform Line	Main Line	15
	Entering Down Goods Line	Platform Line	10
Oxford North Junction	Oxford	Bicester Line	20
Wolvercot Junction	Oxford	Worcester	40
Yarnton Junction	Oxford	Fairford Branch	15
	Banbury Road Jn.	Yarnton	15
UP LINE			
Yarnton Junction	Yarnton	Banbury Road Jn.	15
	Fairford Branch	Oxford	15
Wolvercot Junction	Worcester	Oxford	40
Oxford North Junction	Bicester Line	Oxford	20
Oxford Station North	Main Line	Platform Line	10
	Leaving Up Goods Line	Platform Line	10
Oxford Station	Passing over Scissors Crossover Road between Platforms	Platform Line	10
Oxford Station South	Platform Line	Main Line	15
Kennington Junction	Main Line	Princes Risborough Branch	20
	Main Line	Goods Line	25
Sandford	Goods Line	Main Line	25
Didcot North Junction and Didcot East Junction	Up Northern Loop 53m. 65ch. to 52m. 77ch.	.. .. .	70
Didcot North Junction	Oxford	West Curve	25
Didcot, North Junction (West Curve Junction).	Oxford	Didcot	25
Didcot, West Curve	West Curve	Ordnance Depot	10
Didcot, Foxhall Junction	Main Line	Relief Line	20
	Relief Line	West Curve	15
Didcot West End	Oxford Line	No. 7 Platform Line	15
	Oxford Line	Relief Line	15
	Main Line	Relief Line	20
Didcot East Junction	Main Line	Newbury Branch	15
	Northern Loop	Relief Line	40*
	Relief Line	Main Line	40
	No. 7 Platform Line	Relief Line	15
	Bay Line	Newbury Branch	15
	Main Line	Relief Line	10
Didcot to Paddington	All Trains on Relief Line. All other permanent and temporary restrictions must be strictly observed.		60
Moreton Cutting	Main Line	Relief Line	35
	Relief Line	Main Line	35
Cholsey	Wallingford Branch	Relief Line	10
	Relief Line	Main Line	20
Goring and Streatley	Main Line	Relief Line	25
Pangbourne	Relief Line	Main Line	20
Pangbourne and Tilehurst Stations	Main Line between Pangbourne and Tilehurst (41m. 60ch. to 38m. 70ch.)	.. .. .	80
Tilehurst	Relief Line	Main Line	25
Scours Lane Junction	Main Line	Relief Line	20
Reading West Junction	Main Line	Oxford Road Junction (West Curve)	20
	Relief Line	Main Line	20
Hungerford	Up Trains over curve 62m. 0ch. to 61m. 40ch.	.. .. .	60
Newbury Enborne Junction	Winchester Branch	Up Line	25
Newbury West Box	Up Main Line	Up Platform Line	25
Newbury Middle Box	Up Platform Line	Up Main Line	25
Newbury East Junction	Up Line	Didcot Branch	15
	Up Line	Racecourse Station Loop	15
Newbury Racecourse	Racecourse Station Loop	Up Line	15
Midgham	Up Trains over curve 47m. 10ch. to 46m. 50ch.	.. .. .	60
Southcote Junction	All Branch Trains from 38m. 8ch. to 37m. 67ch. through junction		30
(Basingstoke Branch).			
Southcote Junction	Coley Branch	Up Line	10
	Newbury	Oxford Road Junction	40
Reading Oxford Road Junction	Southcote Junction	Reading West Junction (West Curve)	15
	Southcote Junction	Reading Station	40
Reading Main Line West	Main Line	Main Platform Line	25
	Main Line	Relief Line	20
	Berks & Hants Line	Bay Lines Nos. 1, 2 and 3	15
	Berks & Hants Line	Main Line	40
	Berks & Hants Line	Relief Line	25
	Relief Line	Main Line	20
	Berks & Hants Line	Bay Line No. 7 over Down Relief	10
Reading General Station	Main Line	Through Station, 36m. 30ch. to 35m. 60ch.	80

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SPEED OF TRAINS THROUGH JUNCTIONS AND AT OTHER SPECIFIED PLACES—continued

Name of Place	Direction of Train		Miles per Hour
	From	To	
PADDINGTON TO BEDWYN, DIDCOT, OXFORD AND BANBURY—continued			
UP LINE—continued			
Reading Main Line East	Main Platform Line	Main Line	25
	Main Line	Relief Line	25
	Relief Line	Main Line	25
	Main Line	Southern Region	15
Reading Main Line East (Southern Region Branch Junction)	Up Main	Up Branch	20
Reading Low Level (W.R. Junction) ..	Up Branch	Up Loop	10
Twyford West	W.R.	Southern Region	10
Twyford Station	Henley Branch	Relief Line	10
	Main Line	Through Station, 31m. 10ch. to 30m. 60ch.	75
Twyford East	Relief Line	Main Line	25
Maidenhead West	Main Line	Relief Line	20
Maidenhead Middle	Wycombe Branch	Relief Line	10
Maidenhead East	Relief Line	Main Line	20
	Branch Platform Line	Relief Line	15
Taplow Station through Platforms between Up Home and Down Home Signals,	Trains over reverse curves in Relief Lines, 22m. 48ch. to 22m. 26ch.		45
Taplow	Relief Line	Main Line	20
Slough Trading Estate	W.R. Engines over Sidings .. ..	.. ..	10
Slough West	Main Line	Relief Line	20
	Relief Line	Main Line	20
	Main Line	Bath Road Junction	10
Slough Middle	Windsor Branch	Main Line	15
	Windsor Branch	Relief Line	15
Dolphin Junction	Main Line	Relief Line	20
	Relief Line	Main Line	20
West Drayton West	Uxbridge Branch	Relief Line	10
West Drayton, between Underbridge beyond West End of Platforms and East Signal Box,	Trains over reverse curves in Relief Lines, 13m. 28ch. to 13m. 10ch.		30*
West Drayton East	Relief Line	Main Line	25
Hayes	Relief Line	Bay Line	15
	Bay Line	Relief Line	15
Southall West Junction	Relief Line	Main Line	20
Southall West Station	Main Line	Relief Line	15
Southall Station, between West and East Station Signal Boxes,	Trains over reverse curves in Relief Lines, 9½ m.p. to 9 m.p.		45
Southall East Station	Brentford Branch Platform or Down Goods Line	Up Main or Relief Line	10
Southall East Junction	Relief Line	Main Line	20
Southall East Junction to Hanwell Bridge,	Trains over Goods Loop		10
Hanwell East End of Platforms	Trains over reverse curves in Relief Lines, 7m. 25ch. to 7m. 20ch.		40*
Hanwell	Relief Line	Greenford	15
West Ealing	Greenford	Relief Line	25
	Goods Line	Relief Line (near 6½ m.p.)	10
	Main Line	Relief Line	25
West Ealing (Longfield)	Main Line between Ealing Broadway and Acton, 5m. 56ch. to 4m. 21ch.		80
Ealing Broadway and Acton Stations ..	Relief Line	Main Line	25
Acton	Relief Line	L.M.R.	10
	Goods Line	Relief Line (near 5 m.p.)	10
Acton Wells Junction (L.M.R.)	W.R.	L.M.R.	15
Friars Junction	Relief Line	Main Line	20
	Main Line	Relief Line	20
Old Oak Common West	Wycombe Line	Relief Line	40
	Relief Line	Main Line	40
Old Oak Common East	Relief Line	Victoria Branch	10
	Relief Line	Goods and Carriage Line	10
Ladbroke Grove Junction	Relief Line	Goods Line	15
	Main Line	Relief Line	35
	Trains crossing Main and Relief Lines to and from Engine and Carriage Lines		10
	Engine and Carriage Line	Main Line	15
	Relief Line	Main Line	35
Portobello Junction	Main Line	Relief Line	10
	Trains crossing Main and Relief Lines to and from Engine and Carriage and Goods Lines,		10
Westbourne Park to Ranelagh Bridge (at East End of Royal Oak Station),	Trains over Main and Relief Lines through Westbourne Park Station and between that Station and Ranelagh Bridge,		30*
Subway Junction	Main Line	Relief Line	20
	Relief Line	Main Line	25
	Relief Line	Suburban Line	20
	Suburban Line	Goods Line	5
Royal Oak Station	Suburban Line	City Line	15
Paddington (Suburban Platform)	Trains to Met. Line not calling at Paddington Suburban Station while passing through Station must not exceed		5
	City Line	No. 16 Platform (West End)	15
	City Line	No. 15 Platform (West End)	15
	No. 16 Platform	Met. Line (East End)	15
	No. 14 Platform	Met. Line (East End)	10
Westbourne Bridge and Paddington Station,	All Trains over curves to and from Platforms		10*
OLD OAK COMMON WEST, WYCOMBE, BICESTER AND BANBURY			
DOWN LINE			
Old Oak Common West	Relief Line	Wycombe Line	40
3m. 23ch. to 3m. 50ch.	Goods Line	Wycombe Line	10
North Acton Junction	Wood Lane	Wycombe Line	20

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SPEED OF TRAINS THROUGH JUNCTIONS AND AT OTHER SPECIFIED PLACES—continued

Name of Place	Direction of Train		Miles per Hour
	From	To	
OLD OAK COMMON WEST, WYCOMBE, BICESTER AND BANBURY—continued			
DOWN LINE—continued			
Greenford East Junction	Park Royal	Greenford South Junction	15
Greenford Station East	Greenford South Junction	Main Line	25
	Main Line	Platform Line	25
Greenford Station West	Platform Line	Main Line	25
Northolt Junction East	W.R. Main Line	Relief Line	25
	L.M.R.	Main and Relief Lines	25
(Through Facing and Trailing Junctions)			
West Ruislip	Relief Line	Main Line	25
Denham East	Uxbridge Branch	Main Line	25
	Main Line	Platform Line	20
Denham Station	Platform Line	Main Line	25
Gerrards Cross	Main Line	Platform Line	25
	Platform Line	Main Line	25
Beaconsfield	Main Line	Platform Line	25
	Platform Line	Main Line	25
High Wycombe South	Maidenhead Branch	Main Line	10
	Main Line	Platform Line	20
High Wycombe Station	Trains over reverse curves, 16½ m.p. to 17½ m.p.		35*
High Wycombe Middle	Platform Line	Main Line	15
West Wycombe	Trains over curves between South End of Platforms and 18½ m.p.		45
Saunderton to Princes Risborough	Main Line	23m. 30ch. to 23m. 70ch.	60
Princes Risborough South	Main Line	Platform Line	20
Princes Risborough North	All Trains over Scissors Crossover between Main and Platform Lines		15
	Platform Line	Main Line	25
	Main Line	Aylesbury Branch	15
	Platform Line	Oxford Branch	15
Haddenham	Main Line	Platform Line	15
	Platform Line	Main Line	15
Ashendon Junction	Haddenham	L.M.R. Main Line	50
Brill Halt	Main Line	Platform Line	25
	Platform Line	Main Line	25
Bicester North	Main Line	Platform Line	25
	Platform Line	Main Line	25
Ardley Halt	Main Line	Platform Line	25
	Platform Line	Main Line	25
Aynho Park Platform	End of Platform	Aynho Junction inclusive	60
UP LINE			
Aynho Junction	Main Line	Oxford Line	40
Ardley Halt	Main Line	Platform Line	25
	Platform Line	Main Line	25
Bicester North	Main Line	Platform Line	25
	Platform Line	Main Line	25
Brill Halt	Main Line	Platform Line	25
	Platform Line	Main Line	25
Ashendon Junction	W.R. Main Line	Haddenham	60
Haddenham	Main Line	Platform Line	15
	Platform Line	Main Line	15
Princes Risborough North	Oxford Branch	Main Line	15
	Aylesbury Branch	Platform Line	15
	Main Line	Platform Line	25
Princes Risborough South	Platform Line	Main Line	20
West Wycombe	Trains over curve between 18½ m.p. and South End of Platform.		45
High Wycombe Middle	Main Line	Platform Line	20
High Wycombe Station	Trains over reverse curves		35*
High Wycombe South	Platform Line	Main Line	20
	Platform Loop Line	Main Line	20
	Main Line	Maidenhead Branch	20
	Bay Line	Up Line Junction	10
Beaconsfield	Platform Line	Main Line	25
	Main Line	Platform Line	25
Gerrards Cross	Platform Line	Main Line	25
	Main Line	Platform Line	25
Denham Station Box	Main Line	Platform Line	25
Denham East	Platform Line	Main Line	25
West Ruislip	Main Line	Relief Line	25
	Relief Line	Main Line	25
Northolt Junction West	Main Line	Relief Line	25
Northolt Junction East	Relief Line	W.R. Main Line	25
	Main and Relief Lines	L.M.R.	35
(Through Facing and Trailing Junctions)			
Greenford Station West	Main Line	Platform Line	25
Greenford Station East	Platform Line	Main Line	25
	Main Line	Greenford South Junction	25
Greenford East Junction	Greenford South Junction	Park Royal	15
North Acton Junction	Wycombe Line	Wood Lane	20
Old Oak Common West	Wycombe Line	Relief Line, 3m. 50ch. to 3m. 23ch.	40
	Wycombe Line	Goods Line	10
WEST EALING AND GREENFORD BRANCH			
DOWN LINE			
Between West Ealing and Greenford the speed at any point must not exceed			50
West Ealing	Relief Line	Greenford	20
Hanwell	Greenford	Relief Line	15
Drayton Green Junction	West Ealing	Greenford	20
	Hanwell	Greenford	20

* Permanent Speed Restriction Indicator provided (see General Appendix to the Book of Rules and Regulations).

SPEED OF TRAINS THROUGH JUNCTIONS AND AT OTHER SPECIFIED PLACES—continued

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Name of Place	Direction of Train		Miles per Hour
	From	To	
WEST EALING AND GREENFORD BRANCH—continued			
DOWN LINE—continued			
Between Drayton Green and Hanwell the speed at any point must not exceed			20
Greenford South Junction	Drayton Green	Greenford East Junction	15
Between South Greenford Halt and Greenford East Station	Down Line	Bay Line	10
Greenford East Junction	Park Royal	Greenford South Junction	15
Greenford East Station	Greenford South Junction	Northolt Junction	25
UP LINE			
Between Greenford and West Ealing the speed at any point must not exceed			50
Greenford East Station	Northolt Junction	Greenford South Junction	25
Greenford East Junction	Greenford South Junction	Park Royal	15
Between Greenford East Station and South Greenford Halt	Bay Line	Up Line	10
Greenford South Junction	Greenford East Junction	Drayton Green	15
Drayton Green Junction	Greenford	Hanwell	20
	Greenford	West Ealing	20
	Relief Line	Greenford	15
Hanwell			20
Between Hanwell and Drayton Green the speed at any point must not exceed			20
West Ealing	Greenford	Relief Line	25
DENHAM AND UXBRIDGE (HIGH STREET) BRANCH			
Whole Branch	The speed at any point must not exceed		30
	Between 0m. 0ch. and 1m. 74ch. the speed must not exceed		15
Denham East	Denham	Uxbridge	15
	Uxbridge	Denham	15
WATLINGTON BRANCH			
Whole Branch	The speed at any point must not exceed		30
Princes Risborough North	Watlington	Up Main or Up Platform Lines (Via Line at back of Down Platform)	5
PRINCES RISBOROUGH AND KENNINGTON JUNCTION			
DOWN			
Princes Risborough North	Platform Line	Oxford	15
Between Princes Risborough and Wheatley the speed at any point must not exceed			60
Thame Station	Entering or leaving Station Loop		25
Wheatley	Loop Line	Single Line	25
Between Wheatley and Kennington Junction the speed at any point must not exceed			50
Kennington Junction	Princes Risborough	Oxford	20
	(Junction leaving Single Line included)		
UP			
Kennington Junction	Oxford	Princes Risborough	20
Between Kennington Junction and Wheatley the speed at any point must not exceed			50
Between Wheatley and Princes Risborough the speed at any point must not exceed			60
Wheatley	Loop Line	Single Line	25
Thame Station	Entering or leaving Station Loop		25
Princes Risborough North	Oxford	Main Line	15
	Oxford	Main or Platform Lines	5
	(Via Line at back of Down Platform)		
AYLESBURY BRANCH			
Whole Branch	The speed at any point must not exceed		40
Princes Risborough North	Down Main	Aylesbury	15
	Aylesbury	Up Platform	15
From 49m. 15ch. to 49m. 32ch.	All Down Trains		30
Aylesbury Junction	Aylesbury	Princes Risborough	20
	Princes Risborough	Aylesbury	20
	Princes Risborough	Down Loop	20
	Down Loop	Down Aylesbury Line	20
BRENTFORD BRANCH			
Whole Branch	The speed at any point must not exceed		30
STAINES BRANCH			
DOWN LINE			
Whole Branch	The speed at any point must not exceed		40
West Drayton	Bay	Uxbridge Line	5
	Relief Line	Uxbridge Line	10
West Drayton	13m. 22ch. to 13m. 39ch. over curves		10
West Drayton	Uxbridge Branch Junction	Bridge under Main Lines	20
UP LINE			
Whole Branch	The speed at any point must not exceed		40
Colnbrook Loop Line	All Trains over Loop		20
West Drayton	Bridge under Main Lines	Uxbridge Branch Junction	20
West Drayton	13m. 39ch. to 13m. 22ch. over curves		10
West Drayton	Uxbridge Line	Relief Line	10
	Uxbridge Line	Bay	5
UXBRIDGE (VINE STREET) BRANCH			
Whole Branch	The speed at any point must not exceed		45
West Drayton West	Bay	Uxbridge	5
	Down Relief Line	Uxbridge	10
	Uxbridge	Bay	5
	Uxbridge	Up Relief Line	10
West Drayton	All Up and Down Trains between 13m. 22ch. and 13m. 42ch.		10

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SPEED OF TRAINS THROUGH JUNCTIONS AND AT OTHER SPECIFIED PLACES—continued

Name of Place	Direction of Train		Miles per Hour
	From	To	
WINDSOR BRANCH			
	DOWN LINE		
Whole Branch	The speed at any point must not exceed		50
Slough Middle	Relief Line	Main Line	10
	Main Line	Windsor	10
Bath Road Junction	Slough	Windsor	30
	Windsor	Slough West Junction	20
Slough West	Bath Road Junction	Avoiding and Main Lines	10
	Main Line	Relief Line	20
Trains over curves between Thames Bridge and Windsor, 20m. 60ch. to 21 m.p.			35
Windsor & Eton Central	Down Line	Platform Lines	10
	UP LINE		
Whole Branch	The speed at any point must not exceed		50
Trains over curves between Windsor & Eton Central and Thames Bridge, 21 m.p.	to 20m. 60ch.		35
Slough West	Relief Line	Main Line	20
	Main Line	Bath Road Junction	10
Bath Road Junction	Slough West Junction	Windsor	20
	Windsor	Slough	25
Slough Middle	Windsor	Windsor Bay	5
	Windsor	Main Line	15
	Windsor	Relief Line	15
HENLEY-ON-THAMES BRANCH			
Whole Branch	The speed at any point must not exceed		50
Twyford West	Down Relief Line	Henley	10
	Henley	Up Relief Line	10
Henley-on-Thames	Down Line	Nos. 1, 2 and 3 Platforms	10
	Nos. 1 and 2 Platforms	Up Line 35m. 40chs. to 35m. 29ch.	10
MAIDENHEAD AND HIGH WYCOMBE			
	DOWN LINE		
Whole Branch	The speed at any point must not exceed		50
Maidenhead Middle	Relief Line	High Wycombe	10
Maidenhead Middle (24m. 33ch. to 24m. 51ch.)	Wycombe Branch Junction	Grenfell Road Overbridge	25
Cookham Station Loop	Maidenhead	High Wycombe	20
Bourne End Junction	Marlow	High Wycombe	5*
Bourne End Station Loop	Maidenhead	High Wycombe	25
Loudwater Down Platform Loop	Maidenhead	High Wycombe	15
High Wycombe South	Maidenhead Branch Junction	Down Main	10
	Maidenhead Branch Junction	Bay or Goods Yard	15
	Main Line	Platform Line	20
	UP LINE		
Whole Branch	The speed at any point must not exceed		50
High Wycombe South	Up Main	Maidenhead	20
	Up Platform	Maidenhead	20
Bourne End Station Loop	High Wycombe	Maidenhead	15
Bourne End Junction	High Wycombe	Marlow Branch	5*
Maidenhead (24m. 51ch. to 24m. 33ch.)	Grenfell Road Overbridge	Wycombe Branch Junction	25
Maidenhead Middle	High Wycombe	Up Relief or Up Branch Platform	10
MARLOW BRANCH			
Whole Branch	The speed at any point must not exceed		40
	'Red' group engines at any point must not exceed		20
Bourne End	All roads to and from Marlow between Bourne End Station and Up Marlow Branch Home Signal (except 14XX class engines)		5*
	All roads to and from Marlow between Bourne End Station and Up Marlow Branch Home Signal (14XX class engines only)		10
WALLINGFORD BRANCH			
Whole Branch	The speed at any point must not exceed		30
Cholsey	Up Relief Line	Wallingford	10
	Wallingford	Up Relief Line	10
Cholsey	All Up and Down Trains between 10ch. and 25ch.		25
ABINGDON BRANCH			
Whole Branch	The speed at any point must not exceed		40
Radley	Abingdon	Down Line	10
Radley	All Up and Down Trains between 57ch. and 71ch.		25
OXFORD AND WORCESTER LINE			
Woilvercot Junction	Oxford	Worcester	40
	Worcester	Oxford	40
Yarnton Jn.	Yarnton	Banbury Road Junction	15
	Banbury Road Junction	Yarnton	15
OXFORD AND BICESTER LINE			
Oxford North Junction	Oxford	Bicester Line	20
	Bicester Line	Oxford	20
Between Oxford (Rewley Road) and Bicester (London Road) the speed at any point in each direction must not exceed			50
Between Oxford (Rewley Road) and Swingbridge the speed in each direction must not exceed			10
At Oxford (Banbury Road Junction)	Yarnton	Bicester	15
	Bicester	Yarnton	15
Between Bicester (London Road) and 18m. 62chs. (Regional Boundary) speed at any point in either direction must not exceed			60
Wolvercot Loop (Oxford (Banbury Road Junction) to Yarnton Junction) the speed over the whole branch must not exceed			15

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SPEED OF TRAINS THROUGH JUNCTIONS AND AT OTHER SPECIFIED PLACES—continued

Name of Place	Direction of Train		Miles per Hour
	From	To	
WITNEY AND FAIRFORD BRANCH			
Whole Branch	The speed at any point must not exceed		40
Yarnton Junction (Witney Junction)	Oxford	Fairford	15
	Fairford	Oxford	15
Eynsham	Oxford	Fairford	15
	Fairford	Oxford	15
Witney Station	Oxford	Fairford	15
	Fairford	Oxford	15
Brize Norton and Bampton	Oxford	Fairford	15
	Fairford	Oxford	15
Carterton	Oxford	Fairford	15
	Fairford	Oxford	15
READING GENERAL AND BASINGSTOKE			
Southcote Junction	All Down and Up Branch Trains between 37m. 67ch. and 38m. 8ch. through junction.		30
COLEY BRANCH			
Southcote Junction and Reading Central	Either direction. Speed at any point must not exceed		15
DIDCOT AND WINCHESTER CHESIL			
Between Didcot East Junction and Newbury East Junction the speed of trains in either direction must not exceed 50 miles per hour at any point.			
The speed must be further restricted as shown below:—			
DOWN LINE			
Didcot East Junction	Down Relief Line	Down Main Line	20
Didcot East Junction	Down Main Line	Down Relief Line	40
Didcot East Junction	Down Relief Line	Down Northern Loop	40
Didcot East Junction	Newbury Branch	Down Main Line	15
Didcot East Junction	Newbury Branch	Bay Line	15
Didcot East Junction	Newbury Branch	Down Main Line	15
(Over connection West of Signal Box)			
Didcot, Didcot and Newbury Branch } from 17m. 20ch. to 16m. 60ch. }	Speed of all Down Trains must not exceed		30
Newbury East Junction	Down Branch	Down Main Line	10
Enborne Junction	Down Main Line	Winchester Branch	25
UP LINE			
Enborne Junction	Winchester Branch	Up Main Line	25
Newbury East Junction	Up Main Line	Didcot Branch	15
Didcot, Didcot and Newbury Branch } from 16m. 60ch. to 17m. 20ch. }	Speed of all Up Trains must not exceed		30
Didcot East Junction	No. 7 Platform Line	Up Relief Line	15
Didcot East Junction	Up Relief Line	Up Main Line	40
Didcot East Junction	Up Northern Loop	Up Relief Line	40
Didcot East Junction	Up Main Line	Newbury Branch	15
Didcot East Junction	Up Main Line	Up Relief Line	10
NEWBURY AND WELFORD PARK			
The speed of Freight Trains over this Branch must not exceed at any point			15
Welford Park	Down Line through Station Loop		15
WEST LONDON AND WEST LONDON EXTENSION LINE			
North Acton Junction	Up Wycombe Line	Up Wood Lane Line	20
North Acton Junction	Down Wood Lane Line	Down Wycombe Line	20
North Acton—Viaduct Junction	The speed of Up and Down Trains between North Acton and Viaduct Junction must not exceed		40
Wood Lane Ground Frame	North Acton Line	Wood Lane Milk Depot	5
North Pole Junction	Old Oak Common	West London Line	30
North Pole Junction	West London Line	North Pole Loop for West London Carriage Sidings	10
(In each direction and over curve between Junction and Carriage Sidings)			
Viaduct Junction	Up North Acton Line	Up West London	20
Viaduct Junction	Down West London	Down North Acton Line	20
Kensington North Main	Main Lines	Sidings (Up and Down)	10
Kensington North Main	Up Main Line	Up Platform Line	15
Kensington South Main	Up Main Line	Up Platform Line	10
(In each direction—through Scissors Crossing)			
Kensington South Main	Down Platform Line	Down Main Line	10
Kensington South Main	Up Platform Line	Up Main Line	10
Kensington South Main	Down Main Line	Down Platform Line	10
Between Kensington South Main and Lillie Bridge Box			
Lillie Bridge Sidings	Shunting or Running	Not to exceed	30
Lillie Bridge Box	Down Line	Down Goods Line	10
	Down Goods Line	Down Main Line	10
Battersea River Bridge—Chelsea end	Thames Bridge	Chelsea Dock Junction	30
(In each direction)			
Latchmere Junctions	Main Line to Southern Region	No. 2 Branch	15
	Main Line to Southern Region	No. 1 Branch	15
(In each direction)			
Over No. 2 Branch	Latchmere Junction	Clapham Junction ('A')	20
Over No. 1 Branch	Latchmere Junction	Clapham Junction ('B')	30
Clapham Junction Station, W.L.	Falcon Road Bridge (north side)	Through Station	10
(In each direction)			
Clapham Junction Station, W.L.	Ingoing Line—through Scissors Crossing	No. 16 Platform	5
Clapham Junction Station, W.L.	No. 17 Platform	Down Line—through Scissors Crossing	10
Longhedge Junction	West London Line	Southern Region	10
Longhedge Junction, W.L.	West London Line	Factory Junction, S.R.	15
(In each direction)			
Longhedge Junction, W.L.	West London Line	Victoria, S.R.	10
(In each direction)			
Longhedge Junction, S.R. (Eastern Section).	Longhedge Junction Box	Queen's Road Bridge	10
(Over curve—in each direction)			

SPEED OF TRAINS THROUGH JUNCTIONS AND AT OTHER SPECIFIED PLACES—continued

Name of Place	Direction of Train		Miles per Hour
	From	To	
WEST LONDON AND WEST LONDON EXTENSION LINE—continued			
Longhedge Junction, S.R. (Central Section).	Longhedge Junction Box	Queen's Road Bridge	15
Longhedge Junction, S.R. (Central Section).	Queen's Road Bridge	Longhedge Junction Box	10
Stewarts Lane Junction, S.R. (Eastern Section).	West London Line	Victoria	15
Battersea Pier Junction	'Out' Main to	Stewarts Lane L.L. Line	15
Victoria Carriage Sidings	'Out' Main to	'Out' Slow Line	15
Victoria Carriage Sidings	Grosvenor Road	Victoria, S.R. (Eastern Section)	5
(On both Up Main and Up Metropolitan Roads)			

Special care must be taken by Drivers with Western Region Wide Stock, i.e. 9 feet 5½ inches or 9 feet 7 inches stock, or both, not to exceed 5 miles per hour over the curves at Kensington (Olympia) Station.

NORTH ACTON JUNCTION AND VIADUCT JUNCTION STEAM LINE LIST OF GRADIENTS AND DISTANCES

	Ruling Gradient 1 in	Length in chains
UP LINE		
North Acton Junction 0m. 0chs. to North Acton Station 0m. 22chs.	109 F.	7
North Acton Station 0m. 22chs. to East Acton Station 0m. 78chs.	70 F.	5½
East Acton Station 0m. 78chs. to Wood Lane Bridge 1m. 76chs.	101 F.	17½
Wood Lane Bridge 1m. 76chs. to Viaduct Junction 2m. 23chs.	90 R.	21
DOWN LINE		
Viaduct Junction 2m. 23chs. to Wood Lane Bridge 1m. 76chs.	90 F.	21
Wood Lane Bridge 1m. 76chs. to East Acton Station 0m. 78chs.	101 R.	17½
East Acton Station 0m. 78chs. to North Acton Station 0m. 22chs.	70 R.	5½
North Acton Station 0m. 22chs. to North Acton Junction 0m. 0chs.	109 R.	7

ENGINE RESTRICTIONS--ROUTE AVAILABILITY

B.R. STANDARD ENGINES

Class 9F (2-10-0) (92XXX) (including Franco-Crosti).—May work over running lines subject to the observance of the prohibitions and restrictions given below. The engines will be classified 'Blue' but will be restricted to a speed of 50 m.p.h. over 'Blue' routes:—

'Double Red' and 'Red' Routes As for 2-8-0 28XX and 47XX Class engines.

'Blue' Routes As for 2-8-0 28XX engines.

SPEED NOT TO EXCEED 50 m.p.h.

'Dotted Blue' Routes As for 2-8-0 28XX Class engines.

SPEED NOT TO EXCEED 25 m.p.h.

'Yellow' and 'Uncoloured' Routes Prohibited.

Prohibited from working in either direction between:—

(1) Didcot Foxhall Junction and Didcot North Junction via Didcot West Curve.

(2) Didcot Station West End and Didcot West Curve.

Newly constructed engines of this class when working from Swindon Works to Banbury (for E.R.) to run via Didcot East Junction to Didcot Shed to turn, thence via the Down Northern Loop.

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 WR 4-6-0 49XX ('Hall') Class Engines.

Class 4 (4-6-0) (75XXX)—As for 'Manor' class.

Class 4 (2-6-0) (76XXX)—Permitted Reading General to Latchmere Junction via North Acton Junction or Old Oak Common, subject to observance of service restrictions.

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. Engines numbered 82030 and 82035-82044 when working over 'Yellow' or specially authorised 'Uncoloured' routes must not be coupled to another engine of the same class.

Class 3 (2-6-0) (77XXX)—Prohibited on all 'Uncoloured' routes.

Class 2 (2-6-2T) (84XXX)—Prohibited on all 'Uncoloured' routes.

Class 2 (2-6-0) (78XXX)—These locomotives are in the 'Yellow' group for engine route purposes.

EASTERN REGION ENGINES permitted to work between the following points on running lines only, subject to observance of service restrictions.

Class B1 (4-6-0).

Paddington to Birmingham via Bicester.

Kensington (Olympia) to North Acton Junction via Wood Lane.

Kensington (Olympia) to Old Oak Common Shed and North Pole Junction.

Acton and Windsor and over Triangle at Slough.

Oxford North Junction and Radley.

High Wycombe to Maidenhead via Bourne End.

Maidenhead to Windsor via Slough West Curve.

Bourne End and Marlow at speeds not exceeding 20 m.p.h.

Class B17 (4-6-0).

High Wycombe and Windsor and over Triangle at Slough and into Slough R & M Depot.

Class J15.

Princes Risborough and Watlington.

Class J20 (0-6-0).

Banbury and Didcot.

Banbury Road Junction to Oxford R & M via Yarnton.

Class J50 (0-6-0).

North London Bank. Acton to Acton Wells Junction.

Class K3 (2-6-0)

Oxford to Banbury.

Class V2 (2-6-2).

Permitted to work between Paddington and Saltney Junction via Bicester, subject to strict observance of service restrictions and the stipulations applicable to 'King' class engines. Also between Didcot and Aynho Jn. in cases of emergency subject to the same conditions as 'King' class engines.

ENGINE RESTRICTIONS—continued

SOUTHERN REGION ENGINES.

Route	Engine Classes Authorised
Southcote Junction and Reading New Junction to Oxford	Lord Nelson, Battle of Britain, Modified West Country, Modified Merchant Navy, S.15, N, N.1, U, U.1, H.16, Q, Q.1, 700, W, K, B.R.4 (2-6-0), V (Schools)
Oxford to Banbury and Wolverhampton	Lord Nelson, West Country, Modified West Country, Modified Merchant Navy, S.15, V (Schools)
Reading to Westbury and Yeovil Junction ..	All S.R. and B.R. Standard.
Southcote Junction to Old Oak Common and North Acton Junction	Modified West Country, Modified Merchant Navy, Lord Nelson, V (Schools), N.15, B.R. 5 (4-6-0), B.R. 4 (4-6-0), B.R. 4 (2-6-0), K, N, N.1, U, S.15
Old Oak Common and North Acton Junction to Latchmere Junction	Modified West Country, B.R. 5 (4-6-0), B.R. 4, (4-6-0), B.R. 4 (2-6-0), W, Q, Q.1, N, N.1, H, M.7, L.M. 2, U, K, (2-6-0)

All authorisations are subject to strict observance of service restrictions.

S.15 Class engines must not exceed 60 m.p.h.

West Country Class engines working between Reading and Latchmere Junction are subject to the same restrictions as W.R. 'Castle' Class.

S.R. 'Lord Nelson' Class 4-6-0 and modified Merchant Navy 4-6-2 Class locomotives may be permitted to work between Latchmere Junction and North Pole Junction subject to the strict observance of service restrictions and the following stipulations:—

1. Speed not to exceed 50 m.p.h. throughout.
2. Speed not to exceed 10 m.p.h. when crossing the Thames river bridge at Battersea.

'West Country' 4-6-2 locomotives (except No. 34005) may work over the section Newbury to Didcot via Compton, subject to the following restrictions:—

End of London Engineering District (0m. 3½ch. on Winchester Branch) to Enborne Junction
Maximum speed not to exceed 20 m.p.h.

Didcot East Junction to Newbury East Junction
Maximum speed not to exceed 40 m.p.h. Speed on Up line between Hampstead Norris and Compton (8m. 56½ch. to 9m. 7ch.) not to exceed 20 m.p.h.

All other normal service restrictions to be strictly observed.

The following engines of the 'West Country' and 'Battle of Britain' classes have been rebuilt increasing the axle loads which restricts their availability on the Western Region to 'Dotted Red,' 'Red' and 'Double Red' routes:—

34001	34013	34022	34031	34047
34003	34014	34025	34037	34048
34004	34016	34026	34039	34050
34005	34017	34027	34042	34052
34010	34018	34028	34045	34053
34012	34021	34029	34046	34062

Class K (2-6-0) Permitted to work between Latchmere Junction and High Wycombe via North Acton; High Wycombe and Maidenhead via Bourne End; Maidenhead and Latchmere Junction via Slough and Old Oak Common East (including Slough Triangle and Slough R & M Depot), subject to strict observance of service restrictions.

Class N15 (4-6-0). Permitted to work over the West London Line subject to the observance of service restrictions.

Class V (4-4-0). Permitted to work over the West London Line subject to a maximum overall speed of 50 m.p.h. and the strict observance of any lower speed restrictions which may be in force.

LONDON MIDLAND REGION ENGINES

Ex L.M. Class 5 locomotives (Diagram ED No. 178) may be permitted to work between Newbury and Didcot via Compton subject to the restrictions applicable to W.R. 4-6-0 (49XX) Class locomotives.

Ex L.M. Class 2 (2-6-0) (465XX)
The route availability is the same as that for B.R. Standard Class 2 (2-6-0) (78XXX) engines.

Ex L.M. Class 3 (2-6-2T) (400XX)
The route availability is the same as that for B.R. Standard Class 3 (2-6-2T) (82XXX) engines.

Ex L.M. Class 2 (2-6-2T) (412XX)
The route availability is the same as that for B.R. Standard Class 2 (2-6-2T) (84XXX) engines.

PADDINGTON TO STEVENTON. Route Colour—'Double Red.'

All types of Western Region Engines are permitted subject to the following stipulations:—

60XX ('King') B.R. Standard Class 8 (4-6-2) (71XXX) engines and Gas Turbine Locomotive No. 18000 may work only over Main, Relief and Platform Passenger Lines and connecting crossovers, also over the engine and carriage lines between Paddington and Old Oak Common, into Paddington Goods Depot, and—in cases of emergency—over recognised engine lines to and from engine sheds *en route*.

The under-mentioned Goods Running Loops may also be utilised, subject to a speed restriction of 5 m.p.h. When using these loops, 60XX ('King') and B.R. Standard Class 8 (4-6-2) (71XXX) engines and the Gas Turbine must not be coupled to any other engine except that in the event of one of these engines being unable to move under its own power it may be drawn or propelled into the authorised goods running loop by an engine of other than these classes in order to clear the Main line. In such cases the speed should not exceed 5 m.p.h. and two steam engines should not be coupled chimney to chimney.

			m.	c.	m.	c.
Dawley	Up Loop	.. ..	12	7½	11	1½
Farnham Road	Up Loop	.. ..	19	35½	19	0
Maidenhead	Down Loop	.. ..	24	25½	24	60½
Ruscombe	Down Loop	.. ..	29	22½	29	55½
Reading to Scours Lane Jct. ..	Down Loop	.. ..	35	36½	37	60
Scours Lane Jct. to Reading ..	Up Loop	.. ..	37	60	35	36½
Foxhall Jct. to Steventon ..	Down Loop	.. ..	53	66	56	20
Steventon to Foxhall Jct. ..	Up Loop	.. ..	56	20	53	55

ENGINE RESTRICTIONS—continued

PADDINGTON TO STEVENTON—continued

The following lines and triangles (Passenger Running Lines only) are also authorised for 60XX ('King') B.R. Standard Class 8 (71XXX) and Gas Turbine Locomotive No. 18000:—

West Ealing to Greenford.
West Ealing Triangle via Drayton Green.
Greenford Triangle via Greenford East Loop.
Reading Triangle via Reading West Curve.
Didcot Triangle via Didcot East and West Curves.
To and from Southern Region via New Junction and Old Incline Junction at Reading.

The following restrictions apply in sidings in respect of the engines authorised over the route:—

Stations	Connections and Sidings	Engines Prohibited
Paddington (Main)	Platform Lines Nos. 11 and 12 .. .	Gas Turbine No. 18000.
Paddington (Suburban)	All	All except 14XX, 22XX, 54XX, 61XX, 84XX, 87XX, 94XX and 97XX. These engines must be fitted with A.W.S. clip-up apparatus. Note.—Engines must be fitted with trigger cock apparatus. (See page 70 of the Appendix to the W.T.T.).
Paddington (Parcels Depot)	Griffith Siding	Diesel car No. 34 permitted at slow speed.
Westbourne Park (Alfred Road Depot)	All Roads Nos. 6 and 7 New Shed Platform Road No. 8.—Over curve from Weighbridge to Mercers' Warehouse.	60XX. All 4-6-0 and 2-8-0 47XX (2-6-0 53XX permitted). 4-6-0 ('Castle') and 49XX ('Hall') permitted. 2-6-0 (53XX) permitted over Nos. 6 and 7 roads in Depot. All except 0-6-0T.
Westbourne Park (Kensal Green) ..	Gas Light & Coke Sidings	All.
Old Oak Common	Sub-station Siding	All except 0-6-0T.
West Ealing	Co-operative Milk Co.'s Sidings Meadowland Milk Co.'s Siding	All except 2-6-0, 53XX and all 0-6-0 types, and tank engines of classes 2-8-0, 2-8-2, 0-6-2, 0-6-0, 0-4-2, 2-6-2. All except 0-6-0T.
Southall	Poulton & Noel's Siding Gas Works Sidings Glebe Siding, with connections to:— Scott's Emulsion Siding Tickler's Siding Crown Cork Siding Kearley & Tonge's Siding	All except 0-6-0-T. All except 0-6-0-T up to stop boards. All engines beyond stop boards. All except 0-6-0T.
Hayes	Creosoting Yard, all Sidings Goods Yard No. 12 Road Turn-out at 10m. 62ch. Goods Yard No. 10 Road Turn-out at 10m. 65ch. Down Siding No. 2 Turn-out at 10m. 60ch. Down Siding No. 5 Turn-out at 10m. 65ch. R.O.D. Sidings Crow Catchpole Sidings Crow Catchpole new Loop to Rotary Tippler B.E.T. Co.'s Sidings Gramophone Co.'s Sidings Nestle's Sidings De Salis (MacAlpine) Sidings	All except 0-6-0T. All 4-6-0 and 2-8-0 47XX. All except 0-6-0T up to board. All engines beyond stop board. All except 0-6-0T. All engines. All except 2-6-2T 61XX and 0-6-0T. All except 0-6-0T. All.
For restrictions on Diesel Electric Shunting Engines see page 212.		
West Drayton	Power Plant Co.'s Sidings Roads Reconstruction Co.'s Sidings Bay Line	All except 0-4-2T 14XX Class which may work only at slow speed. No permitted engine to proceed beyond wheel stop. All except 2-6-0, 2-6-2T and 0-6-0T up to stop board. All except 0-6-0T 57XX beyond stop board. 4-6-0 60XX 4-6-2 B.R. Standard Class 8 2-8-0 47XX
Langley	High Duty Alloys' Sidings Stacey's Saw Mills Siding Brickworks' Connection Starch Products' Siding	All engines beyond stop board. All 4-6-0 and 2-8-0 47XX. All engines beyond board. All except 2-6-0, 2-6-2T and 0-6-0T.
Slough	Gas Sidings G. P. Peter's Sidings Horlick's Sidings I.C.I. Sidings Permanent Way Depot (Through Line and Cripple Siding)	All engines. All except 0-6-0T. All engines except 0-6-0T, 61XX.
For restrictions on Diesel Electric Shunting Engines see page 212.		
Taplow	Webster's Siding Wood's Siding Lent Rise Siding Down Bank Siding Ballast Pit Siding	All except 0-6-0T 57XX and 2-6-2T 61XX. All except 0-6-0T, 0-6-2T, 0-4-2T
For restrictions on Diesel Electric Shunting Engines see page 212.		

ENGINE RESTRICTIONS—continued

Station	Connections and Sidings	Engines Prohibited
PADDINGTON TO STEVENTON —continued		
Maidenhead	Messrs. Cox's Sidings	All except 0-6-2T and 2-6-2T 61XX.
Twyford	Back Road Siding Up Side Sidings and Connections	All 4-6-0 and 2-8-0 47XX.
For restrictions on Diesel Electric Shunting Engines see page 212.		
Twyford (Sonning)	C.E.B. Sidings (Down Side) C.E.B. Power Station Sidings (Up Side)	All 4-6-0 and 2-8-0 47XX. All engines beyond stop board.
Reading General	Loops to Huntley & Palmer's Sidings Coal Yard Sidings Fish Dock Siding Reading Triangle Tip Siding No. 2, Turnout, 36m. 44ch. Down Old Yard No. 10 Siding, at 36m. 67ch. Turn-out from No. 1 to No. 2 Shunt Spur at 37m. 12ch.	0-6-0T (16XX), also all engines beyond stop board. All 4-6-0 and 2-8-0 47XX. 4-6-0 'Red' and 'Blue' Group Locomotives may work over the bridge between Reading High Level and the Coal Yard Sidings and down the incline, but must not go into the sidings.
For restrictions on Diesel Electric Shunting Engines see page 212.		
Goring & Streatley	Gatehampton Ground Frame	'Red' Group
Didcot	Rich's Siding Provender Siding D.N. & S. Bay Lines Horse Dock Spur West Bay Line No. 7 Platform Line	Beyond gate. All except 'Yellow' and 'Uncoloured' engines. All engines beyond stop board. All except 0-6-0T. — 2-8-0 47XX and all 4-6-0 — —
Didcot (Ordnance and Aircraft Depots)	Passenger Lines in Depots (to end of D.5 Shed Passenger Platform only). All other Lines and Sidings in Depots Hump Sidings	10XX, 47XX and 60XX. All 'permitted engines subject to 10 m.p.h. speed restriction. All except 'Yellow' and 'Uncoloured' engines. All permitted engines subject to 10 m.p.h. speed restriction. 4-6-0 60XX 'King' and 4-6-2 B.R. Standard Class B. All permitted engines may run round their trains via the Ordnance Depot Lines subject to a maximum speed of 10 m.p.h. The route to be taken is:— Via No. 1 Road alongside Hump Sidings. Then reverse along No. 1 Gully Road. Return to Hump Sidings via W.D. Marshalling Yard.
Steventon	—	For particulars of prohibitions see Section B of the Working Time Tables.

OLD OAK COMMON TO BANBURY Route Colour—'Double Red.'

All types of Western Region Engines are permitted subject to the following restrictions:—

60XX ('King') B.R. Standard Class 8 (4-6-2) (71XXX) engines and Gas Turbine Locomotive No. 18000 may work only over Main and Platform Passenger Lines and connecting crossovers.

The following Lines and Triangles, etc. (Passenger Running Lines only) are also authorised for 60XX ('King') B.R. Standard Class 8 (4-6-2) (71XXX) engines and Gas Turbine Locomotive No. 18000:—

West Ealing to Greenford.
West Ealing Triangle via Drayton Green.
Greenford Triangle via Greenford East Loop.

60XX ('King') B.R. Standard Class 8 (4-6-2) (71XXX) engines and Gas Turbine Locomotive No. 18000 may, in emergency and subject to maximum speed of 5 m.p.h., work over the following Goods Running Loops between Banbury and Astrop:—

Up .. 85m. 74ch. to 84m. 8ch.
Down .. 84m. 8ch. to 85m. 74ch.
and the new Down Reception Loop.

The following restrictions apply in Sidings in respect of the engines authorised over the route:—

Park Royal	Waring's Siding Guinness' Siding Trading Estate Sidings Guinness' Sidings:— Reception and Branch Sidings	All except 0-6-0T. All except 0-6-0T, 57XX. All except 0-6-0T 20XX, 21XX.
Greenford	Sanderson's Siding Up Side Spur Siding, 7m. 68ch. Lyons' Sidings British Bath Co.'s Sidings	All engines beyond stop board. All 4-6-0 and 2-8-0 47XX. All engines. All except 0-6-0T.
High Wycombe	Gomme's Siding Bellfield Siding Back Road, New Yard, 16m. 72ch.	All except 0-6-0T. 0-6-0T (16XX), also all 4-6-0 and 2-8-0 47XX, up to stop board. All engines beyond stop board. All engines.

For restrictions on Diesel Electric Shunting Engines see page 212.

ENGINE RESTRICTIONS—continued

Station	Connections and Sidings	Engines Prohibited
PADDINGTON TO STEVENTON —continued		
Bicester North	Cattle Pen Siding from London end of Cattle Pen to stop block.	10XX, 60XX, 68XX, 78XX.
Ardley	Cattle Pen Siding from top of ramp of Up Passenger Platform to stop block.	10XX, 60XX, 68XX, 78XX.

DIDCOT NORTH JUNCTION TO YARNTON AND AYNHO JUNCTION Route Colour—'Red.'

All classes of Western Region Engines are permitted except 60XX ('King') and Gas Turbine Locomotive No. 18000. Gas Turbine Locomotive No. 18000 may work between Didcot and Oxford subject to the observance of service restrictions and 'King' Class Engines may work between Didcot and Aynho Junction in cases of emergency, and may travel light between Wolverhampton (Stafford Road) and Swindon Factory (or vice versa) via this route, subject to the observance of the following stipulations:—

- Speed not to exceed 60 m.p.h. throughout.
- Speed not to exceed 20 m.p.h. when passing over the following bridges:—

Bridge	Mileage	Nearest Station
River Isis Bridge	62m. 79ch.	Oxford
Sheepwash Bridge	63m. 48ch.	North end of Oxford Station
River Cherwell	69m. 60ch.	Bletchington
Oxford Canal	70m. 21ch.	Bletchington
Oxford Canal	71m. 18ch.	Bletchington
River Cherwell	71m. 47ch.	Bletchington } Actually one
River Cherwell	71m. 48½ch.	Bletchington } bridge
River Cherwell	71m. 75ch.	Bletchington
River Cherwell	73m. 61ch.	Heyford
Flood Bridge	75m. 34ch.	Heyford
Flood Bridge	75m. 39ch.	Heyford

- All permanent and temporary speed restrictions to be strictly observed.

The following restrictions apply in Sidings in respect of the engines authorised over the route:—

Station	Connections and Sidings	Engines Prohibited
Radley	Connection leading to Loading Dock, Back Road, Oxford end.	All 4-6-0 and 2-8-0 47XX.
Oxford	Oxford Gas Sidings	All engines beyond stop board.
Bletchington	Cement Co.'s Sidings Connection from Up Main to Up Sidings, Wolverhampton end of Station.	All engines beyond stop board. 2-8-0 47XX.

The following engines may be permitted to work between Banbury and Oxford subject to the observance of service restrictions
Ex L.M.S.

- 4.F (0-6-0)
- 4 (2-6-0)
- 6 P/5 F (2-6-0) Parallel boiler
- 7.F (0-8-0) G/Z and G/ZA

B.R. Standard

- 4 (2-6-0).

The class 7.F (0-8-0) G/Z and G/ZA engines must not exceed a speed of 30 m.p.h.

The ex L.M.S. class 6 P/5 F (2-6-0) taper boiler engines are not permitted to work between Banbury and Oxford.

READING GENERAL TO BEDWYN—Route Colour—'Double Red.'

Permitted Engines.—All classes subject to the following stipulations:—

60XX ('King') B.R. Standard Class 8 (4-6-2) (71XXX) engines and Gas Turbine Locomotive No. 18000 may work only over Main and Relief Lines. 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 cases of emergency. The undermentioned Goods Running Loops only may be utilised, subject to a speed restriction of 5 miles per hour. In such circumstances 60XX ('King') and B.R. Standard Class 8 (4-6-2) (71XXX) engines must not be assisted by any other engine:—

		M	C	M	C
Newbury East to Newbury Middle {	No. 1 Down Loop	52	51½	52	75
	No. 2 Down Loop	52	51½	52	75

LOCAL RESTRICTIONS

Reading General	—	For particulars of prohibitions see page 207.
Theale	Tobacco Factory Siding	All engines beyond stop board.
	Sand and Gravel Co.'s Siding	All except 0-6-0T engines.
Aldermaston	Asiatic Oil Co.'s Sidings	All engines beyond stop board.
Thatcham	Cropper's Sidings	All engines beyond stop board.
	Admiralty Sidings	
	War Department Sidings	
Newbury	Gas Siding Turnout at 52m. 60ch. ..	All 4-6-0 and 2-8-0 47XX. For restrictions to Diesel Shunting engines, see page 212.
	Old Petrol Siding turnout at 52m. 61ch. ..	
	Loop Siding, Up side at 52m. 61ch. ..	

ENGINE RESTRICTIONS—continued

Branches

Section of Line	Route Colour	Engines Authorised	Local Prohibitions
Paddington (Suburban) to Smithfield Depot.	—	0-6-0T engines Nos. 9700-9710, fitted with condenser.	—
Paddington to Kensington via West London and North Pole Junction	'Red'	All except 60XX and 2-8-0 47XX	—
H. & C. Line (Westbourne Park to Hammersmith)	—	0-6-0 22XX	—
Acton Yard to Acton Wells Junction	'Red'	All except 4-6-0 60XX	—
Acton Main Line (W.R.) to Wembley Hill (L.M.R.) including Wembley Stadium Loop	—	'Castle', 49XX, 53XX, 59XX, 61XX, 63XX, 68XX, 69XX, 73XX, 78XX, 79XX, and B.R. Standard Class 4, 5, 6 and 7 Engines only.	A.W.S. shoe and trip cock gear on engines so fitted to be secured in the inoperative position. Maximum speed of 10 m.p.h. over the South West Bank at Neasden. Harlesden: 'Castle' 68XX and 78XX Class engines to travel with caution through the station. Normal service restrictions.
Brentford to Southall	'Yellow'	All 'Yellow' and uncoloured engines Diesel Cars of all types on running lines only, also from and to A.E.C. Siding. 84XX and 94XX Class engines may work into the Quaker Oats Siding.	Brentford Town Depot: All engines beyond stop board in Cox & Dank's Siding.
Uxbridge (Vine Street) to West Drayton	'Red'	All except 4-6-0 60XX, 4-6-2 B.R. Standard Class 8 (71XXX) and 2-8-0 47XX. Diesel Cars 13-38 (inclusive)	—
Staines West to West Drayton	'Dotted Red'	All 'Yellow' and uncoloured engines 2-6-2T 61XX 'Blue' Diesel Cars 13-38 (inclusive)	— All Sidings prohibited except:— Colnbrook: Down Side Yard Spur Siding.
Windsor to Slough	'Red'	All except 60XX and 2-8-0 47XX Diesel Cars Nos. 13-38 (inclusive)	—
Henley to Twyford	'Red'	All except 60XX and 2-8-0 47XX Diesel Cars Nos. 13-38 (inclusive)	—
Wallingford to Cholsey	Uncoloured	0-4-2T 14XX and 58XX and 0-6-0T—16XX, 57XX class 0-6-0T permitted on booked Freight services only.	Wallingford: C.W.S. Private Siding beyond stop board.
West Ealing to Greenford	'Double Red'	All classes Diesel Cars of all types	—
Uxbridge (High Street) to Denham.	'Blue'	All 'Yellow' and uncoloured engines 2-6-2T 61XX class on running lines only, subject to maximum speed of 25 m.p.h. Diesel Cars Nos. 13-38 (inclusive)	—
High Wycombe to Maidenhead	'Red'	All except 60XX and 2-8-0 47XX 92XXX subject to normal service restrictions Diesel Cars Nos. 13-38 (inclusive)	Thomas & Green's Sidings: All engines beyond stop board.
Marlow to Bourne End	'Dotted Red'	All except 60XX and 2-8-0 47XX Diesel Cars Nos. 13-38 (inclusive)	'Red' engines not to exceed 20 m.p.h. at any point on branch. Marlow: 'Red' and 'Blue' engines prohibited from Goods Shed and beyond doors of Engine Shed. Loco Sidings prohibited.
Watlington to Princes Risborough	'Uncoloured'	All uncoloured engines	Chinnor: Chinnor Cement Co.'s Private Sidings beyond stop board.
Princes Risborough to Kennington Junction	'Red'	All except 60XX and 2-8-0 47XX Diesel Cars Nos. 13-38 (inclusive)	Thame: All except 0-6-0 type in Siding leading to 'Church' Sidings. Morris Cowley: All engines:—Pressed Steel Private Sidings beyond stop board. M.A.P. Private Sidings beyond stop boards. Nuffield Exports Private Sidings (Low Level) beyond stop boards at crossover road. Littlemore: All engines over Wagon Turntable leading to Asylum Siding.

ENGINE RESTRICTIONS—continued

Branches

Section of Line	Route Colour	Engines Authorised	Local Prohibitions																																																																																																																					
Aylesbury to Princes Risborough	'Blue' ..	W.R. Engines 78XX 61XX 54XX 90XX 81XX 57XX 22XX 1361 64XX 45XX 14XX 74XX 51XX 16XX L.M.R. Engines <table><thead><tr><th>Type</th><th>Diag'm No(s).</th><th>Type</th><th>Diag'm No(s).</th></tr></thead><tbody><tr><td>2P (4-4-0)</td><td>69C</td><td>7P (4-6-0)</td><td>269D</td></tr><tr><td>2 (2-6-0)</td><td>273A</td><td></td><td>270E</td></tr><tr><td>4P (4-4-0)</td><td>73B</td><td></td><td>272B</td></tr><tr><td>4F (0-6-0)</td><td>167B</td><td>7F (0-8-0)</td><td>168C</td></tr><tr><td>4 (2-6-0)</td><td>274B</td><td>2 (2-6-2T)</td><td>275A</td></tr><tr><td>5 (4-6-0)</td><td>178M</td><td></td><td>290</td></tr><tr><td></td><td>276B</td><td>2P (0-4-4T)</td><td>212B</td></tr><tr><td></td><td>277B</td><td>*3 (2-6-2T)</td><td>84A</td></tr><tr><td></td><td>280A</td><td></td><td>85A</td></tr><tr><td></td><td>283A</td><td>†3 (2-6-2T)</td><td>254E</td></tr><tr><td></td><td>284A</td><td></td><td>264B</td></tr><tr><td>*6P/5F (2-6-0)</td><td>180A</td><td>3F (0-6-0T)</td><td>107</td></tr><tr><td>†6P/5F (2-6-0)</td><td>181D</td><td>‡4 (2-6-4T)</td><td>172C</td></tr><tr><td>*6P/5F (4-6-0)</td><td>173C</td><td>‡4 (2-6-4T)</td><td>251E</td></tr><tr><td>†6P/5F (4-6-0)</td><td>176P</td><td></td><td>271A</td></tr><tr><td>7P (4-6-0)</td><td></td><td>†4 (2-6-4T)</td><td>182D</td></tr><tr><td>(No. 46170)</td><td>250F</td><td></td><td></td></tr><tr><td>* Parallel boiler</td><td></td><td>‡ 2 Cyl. Taper boiler</td><td></td></tr><tr><td>† Taper boiler</td><td></td><td>‡ 3 Cyl. Taper boiler</td><td></td></tr><tr><td>‡ 2 Cyl. Parallel boiler</td><td></td><td></td><td></td></tr> Ex L.N.E. Engines <table><tbody><tr><td>A.5/1</td><td>‡J.50/3</td><td>O.1</td></tr><tr><td>*B.1</td><td>J.52/1</td><td>O.4/1</td></tr><tr><td>C.13</td><td>J.52/2</td><td>O.4/6</td></tr><tr><td>C.14</td><td>J.94</td><td>O.4/7</td></tr><tr><td>D.11/1</td><td>K.1</td><td>O.4/8</td></tr><tr><td>D.11/2</td><td>K.2/1</td><td>N.5/2</td></tr><tr><td>J.6</td><td>K.2/2</td><td></td></tr><tr><td>J.15</td><td></td><td></td></tr><tr><td>†J.39</td><td></td><td></td></tr><tr><td>J.50/1</td><td></td><td></td></tr><tr><td>J.50/2</td><td></td><td></td></tr></tbody></table> *—Also with N.E. tender †—With 3,500 gal., 4,200 gal., 4,125 gal., 3,940 gal. or 3,650 gal. tenders. ‡—To 1930 and from 1938. </tbody></table>	Type	Diag'm No(s).	Type	Diag'm No(s).	2P (4-4-0)	69C	7P (4-6-0)	269D	2 (2-6-0)	273A		270E	4P (4-4-0)	73B		272B	4F (0-6-0)	167B	7F (0-8-0)	168C	4 (2-6-0)	274B	2 (2-6-2T)	275A	5 (4-6-0)	178M		290		276B	2P (0-4-4T)	212B		277B	*3 (2-6-2T)	84A		280A		85A		283A	†3 (2-6-2T)	254E		284A		264B	*6P/5F (2-6-0)	180A	3F (0-6-0T)	107	†6P/5F (2-6-0)	181D	‡4 (2-6-4T)	172C	*6P/5F (4-6-0)	173C	‡4 (2-6-4T)	251E	†6P/5F (4-6-0)	176P		271A	7P (4-6-0)		†4 (2-6-4T)	182D	(No. 46170)	250F			* Parallel boiler		‡ 2 Cyl. Taper boiler		† Taper boiler		‡ 3 Cyl. Taper boiler		‡ 2 Cyl. Parallel boiler				A.5/1	‡J.50/3	O.1	*B.1	J.52/1	O.4/1	C.13	J.52/2	O.4/6	C.14	J.94	O.4/7	D.11/1	K.1	O.4/8	D.11/2	K.2/1	N.5/2	J.6	K.2/2		J.15			†J.39			J.50/1			J.50/2			E.R. B.I and L.M.R. Class 5 4-6-0 M.T. engines subject to an overall speed restriction of 20 m.p.h.
Type	Diag'm No(s).	Type	Diag'm No(s).																																																																																																																					
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Abingdon to Radley	Uncoloured ..	0-4-2T 14XX, 58XX and 0-6-0T—16XX.	Abingdon: Malt House Private Sidings beyond stop board.																																																																																																																					
Oxford (Rewley Road) to Bicester	—	B.R. Standard All except:— 4-6-2 71XXX L.M. Region All except:— 4-6-2 46200 - 46212 46220 - 46257 2-8-0 53800 - 53810 0-6-0 2E & 3H 0-4-4T 2K & 2L 0-6-0T 2R & 3Y Ex Cal. Western Region All except 60XX ('King') Diesel All except:— 10000 & 10001 10201, 10202, 10203 As double units	— — — 49XX, 59XX, 69XX and 79XX locomotives are prohibited from working between Bicester, London Road and Bletchley.																																																																																																																					
Yarnton to Oxford (Banbury Road Junction)	—	B.R. Standard All except:— 4-6-2 71XXX L.M. Region All except:— 4-6-2 46200 - 46212 46220 - 46257 2-8-0 53800 - 53810 0-6-0 2E & 3H 0-4-4T 2K & 2L 0-6-0T 2R & 3Y Ex Cal. Western Region All except 60XX ('King') Diesel 10000 & 10001 10201, 10202, 10203 As double units	—																																																																																																																					
Fairford to Yarnton (exclusive)	'Yellow' ..	All 'Yellow' and uncoloured engines Diesel Cars Nos. 13-38 inclusive subject to the observance of restrictions.	— South Leigh: Not to run alongside Cattle Pens. Witney: Not to run into Goods Shed. All other Goods Sheds and Loading Banks, etc., to be used with caution and at 'dead slow' speed.																																																																																																																					

ENGINE RESTRICTIONS—continued

Branches

Section of Line	Route Colour	Engines Authorised	Local Prohibitions
Basingstoke to Southcote Junction.	'Red' ..	All engines except 60XX ('King') and Gas Turbine Locomotive No. 18000	Basingstoke: All 4-6-0 engines and 47XX 2-8-0: Exchange Sidings, 51m. 17ch. Up line from Southern Yard 51m. 37ch.
Reading Central to Southcote Junction (Coley Branch).	'Red' ..	All engines except 60XX ('King') and Gas Turbine Locomotive No. 18000	—
Welford Park to Newbury ..	Uncoloured ..	All 'Yellow' engines, subject to strict observance of the restrictions of speed shown on page 203 and uncoloured engines.	—
Didcot Station	'Double Red'	All	D.N. and S. Bay Lines — No. 7 Platform Line — Rich's Siding: Beyond Gate—all except 'Yellow' and 'Uncoloured' engines. All beyond stop board. Horse Dock Spur: All 4-6-0 and 2-8-0 47XX. Provender Siding: All except 0-6-0T West Bay Line —
Didcot (Ordnance and Aircraft Depots)	—	For particulars of permissions and prohibitions, see page 207.	—
Didcot East Junction to Newbury East Junction	'Blue' ..	All 'Blue', 'Yellow' and uncoloured engines. Twin-car Diesels Nos. 33 and 38 (or similar type) on running lines only. B.R. Standard Class 4 (2-6-0) (76XXX), subject to observance of all service restrictions. Also the following 'Red' engines subject to maximum speed of 40 m.p.h. and special restrictions of 20 m.p.h. on Up Line between Hampstead Norris and Compton (8m. 56½ch. and 9m. 7ch.) and of ten miles per hour over bridge at 0m. 40ch. near Newbury East Junction. 4-6-0 'Hall' (49XX, 59XX, 69XX 79XX) 4-6-0 'Grange' (68XX). Diesel Shunting Engines for restrictions, see page 212.	Upton and B.: All engines and Twin-car Diesel, except 0-6-0 engines over lead from Down Line to and including Loading Dock. Compton: All except 0-6-0 engines over lead from Goods Shed Road to Down Line at 9m. 17ch. Twin-car Diesel not to work over the lead from the Up Line to and including the Loading Dock. Loaded Diesels not to work through the Goods Shed owing to reduced clearances. Hampstead Norris: All except 0-6-0 engines on Loading Dock Siding beyond footbridge. Twin-car Diesel not to work from Up line to Up Loading Dock. Hermitage: All in Hall's Tile Co.'s Siding beyond stop board. All except 0-6-0 engines over lead from No. 2 Loop Siding to Cold Storage Loop Siding at 4m. 7ch. B.R. Standard Class (4-6-0) (73XXX) engines are prohibited from working between Didcot and Newbury via Compton.
Enborne Junction to Winchester	'Blue' ..	All 'Blue', 'Yellow' and uncoloured engines. Diesel Car No. 19 (or similar type) on running lines only. Also the following 'Red' engines in emergency and subject to maximum speed of 20 m.p.h.: 4-6-0 'Hall' (49XX, 59XX, 69XX 79XX) 4-6-0 'Grange' (68XX) B.R. Standard Class 4 (4-6-0) engines subject to the observance of normal service restrictions. B.R. Standard Class 9 (2-10-0) are prohibited.	Kingsworthy (Winnall Sidings): All except 0-6-0 engines in Gas Works Sidings Nos. 1 and 2.
Paddington to North Pole Junction via West London.	—	All except 60XX ('King'), and 47XX 2-8-0.	—
Old Oak Common to North Pole Junction.	—	All except 60XX ('King'), and 47XX 2-8-0. B.R. Standard Class 4 (2-6-0) (76XXX) engines subject to the observance of service restrictions.	—
North Acton to Viaduct Junction (Steam Lines) including United Dairies' Depot Sidings at Wood Lane.	—	All except 60XX ('King'), and 47XX 2-8-0 B.R. Standard Class 4 (2-6-0) (76XXX) subject to the observance of service restrictions.	60XX ('King' Class), and 47XX 2-8-0 engines are permitted to work on running lines only between North Acton Junction and Wood Lane subject to service restrictions and provided the speed does not exceed 20 m.p.h. between these points.

ENGINE RESTRICTIONS—continued

Branches

Section of Line	Route Colour	Engines Authorised	Local Prohibitions
West London Line (North Pole Junction to Latchmere Junction).	—	All except 60XX ('King'), and 47XX 2-8-0. Ex-L.N.E. 0-6-0 (Tender) Class J.20 engines, subject to the observance of service restrictions. B.R. Standard Class 4 (2-6-0) (76XXX) subject to the observance of service restrictions.	Kensington (Olympia): All 4-6-0 and 2-8-0, 47XX engines in 'Short' Sidings. Warwick Road Depot: All except 0-6-0 engines over connection leading to No. 5 Goods Road and Loading Ramp. West Brompton: All except 0-6-0 types in 'Exhibition' Sidings. Chelsea Docks: All engines in following:— Neuchatel Siding. Gas Light and Coke Sidings. Cox and Dank's Sidings. Resmat Sales Sidings. Chelsea Basin: All permitted engines to work over the siding leading to the 'Wigan' road at 'dead slow' speed.
South Lambeth Depot	—	0-6-0T., 57XX, 87XX, 97XX. 4-6-0, 78XX ('Manor'). 2-6-0, 53XX.	All engines in Metropolitan Water Board and London Power Co.'s Sidings (Battersea Power Station).
H. and C. Line (Westbourne Park to Hammersmith, including sidings at Shepherd's Bush and Hammersmith Depots).	—	0-6-0, 22XX.	—

B.R. STANDARD LOCOMOTIVES—CLASS 7 (4-6-2) (70XXX)

SOUTHERN REGION LOCOMOTIVES—CLASS 21C (MERCHANT NAVY)

LONDON MIDLAND REGION DIESEL ELECTRIC LOCOMOTIVES—Nos. 10000 and 10001
(Single Units or Coupled)

Permitted to work between North Pole Junction and Longhedge Junction and between North Pole Junction and Old Oak Common (W.R.), subject to the strict observance of service restrictions.

DIESEL MULTIPLE DE LUXE (PULLMAN) UNITS

The above units may work over all Main Trunk Routes ('Red' and 'Dotted Red') subject to observance of Service Restrictions. Sidings normally used by Coaching Stock are also authorised for these units.

DIESEL SHUNTING ENGINES

350 h.p. DIESEL ELECTRIC SHUNTING ENGINE—No. 15100. 350 h.p. DIESEL ELECTRIC SHUNTING ENGINES—13XXX (D.3XXX)

Engine Route Classification Yellow

Restrictions

Prohibited from all 'Uncoloured' Routes and the following Lines and Sidings:—

Hayes	Goods Yard Sidings Nos. 10, 12 and 13: 10m. 61ch. to 10m. 65ch.
Slough	Locomotive Shed outside road: 18m. 54ch.
Taplow	Down Main Tip Sidings: 22m. 3½ch.
Reading General ..	Loop Sidings to H. & P. Sidings: 35m. 36ch.
	Fish Dock Sidings: 35m. 73½ch.
	Down Old Yard No. 10 Siding: 36m. 67ch.
	No. 1 to No. 2 Shunt Spur: 37m. 12ch.
	Triangle No. 2 Tip Siding: 36m. 46ch.
High Wycombe ..	Bellfield Siding: 16m. 75ch.
	Back Road, New Yard: 16m. 72ch.
Newbury	Gas Siding, Old Petrol Siding, Loop Siding: 52m. 61ch.
Hermitage	Goods Shed Road: 4m. 7ch.
Compton	Goods Yard Siding: 9m. 17ch.

350 h.p. DIESEL ELECTRIC SHUNTING ENGINES—Nos. 15101-15106

Engine Route Classification Uncoloured

Restrictions

Prohibited from the following Lines and Sidings:—

Reading General ..	Loop Sidings to H. & P. Sidings: 35m. 36ch.
High Wycombe ..	Bellfield Siding: 16m. 75ch.

350 h.p. DIESEL ELECTRIC SHUNTING ENGINES

The following diesel electric shunting engines are permitted to work between Latchmere Junction and Kensington (Olympia) subject to the observance of service restrictions:—

15201-15203, 15211-15225, 15226-15236, 13000, D3000 onwards.

350 h.p. DIESEL ELECTRIC SHUNTING ENGINES—Nos. 15100-15107 and 13XXX (D.3XXX)

Maximum permissible speed 20 m.p.h.
Average speed for timing purposes 15 m.p.h.

350 h.p. DIESEL ELECTRIC SHUNTING ENGINES—13XXX (D.3XXX)

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

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

ENGINE RESTRICTIONS—continued**200 h.p. DIESEL MECHANICAL SHUNTING ENGINES—111XX and 112XX (D.2XXX)**Engine Route Classification **Uncoloured**

These locomotives may work over all running lines.

2,000 h.p. MAIN LINE DIESEL HYDRAULIC LOCOMOTIVES—NORTH BRITISH Co. D63XX

'Red' Route Classification.

Prohibitions:—

All 'Uncoloured' routes.

Restrictions:—

Must not exceed a speed of 40 m.p.h. on 'Yellow' routes.

2,000 h.p. MAIN LINE DIESEL HYDRAULIC LOCOMOTIVES—NORTH BRITISH Co.—Nos. D.600-D.604

'Red' Route Classification.

Prohibitions:—

All 'Blue', 'Yellow' and 'Uncoloured' routes.

These locomotives may work coupled together or coupled to a North British Co. 1,000 h.p. Diesel Hydraulic Locomotive.

2,000 h.p. MAIN LINE DIESEL HYDRAULIC LOCOMOTIVES—Type 4 SWINDON BUILT—D.600-D.818

'Red' Route Classification.

Prohibitions:—

All 'Blue', 'Yellow' and 'Uncoloured' routes.

L.M.R. DIESEL ELECTRIC ENGINES

L.M.R. Diesel Electric Engines, Nos. 10000 and 10001 are permitted to work between Reading General and Castle Cary, subject to all service restrictions being observed and to the local prohibitions as shown on page 208 in respect of 47XX class engines and Diesel Cars.

Diesel Electric Locomotives Nos. 10000, 10001, 10201-10203 may work between Oxford and Bicester (London Road) as single units only, also between Ashendon Junction and Northolt Junction East as single units only.

**** WORKING OF MAIN LINE DIESEL HYDRAULIC LOCOMOTIVES IN MULTIPLE WITH THROUGH CONTROL**

The following table indicates the types of Diesel Hydraulic Locomotives which can work in multiple, i.e. with through control and a driver on the leading engine only.

	Nos. 6300-6305 North British Type 2	Nos. 600-604 North British Type 4	Nos. 800-802 Swindon Type 4	Nos. 803-832 Swindon Type 4	Nos. 833-865 Swindon Type 4 (N.B.L. Co. Build)	Nos. 6306-6357 North British Type 2
Nos. 6300-6305 North British Type 2	Yes	Yes	No	No	No	No
Nos. 600-604 North British Type 4	Yes	Yes	No	No	No	No
Nos. 800-802 Swindon Type 4	No	No	Yes	No	No	No
Nos. 803-832 Swindon Type 4	No	No	No	Yes	Yes	Yes
Nos. 833-865 Swindon Type 4 (N.B.L. Co. Build)	No	No	No	Yes	Yes	Yes
Nos. 6306-6357 North British Type 2	No	No	No	Yes	Yes	Yes

In those instances where multiple working in this way cannot be operated, tandem working, i.e., without through control and a Driver on each locomotive, can be permitted.

**** THIS WORKING IS TEMPORARILY SUSPENDED****MAIN LINE DIESEL HYDRAULIC LOCOMOTIVES ASSISTING ARRANGEMENTS**

Double heading a Diesel Hydraulic Locomotive with a Steam engine under NORMAL CONDITIONS is only permitted between Newton Abbot and Penzance and between Penzance and Newton Abbot, and subject then to local restrictions.

ASSISTING A PARTIALLY DISABLED DIESEL HYDRAULIC LOCOMOTIVE

A Steam engine may assist through to destination after the necessary isolation of the defective end has been effected. When water troughs intervene between the points where assistance is rendered, the water pick-up gear on the Steam locomotive **must not be used**.

The classes of Steam engine permitted to assist a Diesel Hydraulic Locomotive are detailed below:—

'King' (60XX)
'Castle' (4074, 50XX, 70XX)
'County' (10XX)
'Hall' (49XX, 59XX, 69XX and 79XX)
'Grange' (68XX)
'Manor' (78XX)

ASSISTING A TOTALLY DISABLED DIESEL HYDRAULIC LOCOMOTIVE

In order to clear the line in the event of a Diesel Locomotive becoming completely disabled, any class of Steam engine may be provided to clear the line, but the Diesel should be removed from the train at the most convenient point and preferably at a station where there is a Running and Maintenance Depot. Water troughs must not be used by Steam engines when assisting Diesel Locomotives.

Speed under these circumstances must not exceed 25 m.p.h.

DIESEL HYDRAULIC LOCOMOTIVES ENGAGED ON SHUNTING DUTIES

The 2,000 and 1,000 h.p. locomotives operating on this Region are only fitted with controls on one side in each driving cab, and in their present form are unsuitable when single-manned for making propelling movements past signals which cannot be seen from the control panel side of the locomotive.

In view of this the 2,000 and 1,000 h.p. locomotives should not be utilised for shunting other than for single attaching or detaching movements, and where it is necessary for such movements to be carried out arrangements must always be made for the shunter to position himself on the same side of the locomotive as that on which the engine controls are fitted.

SOUTHERN REGION ENGINES WORKING BETWEEN READING GENERAL AND BASINGSTOKE

The following is a complete list of the classes of S.R. Engines authorised to work between Basingstoke and Reading New Junction, subject to the observance of all service restrictions:—

2-6-0 U.	4-4-0 (including 'School' class).
2-6-0 N.	4-6-0 (including 'King Arthur' and 'Lord Nelson' classes).
0-6-0.	4-6-2 { Merchant Navy. West Country.

ENGINE RESTRICTIONS—continued**SOUTHERN REGION ENGINES WORKING BETWEEN NEWBURY AND DIDCOT**

The following Southern Region Engines are authorised to work between Newbury and Didcot, subject to the observance of service restrictions and the following speed restrictions:—

Q.1 (5F) and Q. (4F) classes. Maximum speed not to exceed 40 m.p.h. Special restrictions of 20 m.p.h. on Up line between Hampstead Norris and Compton (8m. 56½ch. and 9m. 7ch.) and 10 m.p.h. over bridge at 0m. 40ch., near Newbury East Junction.

ENGINE WORKING BETWEEN ENBORNE JUNCTION AND GRAFTON EAST

The following Engines are authorised to work between Enborne Junction and Grafton East, subject to the observance of all service restrictions:—

Southern Region ..	Class M.7
B.R. Standard ..	Class 3 (2-6-2). (82XXX)
L.M. Region ..	Class 2 (2-6-2).

ENGINE WORKING WEST LONDON AND WEST LONDON EXTENSION LINES

The following engines may be permitted to work between Earls Court Junction and Latchmere Junction subject to the observance of service restrictions.

Eastern Region Locomotives

B.2, B.12/3, B.17, J.11, J.15, J.20, K.3, L.1, N.5, O.1, D.16/3.

L.M.R. Locomotives

Class 6P/5F (4-6-0) Tender Codes 5XA/5XB—Not to exceed 20 m.p.h.

The Eastern Region V.2 and L.M. Class 7P (4-6-0) Codes 6A and 6D are prohibited.

DIESEL CARS NOS. 13-32 (INCLUSIVE)

AND

TWIN CAR DIESEL SET (Nos. 33 and 38)—RESTRICTIONS

The above Diesel Cars are permitted to work between following points on running lines only:—

Paddington to Stevenston.

Old Oak Common to Banbury.

Didcot to Yarnton and Aynho Junction.

If emergency working over crossovers is involved, affected ground disc lamps should be temporarily removed and speed reduced to 'dead slow.'

Crossovers occurring between station platforms must not be used.

DIESEL CARS NOS. 13-32 (INCLUSIVE)

The above Diesel Cars are permitted to work between the following points on running lines only:—

Old Oak Common to North Pole Junction.

North Pole Junction to Latchmere Junction (via Kensington).

North Acton Junction to Viaduct Junction.

Crossovers between running lines may be used provided speed is reduced to dead slow.

3-CAR (SUBURBAN TYPE) DIESEL SETS

The 3-Car Diesel Sets to Drawing No. DE/1852 may work over all lines and sidings on the Western Region which are normally used by coaching stock, subject to the observance of service restrictions.

The numbers of the vehicles forming the Suburban type 3-Car Sets are as follows:—

Motor Open Second Brake	50050-50091
	50818-50877
Trailer Open Composite	59000-59041
	59326-59379
Motor Open Second	50092-50133
	50878-50937

Before these vehicles are permitted to work into cattle pens, loading docks, etc., which are not usually used by coaching stock for the purpose of stabling, it will be necessary for clearance tests to be carried out.

3-CAR CROSS COUNTRY DIESEL SETS

The 3-Car Cross Country Diesel Units to Drawing No. 140553.B may work over running lines and sidings within the Western Region's maintenance which are normally used by coaching stock, subject to the observance of service restrictions.

The numbers of the vehicles forming the 3-Car Cross Country Sets are as follows:—

50647-50695
50696-50744
59255-59301

6-CAR INTER CITY EXPRESS DIESEL SETS

The 6-Car Inter City Express Diesel Units to Drawings Nos. 140327 and 140543 may work over running lines and sidings within the Western Region's maintenance which are normally used by coaching stock, subject to the observance of service restrictions.

The numbers of the vehicles forming the 6-Car Inter City Sets are as follows:—

79083-79094
79440-79441
79470-79473

WORKING OF LIGHT ENGINES IN STEAM COUPLED TOGETHER—ROUTES OTHER THAN MAIN LINE ROUTES

Not more than two light engines, of the classes which are normally authorised, may work in steam coupled together over any Western Region route. See also page 142 of the General Appendix for the Main Line instructions.

Permanent and temporary Speed Restrictions, also the instruction relating to the speed of light engines (as shown on page 196 of the Working Time Table), must be observed.

Instances where the above authority is qualified are detailed below:—

Paddington to Old Oak Common ..	Any number of engines up to and including five, may work in steam coupled together, marshalled in any order, over these sections.
Old Oak Common to Acton ..	The speed must not exceed 10 m.p.h. when passing over the Engine Line Bridge at 2m. 29ch.

HIGH DENSITY DIESEL MULTIPLE UNITS FITTED WITH TRIP COCK GEAR—ROUTE AVAILABILITY

Authority has been given for the above units to work in the London District, also between Didcot, Wolverhampton (Cannock Road) and Wellington, via Banbury and Leamington, and to Moreton-in-Marsh without restriction.

When working in other areas, the trip cock gear must be clipped up.

SHUNTING ENGINES

A215

STATION	Engine No.	Starting Time	AUTHORISED HOURS							Total per Week H. M.	REMARKS
			Mon.	Tues.	Wed.	Thur.	Fri.	Sat.	Sun.		
Paddington Yard	A	12.30 a.m.	3½	—	—	—	—	—	—	3 30	Works 12.30 a.m. coaches from Old Oak Common. Works down stock of 3.55 a.m. arrival to Old Oak Common. Light from and to Shed. Works down coaches of 2.40 a.m. Arrival (MO) 3.40 p.m. Penzance (MX and Sun.) to West London. Light from Shed. Works down coaches of 4.30 p.m. Arrival to Old Oak Common.
	—	3. 0 a.m. 4. 0 a.m.	— 20	25 —	25 —	25 —	25 —	4 —	129 0 20 0		
	—	2.30 a.m.	—	—	—	—	—	—	14	14 0	
	Total hours per week ..									166 30	
Old Oak Common	E	8.15 p.m.	24	24	24	24	24	24	24	168 0	Shunts South side of Carriage Shed. Previously No. 14 Coach Pilot, weekdays off Shed 2.0 p.m. Sun. Shunts North side of Carriage Shed. Previously No. 18 Coach Pilot, SX light ex Wood Lane SO. Off Shed 2.0 p.m. Sundays. Backs up coaches South side of Carriage Shed. Shunts Parcels Van Sidings. Light from Shed. SX works up stock 12.45 night Paddington. SO to Shed at 9.45 p.m. Shunts in Coronation Yard. Light from Shed. Works 12.5 night O.O.C. Freight. To Shed 5.0 p.m. Sunday. To Shed 4.0 a.m. Monday.
	F	10. 0 p.m.	24	24	24	24	24	24	24	168 0	
	G	7. 0 a.m.	17	17	17	17	17	17	—	102 0	
	H	6. 0 a.m.	16	16	16	16	16	15½	—	95 45	
	K	7. 0 a.m.	16	16	16	16	16	16	—	96 0	
	K	7. 0 a.m.	—	—	—	—	—	—	10	10 0	
	K	6. 0 p.m.	4	—	—	—	—	—	6	10 0	
	Total hours per week ..									649 45	
West London	B	6. 0 a.m.	24	24	24	24	24	24	24	168 0	Light from Shed. Stale Pilot works up coaches of 7.37 a.m. Paddington (SX). SO light to Old Oak Common at 6.20 a.m. for 8.55 a.m. Paddington coaches after new Pilot arrives 6.0 a.m. Weekdays. To Old Oak Common 5.45 p.m. Sundays. New Pilot 6.0 p.m. Sundays to 6.0 a.m. Mondays. (Weighbridge Pilot). Works 6.0 a.m. Cripples Old Oak Common to West London. Shunts Ladbroke and Weighbridge Sidings until 3.30 p.m. SX, 11.0 a.m. SO, then works up 5.18 p.m. Paddington coaches SX. To O.O.C. for 1.15 p.m. Paddington coaches SO.
	—	7.30 a.m.	8	8	8	8	8	3½	—	43 30	
	Total hours per week ..									211 30	
West Ealing	—	—	—	—	—	—	—	—	—	—	6.0 am (MX), 7.15 am (MO), and 3.15 p.m. Freight Shunting Engines. Shunt C.W.S. Sidings at 9.0 a.m. and 5.0 p.m. 9||15 a.m. from Wood Lane. To Southall Shed at 11||45 a.m. Shunting, etc., also tailing trains. Used for working Local trains when engines late off Shed and emergency to cover failures. Light from Southall Shed. Light to West Ealing at 4.35 p.m. SX to West Drayton at 9.40 a.m. SO for Freight Working. Light from West Ealing at 11||15 a.m. Light to Southall Shed at 3.5 p.m. 5.0 p.m. from Shed. Works 6.30 p.m. to Kensington.
	—	9.40 a.m.	—	—	—	—	—	—	2	2 0	
Southall	I	6.0 a.m. 5. 0 a.m.	10½ —	10½ —	10½ —	10½ —	10½ —	— 4½	—	52 30 4 30	
	—	11.30 a.m.	—	—	—	—	—	3½	—	3 30	
	—	5.15 p.m.	—	—	—	—	—	—	¾	0 45	
	Total hours per week ..									61 15	
	Hayes	—	—	—	—	—	—	—	—	—	(6.0 a.m. to 10.0 p.m. Freight Shunting Engine.) Passenger shunting as necessary.
West Drayton	—	—	—	—	—	—	—	—	—	—	(No. 2 Freight Shunting Engine.) Passenger shunting as necessary.
	—	8.31 p.m.	½	½	½	½	½	—	—	2 30	After working 8.23 p.m. Uxbridge Parcels. Tail 8.30 p.m. Greenford Parcels. Light to Slough Shed T.Th.O, Windsor MWFO.
	—	5.25 p.m.	—	—	—	—	—	—	½	0 30	After working 4.33 p.m. Paddington Parcels, shunt van to Yard.
Total hours per week ..									3 0		
Slough	—	6.10 a.m.	1	1	1	1	1	—	—	5 0	6.5 a.m. from Shed. Shunts until 7.0 a.m., then works 7.25 a.m. to High Wycombe. Previously No. 3 Freight Pilot. To Shed at 9.0 p.m. Light from and to Shed. Other shunting performed by various train engines. To Shed 12.10 p.m.
	—	6. 0 p.m.	—	—	—	—	—	3	—	3 0	
	—	7.40 a.m.	—	—	—	—	—	—	4½	4 15	
	—	9.50 a.m.	2½	2½	2½	2½	2½	—	—	11 15	
	Total hours per week ..									23 30	

SHUNTING ENGINES—continued

STATION	Engine No.	Starting Time	AUTHORISED HOURS							Total per Week H. M.	REMARKS
			Mon.	Tues.	Wed.	Thur.	Fri.	Sat.	Sun.		
Windsor and Eton Central Maidenhead	—	—	—	—	—	—	—	—	—	—	By Freight Shunting Engine and Train Engines as necessary.
	—	—	—	—	—	—	—	—	—	—	By Freight engine and various train engines.
	—	7.30 p.m.	2½	2½	2½	2½	2½	—	—	12 30	After working 6.50 p.m. SX High Wycombe, backs empty coaches to Branch Siding then shunts vans as required until 10.0 p.m., then 'light' to Slough.
	Total hours per week								12 30		
Reading General Down Line Pilot	—	5.20 a.m.	18½	22½	22½	22½	22½	22½	4	135 0	Shunts at West end of station and works trips to Triangle Sidings and S. R. Junction as required. To Shed at 4.0 a.m. Tuesdays to Sundays, at 5.0 a.m. Mondays.
	—	7. 0 a.m.	5	—	—	—	—	—	—	17		22 0
Up Line Pilot	—	4.35 a.m.	19½	24	24	24	24	24	4½	144 0	Shunts at East end of station and works trips to S.R. Junction as required. To Shed 4.30 a.m. Tuesdays to Sundays. 5.55 a.m. from Shed. To Shed 12.10 a.m. on Mondays.
	—	6. 0 a.m.	—	—	—	—	—	—	18	18 0	
Coach Pilots	—	6.15 a.m.	—	3½	3½	3½	3½	3½	—	18 45	Off Shed at 6.10 a.m. Shunts until 10.0 a.m.
	—	9.45 a.m.	5½	5½	5½	5½	5½	—	—	26 15	After working 9.2 a.m. Basingstoke. To Shed at 3.0 p.m.
	—	6.20 p.m.	5	5	5	5	5	5	—	30 0	Off Shed at 6.0 p.m. To Shed at 11.20 p.m. or work 11.30 p.m. @ to Basingstoke SX
	—	10. 0 p.m.	1½	1½	1½	1½	1½	—	—	7 30	9.50 p.m. from Shed. Works 8.30 p.m. Greenford Parcels from Reading to Didcot.
Total hours per week								401 30			
Didcot: East End Pilot	—	8. 0 p.m. Sun.	24	24	24	24	24	24	8½	152 30	Light from Shed. To Shed 4.35 a.m. Sunday. Fresh engine from Shed 7.20 p.m. SX, 8.5 p.m. SO.
	—	9. 0 a.m.	—	—	—	—	—	—	3½	3 30	Ex Shed. Works 12.35 p.m. to Swindon.
West End Pilot	—	12.30 p.m.	—	—	—	—	—	—	8	8 0	Off Shed. Shunts until 8.30 p.m.
	—	6. 0 a.m.	2½	2½	2½	2½	2½	2½	—	12 30	Off Shed. Works 8.42 a.m. to Oxford.
	—	6.20 a.m.	4hrs 10m	4hrs 10m	4hrs 10m	4hrs 10m	4hrs 10m	4hrs 10m	—	25 0	Ex Shed. Light to Moreton Cutting at 10.30 a.m.
	—	5. 0 p.m.	7½	7½	7½	7½	7½	7½	—	45 0	'Light' from and to Shed
Total hours per week								246 30			
Oxford	1	5. 0 a.m.	19	24	24	24	24	24	4½	143 45	Work on West Midland Sidings and all Down trains. To cover all Up Line engine failures and be replaced immediately if used. Stale engine to Shed 1.20 p.m. Tuesday to Saturday, 4.50 a.m. Sunday. Fresh engine ex Shed, 1.30 p.m. Tuesday to Saturday.
	2	5.50 a.m.	21½	24	24	24	24	24	24	165 30	Weekdays work on Up Sidings and all Up trains. Sundays work on West Midland and Up Sidings and all trains. Changed 1.40 p.m. Tuesday to Saturday. Light to Shed 3.25 a.m. Monday.
Total hours per week								309 15			
Newbury Town	1	6. 0 a.m.	3½	3½	3½	3½	3½	3½	—	21 0	Arrives coupled to 4.50 a.m. Didcot Freight. Released at 9.30 a.m. for Freight Shunting in Town Yard.

SHUNTING ENGINES—continued

STATION	Engine No.	Starting Time	AUTHORISED HOURS							Total per Week H. M.	REMARKS
			Mon.	Tues.	Wed.	Thur.	Fri.	Sat.	Sun.		
Wood Lane	—	1.20 a.m.	7	—	—	—	—	—	—	7 0	1||5 a.m. ex Old Oak Common. Light to Old Oak Common at 8||30 a.m.
	—	1.20 a.m.	—	7½	7½	7½	7½	7½	—	36 15	1||12 a.m. ex Kensington. Light to Old Oak Common Shed at 8||45 a.m.
	—	9. 0 a.m.	5	5	5	5	5	5	—	30 0	8.50 a.m. ex Kensington. Light to Old Oak Common at 2||0 p.m.
	—	2.10 p.m.	6½	6½	6½	6½	6½	6½	—	38 45	Works 1.50 p.m. ex Kensington to Wood Lane.
	—	11. 5 p.m.	1	1	1	1	1	1	—	6 0	When required, to assist 2.40 p.m. Wood Lane as far as Park Royal, then returns to Wood Lane and becomes Shunting Engine until Light to Shed at 8||55 p.m. SX, 8||30 p.m. SO.
	—	1.35 a.m.	—	—	—	—	—	—	2½	2 30	10||50 p.m. Park Royal SX 10||30 p.m. Southall SO. Works 3.50 p.m. Whitland to Kensington at 12.10 a.m.
	—	4. 0 a.m.	—	—	—	—	—	—	1½	1 45	1.25 a.m. Kensington. Works 3.30 a.m. to West Ealing (off 3.50 p.m. Saturday ex Whitland).
	—	4.45 a.m.	—	—	—	—	—	—	1½	1 15	3.45 a.m. from Kensington. Shunts until 5.45 a.m. then works 8.30 p.m. (Sats.) Whitland to Kensington.
	—	6.30 a.m.	—	—	—	—	—	—	2½	2 30	4||35 a.m. ex Kensington. To Southall at 6||5 a.m.
	—	8.45 a.m.	—	—	—	—	—	—	4	4 0	5||40 a.m. ex Kensington. Light to West Ealing at 9||15 a.m.
	—	6.56 p.m.	—	—	—	—	—	—	¾	0 45	8.30 a.m. ex Kensington. Light to Old Oak Common at 12||45 p.m.
											6.30 p.m. Southall, depart 7.45 p.m. to Kensington.
											Total hours per week .. 130 45
	Kensington (Olympia)	—	12.10 a.m.	1½	—	—	—	—	—	—	1 30
—		12.35 a.m.	—	2	2	2	2	2	—	10 0	Off 3.50 p.m. Whitland Milk. Light 2 33 a.m. to Wood Lane.
—		1.40 a.m.	7	7	7	7	7	7	—	42 0	After working 12.20 p.m. (12.35 p.m. Suns.) Penzance. Works 8.50 a.m. to Wood Lane.
—		3.15 a.m.	—	1	1	1	1	1	—	5 0	Off 2.0 am High Wycombe. Light to Acton at 4||35 a.m.
—		8. 0 a.m.	2½	2½	2½	2½	2½	2½	—	15 0	After working 7.50 a.m. West London. Shunts, then works 10.35 a.m. Kensington to West Ealing.
—		8.30 a.m.	5½	5½	5½	5½	5½	5½	—	31 30	Arrives working 8||15 a.m. Old Oak Common (8||25 a.m. Old Oak Common SO). Shunts until 1.45 p.m. then works 1.50 p.m. Kensington to Wood Lane.
—		2. 5 p.m.	6	6	6	6	6	—	—	30 0	From O.O.C. Shed at 1||45 p.m. Light to Old Oak Common at 8||10 p.m.
—		3.45 p.m.	—	—	—	—	—	3½	—	3 45	From Old Oak Common Shed. Shunts until 1.30 p.m. then light to Shed.
—		6.30 p.m.	1½	1½	1½	1½	1½	—	—	8 45	Arrives working 5.38 p.m. West Ealing. Shunts until working 8.20 p.m. Kensington to West Ealing.
—		7. 0 p.m.	—	—	—	—	—	1	—	1 0	Arrives working 6.0 p.m. West Ealing. Shunts until working 8.20 p.m. Kensington to Wood Lane.
—		1.45 a.m.	—	—	—	—	—	—	2	2 0	After working 12.20 p.m. Penzance (Sat.). Shunt until 3.40 a.m. then light to Wood Lane at 3||45 a.m.
—		2.15 a.m.	—	—	—	—	—	—	11½	11 15	Arrive working 12.55 am High Wycombe. Runs light at 7||15 a.m. to West London and back for enginemen's relief, also assists 1.40 p.m. Kensington, if required, before proceeding to Shed.
—		12.45 p.m.	—	—	—	—	—	—	¾	45	12||30 p.m. ex Old Oak Common. Shunts then works 1.40 p.m. Kensington to West Ealing.
—		4.15 p.m.	—	—	—	—	—	—	4½	4 30	3||57 p.m. ex Old Oak Common. Works 9.15 p.m. Kensington.
										Total hours per week .. 167 0	

DIVERTING TRAINS FROM THE MAIN TO THE RELIEF LINE, OR VICE VERSA

1. As far as practicable, every Train must run upon the Line on which it is booked, but whenever it is found necessary to transfer a Train booked via the Main Line to the Relief Lines or vice versa, the Signal Box at which the transfer is made must immediately advise the Box in advance by telephone. The message must be sent on from Box to Box, but only as far as to where it may be practicable to re-transfer the Train to its proper Line. Should the Signaller at the latter Box find he cannot re-transfer the Train to its proper Line, he must promptly pass on the message to the next Box from which it must be passed on to the next place where the Train can be re-transferred. One of the objects in sending this advice is to enable persons in charge of Stations in advance to direct passengers to the proper platforms, before the Train arrives; therefore, every dispatch must be used in transmitting the message from Box to Box.

2. The message sent by Telephone must be entered in the Train Register Book together with the time it is received.

3. In ordinary working, a Passenger Train must not be transferred from one Line to another except at the junctions set out below.

4. When a Freight Train has been transferred from one Line to another it is the duty of the Guard to change the side light at the first opportunity.

5. The Facing Point Junctions are as under:—

DOWN MAIN TO DOWN RELIEF

Subway Junction.
Ladbroke Grove.
Old Oak Common, West
Friars Junction.
West Ealing (Longfield)

Southall, East Junction.
Southall, West Junction.
West Drayton, East.
Dolphin Junction.
Slough, West.

Maidenhead, East.
Twyford, East.
Reading, Main Line East.
Reading, Main Line West.
Reading, West Junction.

Pangbourne.
Cholsey & Moulsoford.
Moreton Cutting.
Didcot, East Junction.

DOWN RELIEF TO DOWN MAIN

Subway Junction.
Ladbroke Grove.
Friars Junction.
Acton, West
Southall, West Station.

Dolphin Junction.
Slough, Middle.
Maidenhead, West.
Reading, Main Line East.

Reading, Main Line West.
Scours Lane.
Goring & Streatley.
Moreton Cutting.

Didcot, East Junction.
Didcot, West End.
Foxhall Junction.

UP MAIN TO UP RELIEF

Foxhall Junction.
Didcot, West End.
Didcot, East Junction.
Moreton Cutting.

Goring & Streatley.
Scours Lane.
Reading, Main Line West.
Reading, Main Line East.
Maidenhead, West.

Slough, West.
Dolphin Junction.
Southall, West Station.
West Ealing (Longfield)
Friars Junction.

Ladbroke Grove.
Portobello Junction.
Subway Junction.
Paddington (Arrival).
Northolt Junction West.

UP RELIEF TO UP MAIN

Didcot, East Junction.
Moreton Cutting.
Cholsey & Moulsoford.
Pangbourne.
Tilehurst

Reading, West Junction.
Reading, Main Line West.
Reading, Main Line East.
Twyford, East.
Maidenhead, East.
Taplow.

Slough, West
Dolphin Junction.
West Drayton, East.
Southall, West Junction.
Southall, East Junction.
Acton

Friars Junction.
Old Oak Common, West.
Ladbroke Grove.
Subway Junction.
Paddington (Arrival).
West Ruislip.

REFUGE SIDINGS AND LOOPS

Station	Refuge Sidings	Running Loops	Number of Wagons Siding or Loop holds*	Station	Refuge Sidings	Running Loops	Number of Wagons Siding or Loop holds*
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PADDINGTON, READING, OXFORD AND BANBURY

DOWN				UP			
Ladbroke Grove to } M	—	1	92	Aynho Jn. to Aynho	—	1	138
O.O. Com. East	M	1	28	Ardley	—	1	76
O.O. Common East	M	—	152	Bicester	—	1	76
to Friars Jn.	M	—	—	Brill	—	1	76
O.O. Common West	R	—	41	Princes Risborough	2	—	47
to Friars Jn.	R	—	—	Heyford	—	—	42
Acton	R	—	105	Kidlington	1	—	58
Acton to Ealing	R	—	71	Wolvercot n.	—	—	333
Broadway	—	—	—	Port Meadow	—	1	67
Southall	M	—	73	Oxford	—	1	65
West Drayton	M	—	42	Hinksey North to	—	1	229
West Drayton	R	—	44	Hinksey South	—	1	173
Langley	M	—	42	Hinksey South to	—	1	109
Langley	R	—	57	Kennington Jn.	—	—	—
Slough	R	—	64	Kennington Jn.	1	—	58
Slough	M	—	44	Sandford to Radley	—	1	250
Taplow	M	—	87	Appleford Crossing	—	—	—
Maidenhead	M	—	95	to Didcot North	—	1	157
Maidenhead	R	—	86	Junction	—	—	—
Waltham	M	—	48	Didcot North to	—	1	175
Waltham	R	—	42	East Jn.	—	—	—
Ruscombe	R	—	80	Didcot North to	Via Yard	1	179
Twyford	R	—	36	East End	—	—	—
Sonning	R	—	43	Steventon to Milton	—	1	274
Reading Spur (S.R.)	—	2	60	Milton	—	1	87
to Reading East	—	—	—	Milton to Foxhall	—	1	242
(W.R.)	—	—	—	Junction	—	—	—
Reading	R	—	464	Didcot East to Moreton	—	1	280
Reading West Jn.	M	—	50	Didcot (Moreton)	R	—	90
Tilehurst	M	—	44	Cholsey	R	—	68
Pangbourne	R	—	35	Pangbourne	R	—	53
Goring	M	—	58	Tilehurst	R	—	43
Goring	R	—	41	Scours Lane	—	1	457
Cholsey	M	—	57	Reading East (W.R.)	—	—	—
Cholsey	R	—	72	to Reading Spur	—	1	61
Foxhall Junction to	—	—	245	(S.R.)	—	—	—
Milton	—	—	—	Sonning	R	—	56
Milton to Stevenon	—	—	92	Twyford	R	—	47
Didcot East Junction	—	—	261	Ruscombe	R	—	79
to Didcot North	—	—	—	Waltham	R	—	43
Junction	—	—	152	Bourne End	—	—	32
Didcot North Jn.	—	—	—	Maidenhead	R	—	62
to Appleford	—	—	157	Taplow	R	—	50
Crossing	—	—	—	Farnham Road	R	—	95
Sandford to Kenning-	—	—	285	Dolphin Junction	R	—	233
ton Junction	—	—	—	Iver	R	—	414
Kennington Junction	—	—	66	Iver	R	—	61
Kennington Junction	—	—	87	Dawley	R	—	246
to Hinksey South	—	—	—	Hayes	R	—	204
Hinksey South to	—	—	135	Southall West Junction	M	—	86
Hinksey G.F.	—	—	—	Southall West Jn.	—	—	—
Hinksey G.F. to	—	—	135	to Southall West	—	1	149
Hinksey North	—	—	—	Station	—	—	—
Oxford	—	—	71	Southall East Junction	R	—	165
Oxford North Jn.	—	—	455	Park Royal	—	—	45
to Wolvercot Jn.	—	—	—	Park Royal to	—	1	76
Port Meadow	—	—	67	North Acton	—	—	—
Kidlington	—	—	67	Hanwell to West	R	3	189
Bletchington	—	—	60	Ealing	—	—	—
Heyford	—	—	60	Ealing Broadway to	R	—	86
Fritwell to Aynho	—	—	462	Acton	—	—	—
Bicester	—	—	76	Acton	R	—	106
Ardley	—	—	76	Friars Junction	R	—	45
				O.O. Common East	—	—	524
				to Subway Jn.	—	—	—

READING, NEWBURY AND BEDWYN

Theale	—	—	47	Hungerford	—	—	39
Ufton Crossing	—	1	290	Enborne Junction	—	1	97 Z
Bulls Lock	—	—	80	Newbury Race Course	—	—	80
Newbury	—	2	156	Thatcham West	—	—	111
Hungerford	—	1	80	Aldermaston	—	—	290
				Theale	—	—	100

WEST LONDON AND WEST LONDON EXTENSION LINES

Lillie Bridge	—	1	40	Viaduct Junction	—	1	60
				Lillie Bridge	—	—	130

M—Indicates Siding of Loop connected with Main Line.

R—Indicates Siding or Loop connected with Relief Line.

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

Z—97 wagons from Main Line, 80 wagons from Winchester Branch

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. in.		ft. in.		ft. in.
B	43 1	CCT	31 0½	Parcels Vans	31 11
B	51 1	CCT	32 1	Pasfruits C	25 5
B	51 7	CCT	33 11	Pasfruits D	31 11
BG	43 1	Giants	53 7	SCV	29 5
BG	60 0	Hymac WK	34 6	Siphons	31 0½
BG	60 1	Insixfish	34 5	Siphons C	32 1
BG	60 6½	Lowmacs WT	28 11	Siphons F	43 7
BG	63 4½	Lowmacs 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				

TRAINS STARTING FROM PADDINGTON PASSENGER STATION

Engines not to emit smoke under station roof.

When a train stands in a position which necessitates the train engine going under the station roof, the engine on arrival at the departure platform must stand at the platform Starting signal outside the roof and not back on to the coaches until five minutes before starting time.

Whilst standing on the train the enginemen must see that the emission of smoke is reduced to a minimum.

TRAINS WORKING TO PADDINGTON STATION SUBURBAN SECTION PLATFORMS 14, 15, 16

Will run via Suburban Line from Subway Junction, and must be signalled from starting point (or Slough or Greenford, if starting from station beyond) by special Bell Code 2-5-1.

PADDINGTON SUBURBAN STATION

LONDON TRANSPORT TRAINS VIA No. 14 PLATFORM LINE

The undermentioned Westbound electric trains to work via No. 14 Platform Line at Paddington Suburban in order to clean the rail surface to ensure good contact at facing point 169 in junction from Down City Line to No. 14 Platform Line:—

Train No.	From	To	Paddington (Sub.) depart
Weekdays:—			
154 SX	2.59 p.m. Whitechapel	Hammersmith	3.21 p.m.
155 SX	3. 6½ p.m. Whitechapel	Hammersmith	3.28½ p.m.
148 SO	9.48 p.m. Whitechapel	Hammersmith	10.10 p.m.
149 SO	9.58 p.m. Whitechapel	Hammersmith	10.20 p.m.
Sundays:—			
143	10.43 a.m. Whitechapel	Hammersmith	11. 5 a.m.
144	10.55 a.m. Whitechapel	Hammersmith	11.17 a.m.

LONDON TRANSPORT TRAINS VIA No. 15 PLATFORM LINE

The undermentioned Eastbound electric trains to work via No. 15 Platform Line at Paddington Suburban in order to clean the rail surface.

Train No.	From	To	Paddington (Sub.) depart
Weekdays:—			
150 SX	10.57 a.m. Hammersmith	Whitechapel	11. 8½ a.m.
151 SX	11. 5 a.m. Hammersmith	Whitechapel	11.16 a.m.
147 SO	7.39 p.m. Hammersmith	Whitechapel	7.50 p.m.
148 SO	7.49 p.m. Hammersmith	Whitechapel	8. 0 p.m.
Sundays:—			
142	2. 2 p.m. Hammersmith	Whitechapel	2.13 p.m.
143	2.14 p.m. Hammersmith	Whitechapel	2.25 p.m.

POINT-TO-POINT RUNNING TIMES FOR PLYMOUTH OCEAN SPECIALS

Via CASTLE CARY and FROME and WESTBURY AVOIDING LINES

NON-STOP.

'KING' CLASS ENGINES	Up to 260 tons		Over 260 tons to 360 tons		Over 360 tons to 400 tons		Over 400 tons to Standard Load	
'CASTLE' CLASS and BR STANDARD CLASS 7 (4-6-2) ENGINES	Up to 215 tons		Over 215 tons to 315 tons		Over 315 tons to 350 tons		Over 350 tons to Standard Load	
Telegraph Code →	PLYM. A.		PLYM. B.		PLYM. C.		PLYM. D.	
	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.
Plymouth Docks	—	0 00	—	0 00	—	0 00	—	0 00
Totnes		0 40		0 40		0 40		0 43
Newton Abbot		0 53		0 54	0 54 C	0 57	0 57 C	1 00
Exeter		1 17		1 18		1 22		1 25
Taunton		1 49		1 51		1 55		1 59
Castle Cary		2 14		2 17		2 21		2 26
Heywood Road Junction		2 35		2 38½		2 42½		2 48½
Bedwyn		3 3		3 7		3 11		3 18
Reading General		3 35 A		3 40 A		3 44 A		3 52 A
Paddington	4 17	B	4 22	B	4 26	B	4 36	B

CALLING EXETER

Telegraph Code →	PLYM. E.		PLYM. F.		PLYM. G.		PLYM. H.	
	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.
Plymouth Docks	—	0 00	—	0 00	—	0 00	—	0 00
Totnes		0 40		0 40		0 40		0 43
Newton Abbot		0 53		0 54		0 54 C		0 57
Exeter	1 18	1 21	1 19	1 22	1 23	1 26	1 26	1 29
Taunton		1 55		1 57		2 01		2 05
Castle Cary		2 20		2 23		2 27		2 32
Heywood Road Junction		2 41		2 44½		2 48½		2 54½
Bedwyn		3 9		3 13		3 17		3 24
Reading General		3 41 A		3 46 A		3 50 A		3 58 A
Paddington	4 23	B	4 28	B	4 32	B	4 42	B

A—Includes four minutes for R.O.S. Recovery Time Newbury to Reading General.

B—Includes four minutes for R.O.S. Recovery Time Southall to Paddington.

C—Stop at Newton Abbot to detach assisting engine.

In the event of a Special Train being run from Taunton to Paddington off a Plymouth/Bristol train, the point-to-point time shown above will apply, allowing an additional three minutes for the start from Taunton.

5.20 p.m. (Fish) MILFORD HAVEN to PADDINGTON

When this train is likely to be heavily delayed leaving Cardiff waiting for Irish traffic, it will be cancelled.

A special train will be started up from Cardiff to Paddington, leaving Cardiff, as soon as possible after the arrival of the Irish traffic, conveying this traffic and the usual vans of fish for Paddington.

Point-to-point running times for the special train will be as under:—

	arr.	dep.
Cardiff	—	00.00
Swindon	02.04	02.20
Didcot	02.54K	02.55
Reading	03.18	03.29
Paddington	04.29	—

K—As required, to set down Loco Staff.