TEMPLECOMBE JUNCTION, HIGHBRIDGE, BATH AND MANGOTSFIELD

UP					A	B	C									
		5.25 pm Bournemouth West S.R.	5.30 pm Bournemouth West S.R.	L E	7.25 pm Bournemouth West to Bristol (T.M.)	To Bristol (T.M.)	Perishables to Derby L.M.R.	6.50 pm Bournemouth West S.R.		8.5 pm Bailey Gate Milk	Milk	8†30 pm Bournemouth West E C S	L E	11†21 pm Templecombe Lower E C S		
		2296	2296	0123	1243	2295	P484	2296	2293		3205	3296	0123	3296		
		SX	SO		SO	SO	SX			Q SO	SO Q	SO	SO	SO		
		PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM		
TEMPLECOMBE JUNCTION arr	1	6 48	6 52	..	..	..	..	8 6	..	8 47	..	..	..	11†23	..	..
dep	2	6 51	6 55	.....	.....	.....	.....	8 9	.....	9 7	.....	.....	.....	11†25	.....	.....
Templecombe Upper arr	3	6 53	6 57	..	..	..	..	8 11	..	9 10	..	..	..	11†26	..	..
dep	4	.....	.....	7‖30	.....	.....	8 25	8 50	.....	.....	9 30	.....	10‖50	.....	.....	.....
TEMPLECOMBE JUNCTION arr	5	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
dep	6	.....	.....	7 31	8 30	.....	8 26	8 51	.....	.....	9 32	9 38	10 51	.....	.....	.....
Templecombe Lower ..	7	..	..	7‖40	..	..	..	..	..	..	..	..	10‖58	..	..	..
Wincanton .....arr	8	.....	.....	.....	8 36	.....	8 32	8 56	.....	.....	.....	.....	.....	.....	.....	.....
.. ..dep	9	..	..	..	8 37	..	8 35	8 57	..	..	..	..	..	..	..	..
Cole	10	.....	.....	.....	.....	.....	.....	9 7	.....	.....	.....	.....	.....	.....	.....	.....
Evercreech Jn. .. ..arr	11	..	..	..	8 47	..	8 47	9 13	..	..	9 50	10 0	..	..	..	..
.....dep	12	.....	.....	.....	8 52	.....	9 4	9 15	9 25	.....	10 2	10 5	.....	.....	.....	.....
Evercreech Jn. North Box	13	..	..	..	..	..	..	..	9 26	..	10 3	..	..	..	..	..
Pylle Halt	14	.....	.....	.....	.....	.....	.....	.....	D	.....	.....	Runs 4th July to 8th August (inclusive)	.....	.....	.....	.....
West Pennard	15	..	..	..	..	..	..	..	9 36	..	10 13		..	..	..	..
Glastonbury & Street arr	16	.....	.....	.....	.....	.....	.....	.....	9 45	.....	.....		.....	.....	.....	.....
.. ..dep	17	..	..	..	..	..	..	..	9 47	..	10 22		..	..	..	..
Ashcott	18	.....	.....	.....	.....	.....	.....	.....	R	.....	.....		.....	.....	.....	.....
Shapwick	19	..	..	..	..	..	..	..	R	..	10 31		..	..	..	..
Edington Burtle	20	.....	.....	.....	.....	.....	.....	.....	10 3	.....	10 36		.....	.....	.....	.....
Bason Bridge	21	..	..	..	..	..	..	..	D	..	..		..	..	..	..
HIGHBRIDGE for arr **B-on-S**	22	.....	.....	.....	.....	.....	.....	.....	10 12	.....	10 45		.....	.....	.....	.....
Evercreech New ..dep	23	..	..	..	..	..	..	9 21	..	..	..	..	..	..	..	..
Shepton Mallet, ...arr	24	.....	.....	.....	9 6	.....	.....	9 32	.....	.....	.....	.....	.....	.....	.....	.....
Charlton Road.. ..dep	25	..	..	..	9 7	..	..	9 33	..	..	..	..	..	..	..	..
Masbury Halt	26	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Binegar	27	..	..	..	9 19	..	9 28	9R45	..	..	..	10 33	..	..	..	..
Chilcompton	28	.....	.....	.....	.....	.....	.....	9 50	.....	.....	.....	.....	.....	.....	.....	.....
Midsomer Norton Sth. arr	29				9 27	..	..	9 53	..	..	..	..	..	..	..	..
.....dep	30	.....	.....	.....	9 28	.....	.....	9 54	.....	.....	.....	.....	.....	.....	.....	.....
Radstock North .. ..arr	31	..	..	..	9 33	..	..	9 59	..	..	..	..	..	..	..	..
.....dep	32	.....	.....	.....	9 34	.....	9 38	10 0	.....	.....	.....	10 41	.....	.....	.....	.....
Shoscombe & Single H. Halt	33	..	..	..	..	..	..	10 6	..	..	..	..	..	..	..	..
Wellow.....	34	.....	.....	.....	.....	.....	.....	D	.....	.....	.....	.....	.....	.....	.....	.....
Midford.. .. .. ..arr	35	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
.....dep	36	.....	.....	.....	9 44	.....	9 48	10R11	.....	.....	.....	10 50	.....	.....	.....	.....
Bath Jn.	37	..	..	..	9 51	..	9 56	10 19	..	..	..	10 57	..	..	..	..
BATH GREEN PARK arr	38	.....	.....	.....	9 53	.....	9 58	10 21	.....	.....	.....	11† 0	.....	.....	.....	.....
.. ..dep	39	..	..	..	9 58	10 8	10 15	..	..	..	..	..	..	..	..	..
Bitton	40	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Oldland Common	41	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Warmley	42	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mangotsfield North Jn. ..	43	..	..	..	..	..	10 33	..	..	..	..	..	..	..	..	..
MANGOTSFIELD ..arr	44	.....	.....	.....	10 16	10 26	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.. ..dep	45	..	..	..	10 18	10 28	..	..	..	..	..	..	..	..	..	..

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TEMPLECOMBE JUNCTION, HIGHBRIDGE, BATH AND MANGOTSFIELD

			B			A						B		A	A				
			To Bristol (T.M.)	E B V		9.45 am Bournemouth West to Bristol (T.M.)	L E	Milk	Milk	4.40 pm Bailey Gate Milk	L E	To Bristol (T.M.)	7.3 pm Bournemouth West S.R.	7.37 pm Bournemouth West to Bristol (T.M.)	8.10 pm Bournemouth West to Cheltenham				
			2295	3207		1242	0121	3207	3205		0123	2295	2296	1243	1504				
				Q						Q									
			am	am		am	PM	PM	PM	PM	PM	PM	PM	PM	PM				
1	..	..	..	..	..	..	..	..	..	5 36	..	..	..	..	..	..	..	..	..
2										5 44									
3	..	..	..	..	..	..	..	..	..	5 46	..	..	..	..	..	..	..	..	..
4									5 40		6‖30								
5	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
6						10 47			5 41		6 31		8 6	8 35	9 9				
7	..	..	..	..	..	..	..	..	..	..	6‖38	..	..	..	..	..	..	..	..
8						10 54							8 11						
9	..	..	..	..	..	10 55	..	..	..	..	..	..	8 12	..	..	..	..	..	..
10																			
11	..	..	..	..	..	11 5	..	..	..	..	..	..	8W22	8 51	9W25	..	..	..	..
12						11 10			5 56				8 27	8 56	9 30				
13	..	..	..	..	..	..	..	..	6N 5	..	..	..	..	..	..	..	..	..	..
14						Runs until 6th September (inclusive)	Runs on July and 26th August only						Runs until 6th September (inclusive)	Runs until 6th September (inclusive)	Runs 26th July and 30th August only				
15	..	..	..	..	..			..	6 16	..	..	..				..	..	..	..
16																			
17	..	..	..	..	..			..	6 25	..	..	..				..	..	..	..
18																			
19	..	..	..	..	..			..	6 34	..	..	..				..	..	..	..
20									6 39										
21	..	..	..	9 15	..	..	..	3 40	..	..	..	..	..	..	..	..	..	..	..
22				9 20				3 45	6 47										
23	..	..	..	..	..	..	..	..		..	..	..	..	..	..	..	..	..	..
24						11 24			N Arrive 5.57 pm				8 41						
25	..	..	..	..	..	11 25	12‖15	..		..	..	..	8 42	9 9	..	..	..	..	..
26																			
27	..	..	..	..	..	11 36	12 25	..		..	..	..	8 53	9 20	9 55	..	..	..	..
28																			
29	..	..	..	..	..	..	..	..	..	..	..	..	9 1	..	..	..	..	..	..
30													9 2						
31	..	..	..	..	..	..	..	..	..	..	..	..	9 6	..	..	..	..	..	..
32						11 44	12 35						9 7	9 28	10 3				
33	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
34																			
35	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
36						11 53	12 45						9 18	9 36	10 11				
37	..	..	..	..	..	12 0	12 52	..	..	..	..	..	9 25	9 43	10 18	..	..	..	..
38						12 2	12‖53						9 27	9 45	10 20				
39	..	..	7 55	..	..	12‡ 7	..	..	..	..	..	7 5	..	9 50	10 25	..	..	..	..
40																			
41	..	..	..	..	..		..	..	..	..	..	..	..	..	..	..	..	..	..
42						‡ 12.5 pm													
43	..	..	..	..	..		..	..	..	..	..	..	..	..	10 43	..	..	..	..
44			8 13									7 23		10 8					
45	..	..	8 17	..	..	12 24	..	..	..	..	..	7 26	..	10 9	..	..	..	..	..

CHELTENHAM SPA AND SWINDON TO ANDOVER JUNCTION

WEEKDAYS

DOWN

Mileage M	Mileage C		Ruling Gradient 1 in																								
								G		G		C		B	B		B	G		B		B		B			
								LE		LE		ECS		To Kingham				LE						To Kingham			
								0574		0574		3282		2892	2280		2282	0574		2282		2282		2892			
								SX		SX		SX			SX			SO									
								am		am		am		am	am		am	am		am		am		am			
		Cheltenham Spa (St. James') .. .. ..dep	..	..	..	..	..	..	..	..	..	..	..	6 30	..	..	..	..	..	..	..	..	..	9 5	..	..	..
	44	Cheltenham Spa (Malvern Road)	168 F																					9 8			
—	70	Lansdown Jn.	218 F	..	..	..	..	..	..	..	..	..	..	6 33	..	..	..	..	..	..	..	..	..	9 9	..	..	..
2	55	Cheltenham Leckhampton	90 R											6 38										9 14			
3	68	Charlton Kings Halt	75 R	..	..	..	..	..	..	..	..	..	..	6 43	..	..	..	..	..	..	..	..	..	9 19	..	..	..
7	47	Andoversford .....arr	62 R											6 50										9 26			
		.. ..dep	..	..	..	..	..	..	..	..	..	..	..	6 53	..	..	..	..	..	..	..	..	..	9 27	..	..	..
10	41	Withington Halt	81 F																								
14	4	Chedworth Halt	75 R	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
15	23	Foss Cross	75 F																								
21	35	**CIRENCESTER** .. ..arr	93 F	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
		(Watermoor) .....dep													6 34												
24	45	South Cerney	100 F	..	..	..	..	..	..	..	..	..	..	..	6 41	..	..	..	..	..	..	..	..	..	..	..	..
28	2	Cricklade	100 R												6 49												
		Swindon Jn.	..					5‖15	..	6‖10	..	..	..	..	..	..	7 5	7‖20	..	..	..	..	..	..	..	..	..
34	51	Rushey Platt	69 R					5 18		6 14					6 59		7ℓX13	7 24									
36	28	**SWINDON TOWN** ..arr	75 R					5‖23	..	6‖20	..	..	..	..	7 3	..	7 18	..	..	..	..	..	..	..	..	..	..
		.....dep										6†30					7 23	7‖28		8 9							
39	39	Chiseldon .. ..arr	75 R					..	..	To work 6†30 am Swindon Town to Chiseldon	..	6†38	..	..	..	..	7 31	..	..	8 17	..	..	..	..	..	..
		.....dep															7 33	To work 8.9 am Swindon Town to Chiseldon									
40	55	Chiseldon Camp Halt..	75 R					..	..		..	..	..	..	..	..	7 37		..	..	..	..	..	..	..	..	..
43	3	Ogbourne.....	100 R														7 43										
47	51	**MARLBOROUGH**.. ..arr	75 R					..	..		..	..	..	..	..	..	7 52		..	..	..	..	..	..	..	..	..
		.....dep															7 56					9 6					
52	43	Savernake (Low Level) ..arr	65 F						..	..	..	..	..	..	..	..	8 7		..	..	..	9 17	..	..	..	..	..
		.....dep															8 29										
53	25	Wolfhall Jn.	106 F						..	..	..	..	..	..	..	..	8 30½	..	..	..	..	..	..	..	..	..	..
52	48	Savernake (High Level)	100 FR																								
53	67	Grafton South Jn.	100 F						..	..	..	..	..	..	..	..	8 32½	..	..	..	..	..	..	..	..	..	..
54	54	Grafton and Burbage	109 R														8 35										
57	50	Collingbourne Kingston	110 F						..	..	..	..	..	..	..	..	8 41	..	..	..	..	..	..	..	..	..	..
58	74	Collingbourne	100 R														8 45										
61	31	**LUDGERSHALL** .. ..arr	100 FR					..	..	..	..	..	..	..	..	..	8 50	..	..	..	..	..	..	..	..	..	..
		.....dep															8 53										
65	21	Weyhill..	100 FR	..	..	..	..	..	..	..	..	..	..	..	..	..	9 1	..	..	..	..	..	..	..	..	..	..
67	29	Red Post Jn.....																									
68	55	**ANDOVER JUNCTION** arr	85 F					..	..	..	..	..	..	..	..	..	9 8	..	..	..	..	..	..	..	..	..	..

Double line between Cheltenham Spa and Andoversford Jn. Single line between Andoversford Jn. and Grafton South Jn. Double line between Grafton South Jn. and Red Post Jn. Single line between Red Post Jn. and Andover Jn.
Staff Stations: Andoversford Jn., Foss Cross, Cirencester, South Cerney, Cricklade, Rushey Platt, Swindon Town, Chiseldon, Ogbourne, Marlborough, Grafton South Jn., Red Post Jn. and Andover Jn. West. Also Single line, Marlborough and Savernake West. Worked by Electric Train Token Andoversford Jn. to Swindon Town 'A' (Double line Swindon Town 'A' and Swindon Town 'B'), Swindon Town to Grafton South Jn. Crossing Stations at each Staff Station. Moredon Electricity Works Siding and Savernake High Level Siding are operated by means of a Token Restoring Instrument. Auxiliary Electric Train Instruments are provided at Rushey Platt, Swindon Town 'B', Chiseldon, Ogbourne and on the Down and Up Platforms at Marlborough. Instructions for working shown on page 43 of General Appendix.

To work 5.45 am Swindon Town to Cirencester (Watermoor)

WEEKDAYS — **CHELTENHAM SPA AND SWINDON TO ANDOVER JUNCTION** — **SUNDAYS**

DOWN		B	B		B		B			B	B		B	B		B			B	B	B		B		B		
		To Kingham					To Southampton Terminus S.R.			To Kingham						Mixed			To Kingham	To Kingham							
		2892	2282		2282		2282			2892	2282		2282	2282		2282			2892	2892	2280		2282		2282		
			SO		SO		SX	SO			SO			SX							SX						
		PM	PM		PM		PM	PM		PM	PM		PM	PM		PM			PM	PM	PM		am		PM		
Cheltenham Spa (St. James') ..dep	..	12 15	..	..	..	..	1 52	1 48	..	2 45	..	..	..	..	..	..	..	..	5 50	7 15	..	..	..	..	..	..	..
Cheltenham Spa (Malvern Road)	.....	12 18	.....	.....	.....	.....	1 55	1 51	.....	2 48	.....	.....	.....	.....	.....	.....	.....	.....	5 53	7 18	.....	.....	.....	.....	.....	.....	.....
Lansdown Jn.	..	12 19	..	..	..	..	1 57	1 53	..	2 49	..	..	..	..	..	..	..	..	5 54	7 19	..	..	..	..	..	..	..
Cheltenham Leckhampton	.....	12 24	.....	.....	.....	.....	2 2	1 58	.....	2 54	.....	.....	.....	.....	.....	.....	.....	.....	5 59	7 24	.....	.....	.....	.....	.....	.....	.....
Charlton Kings Halt ..	..	12 29	..	..	..	..	..	..	..	2 59	..	..	..	..	..	..	..	..	6 4	7H29	..	..	..	..	..	..	..
Andoversford .....arr	.....	12 36	.....	.....	.....	.....	2 13	2 9	.....	3 6	.....	.....	.....	.....	.....	.....	.....	.....	6 11	7 36	.....	.....	.....	.....	.....	.....	.....
.. ..dep	..	12 37	..	..	..	..	2 15	2 11	..	3 8	..	..	..	..	..	..	..	..	6 13	7 37	..	..	..	..	..	..	..
Withington Halt	.....	.....	.....	.....	.....	.....	2 21	2 18	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chedworth Halt	..	..	..	..	..	..	2 30	2 28	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Foss Cross	.....	.....	.....	.....	.....	.....	2 34	2 32	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
CIRENCESTER ..arr	..	..	..	..	..	..	2 44	2 43	..	..	..	..	..	..	..	..	..	..	..	..	..	..	Also Conveys Milk	..	Also Conveys Milk	..	..
(Watermoor) ....dep	.....	.....	.....	.....	.....	.....	2 46	2 46	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	7 10	.....	.....	.....	.....	.....	.....
South Cerney	..	..	..	..	..	..	2 53	2 53	..	..	..	..	..	..	..	..	..	..	..	..	7 17	..	.....	..	.....	..	..
Cricklade	.....	.....	.....	.....	.....	.....	3 1	3 1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	7 24	.....	.....	.....	.....	.....	.....
Swindon Jn.	..	..	..	..	1 5	..	..	..	..	..	..	..	..	5 55	..	..	..	..	..	..	..	..	9 35	..	5 45	..	..
Rushey Platt	.....	.....	.....	.....	1 9	.....	3 11	3 11	.....	.....	.....	.....	.....	5 59	.....	.....	.....	.....	.....	.....	7 34	.....	9 39	.....	5 49	.....	.....
SWINDON TOWN arr	..	..	..	..	1 13	..	3 15	3 15	..	..	..	..	..	6 3	..	..	..	..	..	Guard to extinguish lights	7 38	..	9 43	..	5 53	..	..
.....dep	.....	.....	.....	.....	1 16	.....	3 20	3 20	.....	.....	.....	.....	4 52	6 7	.....	.....	.....	.....	.....	.....	.....	.....	9 50	.....	5 56	.....	.....
Chiseldon .. .. ..arr	..	..	..	..	..	..	..	..	..	..	..	..	..	6 15	..	..	..	..	..	.....	..	..	9 57	..	6 3	..	..
.....dep	.....	.....	.....	.....	1 25	.....	3 28	3 28	.....	.....	.....	.....	5 1	.....	.....	.....	.....	.....	.....	.....	.....	.....	9 58	.....	6 4	.....	.....
Chiseldon Camp Halt ..	..	..	..	..	1 29	..	3 31	3 31	..	..	..	..	5 4	..	..	..	..	..	..	.....	..	..	..	..	..	..	..
Ogbourne	.....	.....	.....	.....	1240	.....	3 37	3 37	.....	.....	.....	.....	5 10	.....	.....	.....	.....	.....	.....	.....	.....	.....	10 7	.....	.....	.....	.....
MARLBOROUGH arr	..	..	..	..	1 49	..	3X46	3X46	..	..	..	..	5 19	..	..	..	..	..	..	..	..	..	10 16	..	6 22	..	..
.....dep	.....	.....	12 20	.....	.....	.....	3 48	3 51	.....	.....	4 3	.....	5 20	.....	.....	6 10	.....	.....	.....	Z	.....	.....	10 18	.....	6 23	.....	.....
Savernake (Low Level) arr	..	..	12 31	..	Z Ogbourne arrive 1X34	..	3 59	4 2	..	..	4 14	..	5 31	..	..	6 32	..	..	..	..	..	..	10 29	..	6 34	..	..
.....dep	.....	.....	.....	.....	.....	.....	4 1	4 4	.....	.....	.....	.....	5 32	.....	.....	P	.....	.....	.....	.....	.....	.....	10 31	.....	6 35	.....	.....
Wolfhall Jn.	..	..	..	..	.....	..	4 2½	4 5½	..	..	..	..	5 33½	..	..	.....	..	..	..	..	..	..	10 32½	..	6 36½	..	..
Savernake (High Level)	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Grafton South Jn.	..	..	..	..	.....	..	4 4½	4 7½	..	..	..	..	5 35½	..	..	P Gradient Board 6.23–6.27 pm	..	..	..	..	..	..	10 34½	..	6 38½	..	..
Grafton and Burbage	.....	.....	.....	.....	.....	.....	4 8	4 11	.....	.....	.....	.....	5 39	.....	.....	.....	.....	.....	.....	.....	.....	.....	10 38	.....	6 42	.....	.....
Collingbourne Kingston ..	..	..	..	..	..	..	4 13	4 16	..	..	..	..	5 44	..	..	.....	..	..	..	..	..	..	10 42	..	6 46	..	..
Collingbourne	.....	.....	.....	.....	.....	.....	4 16	4 19	.....	.....	.....	.....	5 48	.....	.....	.....	.....	.....	.....	.....	.....	.....	10 46	.....	6 50	.....	.....
LUDGERSHALL ..arr	..	..	..	..	..	..	4 21	4 24	..	..	..	..	5 53	..	..	.....	..	..	..	..	..	..	10 51	..	6 55	..	..
.....dep	.....	.....	.....	.....	.....	.....	4 23	4 26	.....	.....	.....	.....	5 54	.....	.....	.....	.....	.....	.....	.....	.....	.....	10 53	.....	6 56	.....	.....
Weyhill..	..	..	..	..	..	..	4 31	4 34	..	..	..	..	6 2	..	..	.....	..	..	..	..	..	..	11 1	..	7 4	..	..
Red Post Jn.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
ANDOVER JN. ..arr	..	..	..	..	..	..	4 38	4 41	..	..	..	..	6 9	..	..	..	..	..	..	..	..	..	11 8	..	7 12	..	..

ANDOVER JUNCTION AND SWINDON TO CHELTENHAM SPA — WEEKDAYS

A Andover Jn. to Red Post Jn. 1m. 26ch. Red Post Jn. S.B. to 0.0m.p. 14ch.
B Lansdown Jn. to Malvern Road 26 chains
C Malvern Road to St. James' 44 chains

Mile Post Mileage from Paddington via Banbury M	C	Mile Post Mileage from Red Post Jn. M	C	UP	Ruling Gradient 1 in																						
						B	B		G		B	B		B	B		B		B	B		B	B				
									L E			7.50 am Kingham										10.37 am Kingham	10.45 am Kingham				
						2580	2265		0116		2282	2592		2282	2578		2265		2282	2265		2592	2592				
						SX	SX										SX		SO	SO		SX	SO				
						am	am		am		am	am		am	am		am		am	am		PM	PM				
	A			**ANDOVER JUNCTION** ..dep	..	..	..	..	..	..	..	..	..	7 0	7 50	..	..	..	..	..	..	..	..	..	..	..	..
	A			Red Post Jn.																							
		1	74	Weyhill	85 R	..	..	..	..	..	..	..	..	7R 8	7 58	..	..	..	..	..	..	..	..	..	..	..	..
		5	64	**LUDGERSHALL** ..arr	100RF									7 15	8 5												
				..dep	..	..	..	..	..	..	..	..	..	7 22	8 8	..	..	..	..	..	..	..	..	..	..	..	..
		8	21	Collingbourne	100 RF									7c29	8e16												
		9	45	Collingbourne Kingston	100 F	..	..	..	..	..	..	..	..	7 32	8 19	..	..	..	..	..	..	..	..	..	..	..	..
		12	41	Grafton and Burbage	110 R									7c40	8 28												
		13	28	Grafton South Jn.	109 F	..	..	..	..	..	..	..	..	7 42	8 30	..	..	..	..	..	..	..	..	..	..	..	..
		14	47	Savernake (High Level)	100 R																						
		13	70	Wolfhall Jn.	..	..	..	..	..	..	..	..	..	7 44	8 32	..	..	..	..	..	..	..	..	..	..	..	..
		14	52	Savernake (Low Level) ..arr	106 R									7X46	8 34												
				..dep	..	..	..	..	..	..	..	..	..	8 20	8 37	..	..	..	10 40	..	..	..	..	..	..	..	..
		19	44	**MARLBOROUGH** ..arr	65 R									8 35	8X47				10 50								
				..dep	..	..	..	..	..	..	..	..			8 49	..	..	..	..	..	..	..	..	..	..	..	..
		24	12	Ogbourne	75 F										8 59												
		26	40	Chiseldon Camp Halt	100 F	..	..	..	..	..	..	..	..	Runs as a Mixed Train Savernake (L.L.) to Marlborough	9 4	..	..	..	..	..	..	..	..	..	..	..	..
		27	56	Chiseldon ..arr	75 F										9 7												
				..dep	..	..	6 57	..	..	..	8 25	..	..		9 8	..	..	..	..	..	..	..	..	..	..	..	..
		30	67	**SWINDON TOWN** ..arr	75 F		7 5				8 33				9 15												
				..dep	..	5 45	7 8	..	7‖25	..	..	..	..		9 25	..	9 36	..	..	10 12	..	..	..	..	..	..	..
		32	44	Rushey Platt	75 F	5 48	7 11		7 29						9 28		9R40			10R16							
				Swindon Jn. ..arr	..	..	7 15	..	7‖33	..	..	..	..	..	..	..	9 45	..	..	10 21	..	..	..	..	..	..	..
		39	13	Cricklade	69 F	6 1									9c40												
		42	50	South Cerney	100 F	6 8	..	..	..	..	..	..	..	..	9 47	..	..	..	..	..	..	..	..	..	..	..	..
		45	60	**CIRENCESTER (Watermoor)** arr	100 R	6 15									9 54												
				..dep	..	..	..	..	..	..	..	..	..		9 57	..	..	..	..	..	..	..	..	..	..	..	..
		51	72	Foss Cross	93 R										10X 9												
		53	11	Chedworth Halt	75 R	..	..	..	..	..	..	..	..	..	10 14	..	..	..	..	..	..	..	..	..	..	..	..
		56	54	Withington Halt	75 F										10 21												
101	16	59	48	Andoversford ..arr	81 R	..	..	..	..	..	..	8 28	..	..	10 26	..	..	..	..	..	..	11 13	11 18	..	..	..	..
				..dep								8 31			10 28							11 15	11 20				
104	75			Charlton Kings Halt	62 F	..	..	..	..	..	..	8 38	..	..	10 35	..	..	..	..	..	..	11 22	11 27	..	..	..	..
106	8			Cheltenham Leckhampton	75 F							8 41			10 40							11 25	11 30				
107	73			Lansdown Jn.	90 F	..	..	..	..	..	..	8 45	..	..	10 48	..	..	..	..	..	..	11 29	11 34	..	..	..	..
	B			Cheltenham Spa (Malvern Rd.) dep	218 R							8 47			10 50							11 31	11 37				
	C			Cheltenham Spa (St. James') arr	168 R	..	..	..	..	..	..	8 49	..	..	10 52	..	..	..	..	..	..	11 33	11 39	..	..	..	..

WEEKDAYS — ANDOVER JUNCTION AND SWINDON TO CHELTENHAM SPA — SUNDAYS

UP

	B		B	B	B		B	B	B	B		B		B				B		B	B				B		B
			1.40 pm Kingham	1.40 pm Kingham						5.25 pm Kingham										7.30 pm Kingham	9.5 pm Kingham						
	2282		2592	2592	2265		2282	2282	2282	2592		2580		2282				2265§		2592	2592				2265		2265
	SO		SX	SO	SO		SX	SO				SX		SX													
	PM		PM	PM	PM		PM	PM	PM	PM		PM		PM				PM		PM	PM				PM		PM
ANDOVER JN. ..dep	..	..	..	..	..	..	2 50	2 50	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	12 38	..	8 35
Red Post Jn.																											
Weyhill	..	..	..	..	..	..	2 58	2 58	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	12 45	..	8 42
LUDGERSHALL....arr							3 5	3 5																	12 52		8 49
..dep	..	..	..	..	..	..	3 8	3 8	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	12 54	..	8 51
Collingbourne							3 14	3 14																	1 0		8 57
Collingbourne Kingston	..	..	..	..	..	..	3 17	3 17	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1 3	..	9 0
Grafton and Burbage							3 24	3 24																	1 9		9 6
Grafton South Jn.	..	..	..	..	..	..	3 26	3 26	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1 11	..	9 8
Savernake (High Level)																											
Wolfhall Jn.	..	..	..	..	..	..	3 28	3 28	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1 13	..	9 10
Savernake (Low Level) arr							3 30	3 30																	1 15		9 12
..dep	12 55	..	..	..	..	..	3 32	3 37	5 33	..	..	..	..	..	..	..	..	7 52	..	..		..	..	..	1 17	..	9 14
MARLBOROUGH arr	1 5						3X42	3X47	5 43									8 2							1 27		9 24
..dep	..	..	..	..	1 27	..	3 49	3 54	..	..	..	..	..	..	..	..	..	8 5	..	..		..	..	..	1 30	..	9 26
Ogbourne					1N42		3 58	4 3										8c16							1 40		
Chiseldon Camp Halt	..	..	..	..	1 47	..	4 3	4 8	..	..	..	..	..	..	..	..	..	8 21	..	..		..	..	..	..	..	..
Chiseldon .....arr					1 50		4 6	4 11										8 24							1 48		9 44
..dep	..	..	..	..	1 52	..	4 7	4 12	..	..	..	..	..	6 23	..	..	..	8 27	..	..		..	..	..	1 51	..	9 45
SWINDON TOWN arr					2 0		4 15	4 20						6 30				8X35							1 58		9 52
..dep	..	..	..	..	2 5	..	..	..	..	..	..	6 7	..	..	..	..	..	8 42	..	..		..	..	..	2 2	..	9 54
Rushey Platt					2 9							6 10						8 47							2 6		9 57
Swindon Jn. ..arr	..	..	..	..	2 14	..	..	..	..	..	..	..	..	..	..	..	..	8 53	..	..		..	..	..	2 10	..	10 1
Cricklade												6 21															
South Cerney	..	..	..	..		..	..	..	..	..	..	6X28	..	..	..	..	..	..	..			..	..	..	..	..	..
CIRENCESTER ....arr												6 35															
(Watermoor) dep	..	..	..	..		..	..	..	..	..	..	..	..	..	..	..	..	..	..			..	..	..	..	..	..
Foss Cross																											
Chedworth Halt	..	..	..	..		..	..	..	..	..	..	..	..	..	..	..	..	..	..			..	..	..	..	..	..
Withington Halt																											
Andoversford ..arr	..	..	2 13	2 14	..	..	..	..	..	5 59	..	..	..	..	..	..	..		..	8 13	9 41	..	..	..	..	..	..
....dep			2 15	2 17						6 1										8 14	9 42						
Charlton Kings Halt	..	..	2 22	2 24	..	..	..	..	..	6 8	..	..	..	..	..	..	..		..	8D21	H9c50	..	..	..	..	..	..
Cheltenham Leckhampton			2 25	2 27						6 11										8N24	H9e55						
Lansdown Jn.	..	..	2 29	2 31	..	..	..	..	..	6 15	..	..	..	..	..	..	..		..	8 28	9 59	..	..	..	..	..	..
Cheltenham Spa (Malvern Road)....dep			2 31	2 33						6 18										8 30	10 1						
Cheltenham Spa (St. James') ..arr	..	..	2 33	2 35	..	..	..	..	..	6 20	..	..	..	..	..	..	..		..	8 32	10 3	..	..	..	..	..	..

Z Ogbourne arrive 1X36 pm

N Treated as a Halt

H Treated as a Halt. Guard to extinguish lights

On Saturdays, Kingham depart 9.7 pm and run 1 minute later to Charlton Kings Halt, arrive 9.49 pm

§ Runs as a parcels train between Swindon Town and Swindon Jn. (No. 3219) SX

Also Conveys Milk Empties

BRISTOL (T.M.) CLIFTON DOWN AND AVONMOUTH DOCK TO PILNING JN. AND FILTON JN. WEEKDAYS

DOWN

From Paddington via Box Mileage M	From Paddington via Box Mileage C	From Temple Meads Mileage M	From Temple Meads Mileage C	Station	
118	28	0	0	**BRISTOL (T.M.)** .. ..dep	DOWN TRAINS
			43	Dr. Day's Bridge Sidings	
117	71		53	Dr. Day's Bridge Jn.	
118	22	1	4	Lawrence Hill .....arr	
				.. ..dep	
118	68	1	50	**STAPLETON ROAD** ....arr	
				.. ..dep	
120	0	2	62	Montpelier	
120	42	3	24	Redland	
121	10	3	72	**CLIFTON DOWN** .....arr	
				.. ..dep	
123	18	6	0	Sea Mills	
124	67	7	49	Shirehampton	
126	19	9	1	**AVONMOUTH DOCK (PASSENGER)** ..arr	
				.. ..dep	
126	47	9	29	St. Andrew's Jn.	
		9	76	St. Andrew's Road .. .. ..arr	
				.....dep	
		10	74	Hallen Marsh Jn.	
		13	43	**SEVERN BEACH** .....arr	UP TRAINS
				.. ..dep	
		14	44	New Passage Halt	
		14	79	Cross Hands Halt	
		15	72	Pilning (Low Level) .....arr	
				.. ..dep	
		16	27	Pilning Jn.	
		11	33	Chittening .. ..arr	
				.....dep	
		14	5	Henbury .. ..arr	
				.....dep	
		16	25	North Filton Platform	
		16	38	Filton West Jn.	
		17	15	Filton Jn. Station .. .. ..arr	
				.....dep	

	C	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	A	B	B	B	C
Ruling Gradient 1 in	Parcels	Diesel	Diesel	Diesel	To Westbury	Diesel to Bristol (T.M.)	Diesel	6.0 am Weston-s-Mare Diesel	Diesel to Weston-s-Mare	6.50 am Parson Street Diesel	Diesel	Diesel	Diesel to Bristol (T.M.)	Diesel	Diesel	Diesel	Diesel to Weston-s-Mare L.R.	Diesel	Diesel to Bristol (T.M.) Lawrence Hill SO SX	Diesel to Lawrence Hill	E C S
	3238	2252V	2254	2251	2284§	2258	2254	2251	2274	2255	2251	2251	2258	2255	2254	2255	2224	2251	2258	2261	3251
	Q														SO	SX	SX			SO	SX
	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am
..	4 55	5 10	5 40	6 0	..	..	..	6 45	..	7 0	7 8	7 42	..	8 0	8 37	8 37	..	9 5	..	..	..
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	9†50
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
200 R	.....	.....	.....	6 4½	.....	.....	.....	.....	.....	.....	7 12½	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
..	..	5 15	5 45	6 8	..	..	..	6 50	..	7 5	7 16	7 47	..	8 5	8 42	8 42	..	9 10	..	..	..
132 F	.....	.....	5 47	6 10	.....	.....	.....	6 52	.....	.....	7 18	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
..	5 2	5 17½	5 48	6 15	..	..	..	6 52½	..	7 7½	7 18½	7 49½	..	8 7½	8 44½	8 44½	..	9 12½	..	..	9 57
73 R	.....	5 22	5 53	6 19½	.....	.....	.....	6 57	.....	7 12	7 23	7 54	.....	8 12	8 49	8 49	.....	9 17	.....	.....	.....
76 R	..	..	..	6 22	..	..	..	6 59	..	7 14	7 25	7 56	..	8 14	8 51	8 51	..	9 19	..	..	..
76 R	.....	5 26	5 56	6 24	.....	.....	.....	7 1	.....	.....	.....	.....	.....	8 16	.....	.....	.....	.....	.....	.....	.....
..	5 10	5 26½	5 58	6 31	§ Filton West Sidings depart 6†40 am MX North Filton Platform arrive 6†45 am No. 3256	..	..	7 2	..	7 16½	7 27½	7 58½	..	8 16½	8 53½	8 53½	..	9 21½	..	..	10 7
64 F	.....	.....	.....	6 36		.....	.....	7 6½	.....	7 21	7 32	8 3	.....	8 21	8 58	8 58	.....	9 26	.....	.....	.....
100 R	..	5 33½	6 7	6 42		..	..	7 11½	..	7 26	7 37	8 8	..	8 26	9 3	9 3	..	9 31	..	..	..
100 F	5 22	5 37	6 10½	6 46		.....	.....	7 15	.....	7 29½	7 41	8 11½	.....	8 29½	9 6½	9 6½	.....	9 34½	.....	.....	10†23
..	..	5 38	6 13	..		6 50	7 5	..	7 20	7 32	..	..	8 14	8 32	9 9	9 9	..	..	9 40	..	..
L	.....	5 39½	6 14½	.....		6 51½	7 6½	.....	7 21½	7 33½	.....	.....	8 15½	8 33½	9 10½	9 10½	.....	..	9 41½	.....	.....
L	..	5 41	6 16	..		6 53	..	..	7 23	7 35	..	..	..	..	..	..	..	.....	..	..	..
.....	.....	V	6 17	.....		6 54	7 8½	.....	7 24	7 38	.....	.....	8 17½	8 35½	9 12½	9 12½	.....	.....	9 43½	.....	.....
L	..	V To run from St. Andrew's Road Up Platform, depart 5†44 am, Avonmouth Town Goods Yard, arrive 5†46 a.m. No. 3252	6 18½	..		6 55	7 9½	..	7 25½	7X40	..	..	8 19½	8 37	9 14	9 14	..	..	9 45	..	..
200 F	.....		6 24½	.....		.....	7 16	.....	.....	7 45½	.....	.....	.....	8 43	9 20	9 20	.....	.....	.....	.....	To work 10.28 am to Weston-s-Mare
..	..		..	..	..	..	..	..	..	7 47	..	..	..	8 44	..	9 22	..	..	..	9 58	
L	.....		.....	.....	.....	.....	.....	.....	.....	7 50	.....	.....	.....	.....	.....	9 25	.....	.....	.....	10 1	
L	..		..	..	..	..	..	..	..	7 52½	..	..	..	..	..	9 27½	..	..	..	10 3½	
L	.....		.....	.....	.....	.....	.....	.....	.....	7 54	.....	.....	.....	8 49	.....	9 29	.....	.....	.....	.....	
..	..		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	10 6½	
108 R	.....		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	10 7½	
100 R	..		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
.....	.....		.....	.....	.....	6 58½	.....	.....	7 28½	.....	.....	.....	8 22	.....	.....	.....	.....	.....	.....	.....	.....
100 R	..		..	..	..	..	..	..	7 34	..	..	..	..	..	..	..	..	..	..	..	..
.....	.....		.....	.....	.....	7 4	.....	.....	7 40	.....	.....	.....	8 27	.....	.....	.....	9 15	.....	9 52	.....	.....
100 R	..		..	..	6 58	7 9½	..	..	7 45½	..	..	..	8 32	..	..	..	9e24	..	9 58	..	..
210 F	.....		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	9 25	.....	.....	.....	.....
112 R	..	..	..	..	7 1	..	..	..	..	..	..	..	..	..	..	..	9 29	..	..	..	..
.....	.....	.....	.....	.....	7 2	7 13	.....	.....	7 49½	.....	.....	.....	8 35½	.....	.....	.....	9 31	.....	10 1½	.....	.....

BRISTOL (T.M.) CLIFTON DOWN AND AVONMOUTH DOCK TO PILNING JN. AND FILTON JN. WEEKDAYS

DOWN

	B	B	B	B	B	B	B	C	B	B	B	B	B	B	B	B	B	B	B	B	A	B	B	B	B	B	B
	To Weston-s-Mare	Diesel	Diesel to Bristol (T.M.)	Diesel	10.10 am Weston-s-Mare Diesel	Diesel	Diesel	E C S	To Bristol (T.M.)	Diesel	Diesel to Weston-s-Mare		Diesel	Diesel	To Lawrence Hill	Diesel to Bristol (T.M.)			1.35 pm Weston-s-Mare Diesel	Diesel	To Weston-s-Mare	Diesel	To Parson Street	Diesel	Diesel		To Lawrence Hill
	2274	2254	2261	2254§	2254	2254	2254§	3251	2258	2254	2274	2254	2254	2251	2261	2261	2254§	2254	2254	2254	2224	2254	2274	2254§	2254	2251§	2261
	SX		SX	SO	SX	SX	SO	SO	SO		SX	SO		SX	SO	SX	SO	SX	SX		SO	SX	FO	SO	SX	SX	
	am	am	am	am	am	am	am	am	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
BRISTOL (T.M.) ..dep	..	10 5	..	..	11 5	11 30	..	..	..	12 5	..	12 35	1 0	1 40	..	..	..	2 5	2 30	3 5	Runs until 29th August (inclusive)	3 25	..	..	4 5	..	..
Dr. Day's Bridge Sidings ..	.....	.....	.....	10†55	.....	.....	11†25	11†40	.....	.....	.....	.....	.....	.....	.....	.....	1†55	.....	.....	.....		.....	.....	4† 3	.....	4†15	.....
Dr. Day's Bridge Jn.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..		..	..	..	..	..	..
Lawrence Hill .....arr	.....	.....	.....	11† 0	.....	.....	11†30	.....	.....	.....	.....	12 38	.....	.....	.....	.....	2† 0	2 8	.....	.....		.....	.....	4† 7	.....	4†18	.....
.. ..dep	..	10 10	..	11 5	11 10	11 35	11 35	..	..	12 10	..	12 40	1 5	1 45	..	..	2 4	2 9	2 35	3 10		3 30	..	4 10	4 10	4 22	..
STAPLETON ROAD arr	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	12 42	.....	.....	.....	.....	2 6	2 11	.....	.....		.....	.....	.....	.....	4 24	.....
.. ..dep	..	10 12½	..	11 7½	11 12½	11 37½	11 37½	11 45	..	12 12½	..	12 43	1 7½	1 47½	..	..	2 7	2 12	2 37½	3 12½	..	3 32½	..	4 12½	4 12½	4 25	..
Montpelier	.....	10 17	.....	11 12	11 17	11 42	11 42	.....	.....	12 17	.....	12 47	1 12	1 52	.....	.....	2 11	2 16	2 42	3 17	.....	3 37	.....	4 17	4 17	4 29	.....
Redland	..	10 19	..	11 14	11 19	11 44	11 44	..	..	12 19	..	12 49	1 14	1 54	..	..	2 13	2 18	2 44	3 19	..	3 39	..	4 19	4 19	4 31	..
CLIFTON DOWN arr	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	12 51	.....	1 56	.....	.....	2 15	2 20	2 46	.....		.....	.....	.....	.....	4 33	.....
.. ..dep	..	10 21½	..	11 16½	11 21½	11 46½	11 46½	11 55	..	12 21½	..	12 52	1 16½	..	..	..	2 16	2 21	2 48	3 21½	..	3 41½	..	4 21½	4 21½	4 34	..
Sea Mills	.....	10 26	.....	11 21	11 26	11 51	11 51	.....	.....	12 26	.....	12 56	1 21	.....	.....	.....	2 20	2 25	2 52	3 26	.....	3 46	.....	4 26	4 26	4 38	.....
Shirehampton	..	10 31	..	11 26	11 31	11 56	11 56	..	..	12 31	..	1 1	1 26	..	..	..	2 25	2 30	2 58	3 31	..	3 51	..	4 31	4 31	4 43	..
AVONM'TH DOCK arr **(PASSENGER)**	.....	10 34½	.....	11 29½	11 34½	11 59½	11 59½	12†15	.....	12 34½	.....	1 6	1 29½	.....	.....	.....	2 30	2 35	3 2	3 34½	.....	3 54½	.....	4 34½	4 34½	4 48	.....
.. ..dep	10 28	10 37	..	11 32	11 37	12 2	12 10	To work 12.22 pm Avonmouth Dock to Bristol (T.M.)	12 22	12 37	..	1 8	1 32	..	..	..	2 32	2 37	3 4	3 37	Filton West depart Filton North 3†45 pm, arrive 3†50 pm, No. 3256	3 57	Not Advertised	4 37	4 40	..	..
St. Andrew's Jn.	10 29½	10 38½	.....	11 33½	11 38½	.....	12 11½		12 23½	12 38½	.....	1 9½	1 33½	.....	.....	.....	2 33½	2 38½	3 5½	3 38½		3 58½		4 38½	4 41½	.....	.....
St. Andrew's Road ..arr	10 31	..	..	..	..	..	..		12 25	..	..	1 10½	..	..	..	..	2 35	2 40	..	..		4 0		..	..	..	..
.....dep	10 33	10 40½	.....	11 35½	11 40½	12 5½	12 13½		12 26	12 40½	.....	1 11	1 35½	.....	.....	.....	2 36	2 41	3 7½	3 40½		4 3		4 40½	4 43½	.....	.....
Hallen Marsh Jn.	10 34½	10 42	..	11 37	11 42	..	12 15		12 28	12 42	..	1 13½	1 37	..	..	..	2 39	2 44	3 9	3 42		4 6		4 42	4 45	..	..
SEVERN BEACH arr	.....	10 48	.....	11 43	11 48	12 13	12 21		.....	12 48	.....	1 20	1 43	.....	.....	.....	2 44	2 49	3 15	3 48		4 10½		4 48	4 51	.....	.....
.. ..dep	..	..	11 35	..	..	..	..		..	..	..	..	..	..	2 15	2 30	..	..	..	..		..		..	..	..	5 20
New Passage Halt	.....	.....	11 38	.....	.....	.....	.....		.....	.....	.....	.....	.....	.....	2 18	2 33	.....	.....	.....	.....		.....		.....	.....	.....	5 23
Cross Hands Halt ..	..	..	11 40½		..	..			..	..	..	..	..	..	2 20	2 35½		..	..	..		..			..		5 26
Pilning (Low Level) arr	.....	.....	11 42		.....	.....			.....	.....	.....	.....	.....	.....	2 25	2 37		.....	.....	.....		.....			.....		5 30
.. ..dep	..	..	11 43½		..	..			..	..	..	..	..	..	2 31	2 39		..	..	..		..			..		5 32
Pilning Jn.	.....	.....	11 44½		.....	.....			.....	.....	.....	.....	.....	.....	2 32	2 40		.....	.....	.....		.....			.....		5 33
Chittening .. .. ..arr	..	..	..		..	..			..	..	..	..	..	..	..	..		..	..	..		..	Z See detached from Day's Dr. 3†45 pm due North Sidings Filton 4†5 pm		..		..
.....dep	.....	.....	.....		.....	.....			.....	12 31	.....	.....	.....	.....	.....	.....		.....	.....	.....		.....			.....		.....
Henbury .. .. ..arr	10 42	..	..		..	..			..	12 36	..	..	..	..	..	..		..	..	..		..			..		..
.....dep	10 55	.....	.....		.....	.....			.....	12 39	.....	1 0	.....	.....	.....	.....		.....	.....	.....		.....			.....		.....
North Filton Platform ..	11 1	..	..		..	..			..	12 44	..	1 6	..	..	..	..		..	..	..	4 0	..	4N45		..		..
Filton West Jn.	11 2½	.....	.....		.....	.....			.....	12 44½	.....	1 7	.....	.....	.....	.....		.....	.....	.....	4 0½	.....	4 45½		.....		.....
Filton Jn. Station ..arr	11 5	..	..	..	..	..	..	..	12 46	..	1 10	..	..	..	..	..	..	..	..	..	4 3	..	..	..	..	..	..
.....dep	11 7	.....	.....		.....	.....			12 47	.....	1 12	.....	.....	.....	.....	.....		.....	.....	.....	4 4	.....	4 47		.....		.....

§ No. 3272 to Lawrence Hill

§ No. 3272 to Lawrence Hill

§ No. 3272 to Lawrence Hill

§ No. 3272 to Lawrence Hill

§ No. 3272 to Lawrence Hill

BRISTOL (T.M.) CLIFTON DOWN AND AVONMOUTH DOCK TO PILNING JN. AND FILTON JN. WEEKDAYS

DOWN

	B	B	B	B	B	B	B	B	C	B	B	G	B	B	B	B	B	B	B	B	B	C	C	C	B	B	B
	Diesel	Diesel	To Parson Street	Diesel to Bristol (T.M.)	Diesel	Diesel to Bristol (T.M.)	Diesel	Diesel	E C S to Filton West Sidings	Diesel	Diesel	L E	Diesel	Diesel	Diesel to Bristol (T.M.)	Diesel to Bristol (T.M.)	Diesel		Diesel	Diesel	Diesel to Bristol (T.M.)	Empty Diesel to Dr. Day's Bridge Sidings	E C S to Dr. Day's Bridge Sidings	E C S to Malago Vale	Diesel	Diesel	Diesel
	2254	2251	2274	2258	2251	2258	2255§	2255	3256	2254	2251	0530	2254	2254	2261	2261	2254	2254	2254	2254	2263	3289	3289	3290	2254	2254	2251
	SX	SO	SX	SO	SX	SX	SO	SX	SX	SO	SX	SX	SO	SX	FX	FO	SX	SO	SO		SO	SX	SX	SO			
	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
BRISTOL (T.M.) ..dep	4 42	4 42	..	..	4 48	..	..	5 2	..	5 30	5 37	..	6 5	6 18	..	..	7 5	7 5	7 30	8 5	..	..	..	..	9 5	9 45	11 0
Dr. Day's Bridge Sidings ..	.....	.....	.....	.....	.....	.....	4†55	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Dr. Day's Bridge Jn.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Lawrence Hill .....arr	.....	.....	.....	.....	4 55	.....	5† 0	5 7	.....	.....	.....	.....	.....	.....	.....	.....	.....	7 8	.....	.....	.....	.....	.....	.....	.....	.....	.....
.. ..dep	4 47	4 47	..	..	5 5	..	5 5	5 15	..	5 35	5 42	..	6 10	6 23	..	..	7 10	7 9	7 35	8 10	..	..	..	..	9 10	9 50	11 5
STAPLETON ROADarr	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	7 11	.....	.....	.....	.....	.....	.....	.....	.....	.....
.. ..dep	4 49½	4 49½	..	..	5 7½	..	5 7½	5 17½	..	5 37½	5 44½	..	6 12½	6 25½	..	..	7 12½	7 12	7 37½	8 12½	..	..	Runs 20th July to 28th August (inclusive)	..	9 12½	9 52½	11 7½
Montpelier	4 54	4 54	.....	.....	5 12	.....	5 12	5 22	.....	5 42	5 49	.....	6 17	6 30	.....	.....	7 17	7 16	7 42	8 17	.....	After working 7.31 pm. Weston-super-Mare		.....	9 17	9 57	11 12
Redland	4 56	4 56	..	..	5 14	..	5 14	5 24	..	5 44	5 51	..	6 19	6 32	..	..	7 19	7 18	7 44	8 19	..			..	9 19	9 59	..
CLIFTON DOWN arr	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	7 20	.....	.....	.....			.....	.....	.....	.....
.. ..dep	4 58½	4 58½	..	..	5 16½	..	5 16½	5 26½	..	5 46½	5 53½	..	6 21½	6 34½	..	..	7 21½	7 21	7 46½	8 21½	..			After working 8.45 pm Weston-super-Mare	9 21½	10 1½	11 16
Sea Mills	5 3	5 3	.....	.....	5 21	.....	5 21	5 31	.....	5 51	5 58	.....	6 26	6 39	.....	.....	7 26	7 25	7 51	8 26	.....				9 26	10 6	.....
Shirehampton	5 8	5 8	..	..	5 26	..	5 26	5 36	..	5 56	6 3	..	6 31	6 44	..	..	7 31	7 30	7 56	8 31	..				9 31	10 11	11 24
AVONM'TH DOCK arr **(PASSENGER)**	5 11½	5 11½	.....	.....	5 29½	.....	5 29½	5 39½	.....	5 59½	6 6½	.....	6 34½	6 47½	.....	.....	7 34½	7 35	7 59½	8 34½	.....				9 34½	10 14½	11 27½
.. ..dep	5 14	..	5 20	5 20	..	5 32	5 34	5 46	..	6 2	..	..	6 37	6 50	..	..	7 37	7 37	8 2	8 37	8 15	..	..		9 37	10 17	..
St. Andrew's Jn.	5 15½	.....	5 21½	5 21½	.....	5 33½	5 35½	5 47½	.....	6 3½	.....	.....	6 38½	6 51½	.....	.....	7 38½	7 38½	8 3½	8 38½	8 16½	.....	.....		9 38½	10 18½	.....
St. Andrew's Road ..arr	5 17	..	5 23	5 23	..	..	..	..	..	..	..	..	..	..	..	..	..	7 40	..	..	..	..	..		..	..	..
.....dep	5 20	.....	5 24	5 24	.....	5 35½	5 37½	5 49½	.....	6 5½	.....	.....	6 40½	6 53½	.....	.....	7 40½	7 41	8 5½	8 40½	.....	.....	.....		9 40½	10 20½	.....
Hallen Marsh Jn.	5 21½	..	5 26	5 26	..	5 37	5 39	5 51		6 7	..		6 44	6 55	..	..	7 42	7 44	8 7	8 42	8 19	..			9 42	10 22	..
SEVERN BEACH arr	5 27½	.....	.....	.....	.....	.....	5 45	5 57	After working 5.25 pm Keynsham & S. N Filton West Sidings	6 13	.....	Filton West Sidings	6 50	7 1	.....	.....	7 48	7 49	8 13	8 48	8 25	.....	After working 8.50 pm Weston-super-Mare		9 48	10 28	.....
.. ..dep	..	..			..	..	6 20	6 20		..	..		..	..	7 15	7 35	..	..	..	..	8 35	..			..	..	..
New Passage Halt	.....	.....			.....	.....	6 23	6 23		.....	.....		.....	.....	7 18	7 38	.....	.....	.....	.....	8 38	.....			.....	.....	.....
Cross Hands Halt ..	..	..			..	..	6 25½	6 25½		..	..		..	..	7 20½	7 40½	..	..	..	..	8 40½	..			..	..	..
Pilning (Low Level) arr	.....	.....	Z Arrive 5.41 pm	N Arrive 5.39½ pm	.....	.....	6 28	6 28		.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....			.....	.....	.....
.. ..dep	..	..			..	..	..	..		..	..		..	..	7 23½	7 43½	..	..	..	..	8 43½	..			..	..	..
Pilning Jn.	.....	.....			.....	.....	.....	.....		.....	.....	Z	.....	.....	7 24½	7 44½	.....	.....	.....	.....	8 44½	.....			.....	.....	.....
Chittening .. .. ..arr	..	..	5 28	..	..	..	§ No. 3272 to Lawrence Hill	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
.....dep	.....	.....	5 29	5 29	.....	5 40		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Henbury .. .. ..arr	..	..	5 35	5 33½	..	..		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
.....dep	.....	.....	5 36	5 35	.....	5 45		.....	6† 9	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	9†10	.....	.....	.....	.....	.....	.....
North Filton Platform ..	..	..	5N45	5N45	..	5 50		..	6†14N	..	..	..	..	..	..	..	..	..	..	..	..	..	10†17	10†17	..	..	..
Filton West Jn.	.....	.....	5 45½	5 45½	.....	5 50½		.....	.....	.....	.....	6‖30N	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	10 18	10 18	.....	.....	.....
Filton Jn. Station ..arr	..	..	5 47	..	..	..	..	..	..	..	..	6‖35	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
.....dep	.....	.....	5 48	5 48½	.....	5 53½		.....	.....	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	.....	9 20	10 20	10 20	.....	.....	.....

BRISTOL (T.M.) CLIFTON DOWN AND AVONMOUTH DOCK TO PILNING JN. AND FILTON JN.

SUNDAYS

DOWN

	B		B		B	B	B	A	B		B	B	B		B	B	B	B		B	B		B	B	B	C	B
	Diesel		Diesel		Diesel	To Bristol (T.M.)	Diesel	To Weston-s-Mare	Diesel			Diesel	Diesel		Diesel to Parson Street	Diesel	Diesel to Bristol (T.M.)	Diesel		Diesel	Diesel to Bristol (T.M.)		Diesel	Diesel	Diesel	E C S c o Dr. Day's Bridge Sidings	Diesel
	2252		2252		2251	2256	2251	2224§	2254		2252	2254	2254		2274	2254	2261	2254		2254	2261		2254	2254	2251	3289	2251
	am		am		am	am	am	am	am		PM	PM	PM		PM	PM	PM	PM		PM	PM		PM	PM	PM	PM	PM
BRISTOL (T.M.) ..dep	5 10	..	7 5	..	8 15	..	10 0	..	11 0	..	12 40	1 0	2 15	..	..	4 0	..	6 0	..	7 0	..	..	7 45	9 0	10 5	..	10 45
Dr. Day's Bridge Sidings ..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Dr. Day's Bridge Jn.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Lawrence Hill .....arr	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	12 43	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.. ..dep	5 15	..	7 10	..	8 20	..	10 5	..	11 5	..	12 44	1 5	2 20	..	..	4 5	..	6 5	..	7 5	..	..	7 50	9 5	10 10	..	10 50
STAPLETON ROAD arr	5 17	.....	7 12	.....	.....	.....	.....	.....	11 7	.....	12 46	1 7	2 22	.....	.....	4 7	.....	6 7	.....	7 7	.....	.....	7 52	9 7	10 12	.....	10 52
.. ..dep	5 18	..	7 13	..	8 23	..	10 8	..	11 8	..	12 47	1 8	2 23	..	..	4 8	..	6 8	..	7 8	..	..	7 53	9 8	10 13	..	10 53
Montpelier	5 22½	.....	7 17½	.....	8 27½	.....	10 12½	.....	11 12½	.....	12 51	1 12½	2 27½	.....	.....	4 12½	.....	6 12½	.....	7 12½	.....	.....	7 57½	9 12½	10 17½	.....	10 57½
Redland	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
CLIFTON DOWN arr	5 25½	.....	7 20½	.....	8 30½	.....	.....	.....	11 15½	.....	12 55	1 15½	2 30½	.....	.....	4 15½	.....	6 15½	.....	7 15½	.....	.....	8 0½	9 15½	.....	.....	11 0½
.. ..dep	5 26½	..	7 21	..	8 31½	..	10 16	..	11 16½	..	12 56	1 16½	2 31½	..	..	4 16½	..	6 16½	..	7 16½	..	..	8 1½	9 16½	10 21	..	11 1
Sea Mills	.....	.....	7 25½	.....	8 36	.....	10 20½	.....	11 21	.....	1 1	1 21	2 36	.....	.....	4 21	.....	6 21	.....	7 21	.....	.....	8 6	9 21	10 25	.....	.....
Shirehampton	5 35	..	7 30½	..	8 41	..	10 25½	..	11 26	..	1 6	1 26	2 41	..	..	4 26	..	6 26	..	7 26	..	..	8 11	9 26	10 31	..	11 11
AVONM'TH DOCK arr (PASSENGER)	5 38	.....	7 34	.....	8 44½	.....	10 29	.....	11 29½	.....	1 10	1 29½	2 44½	.....	.....	4 29½	.....	6 29½	.....	7 29½	.....	.....	8 14½	9 29½	10 34½	.....	11 14½
.. ..dep	5 40	..	7 36	..	..	..	..	West Sidings, North Filton Platform arrive 10†45 am (No. 3256)	11 32	..	1 12	1 32	2 47	..	4 28	4 32	..	6 32	..	7 32	..	..	8 17	9 32	..	..	..
St. Andrew's Jn.	5 41½	.....	7 37½	.....	.....	.....	.....		11 33½	.....	1 13½	1 33½	2 48½	.....	4 29½	4 33½	.....	6 33½	.....	7 33½	.....	.....	8 18½	9 33½	.....	.....	.....
St. Andrew's Road ..arr	5 43	..	7 39	..	..	..	..		11 35	..	1 15	1 35	2 50	..	4 31	4 35	..	6 35	..	7 35	..	..	8 20	9 35	..	..	..
.....dep	.....	.....	.....	.....	.....	.....	.....		11 36	.....	.....	1 36	2 51	.....	4 32	4 36	.....	6 36	.....	7 36	.....	.....	8 21	9 36	.....	.....	.....
Hallen Marsh Jn.	..	..	..	..	..	..	..		11 38	..	..	1 38	2 53	..	4 34	4 38	..	6 38	..	7 38	..	..	8 23	9 38	..	..	..
SEVERN BEACH arr	.....	.....	.....	.....	.....	.....	.....	§ E C S Filton West Sidings, depart 10†40 am North Filton Platform arrive 10†45 am (No. 3256)	11 43½	.....	.....	1 43½	2 58½	.....	Z Guard to collect tickets	4 43½	.....	6 43½	.....	7 43½	.....	.....	8 28½	9 43½	.....	After working 9.55 pm Bristol (T.M.)	.....
.. ..dep	..	..	..	..	..	..	..		..	..	..	..	..	..		..	6 0	..	..	..	8 0	..	..	..	..		..
New Passage Halt	.....	.....	.....	.....	.....	.....	.....		.....	.....	.....	.....	.....	.....		.....	6 3	.....	.....	.....	8 4	.....	.....	.....	.....		.....
Cross Hands Halt ..	..	..	..	..	..	..	..		..	..	..	..	..	..		..	6 5½	..	..	..	8 8	..	..	..	..		..
Pilning (Low Level) arr	.....	.....	.....	.....	.....	.....	.....		.....	.....	.....	.....	.....	.....		.....	.....	.....	.....	.....	8 10	.....	.....	.....	.....		.....
.. ..dep	..	..	..	..	..	..	..		..	..	..	..	..	..		..	6 8½	..	..	..	8 13	..	..	..	..		..
Pilning Jn.	.....	.....	.....	.....	.....	.....	.....		.....	.....	.....	.....	.....	.....		.....	6 9½	.....	.....	.....	8 15	.....	.....	.....	.....		.....
Chittening .. .. ..arr	..	..	..	..	..	..	..	..	..	..	..	..	..	..	4N36	..	..	..	..	..	..	..	..	..	..	..	..
.....dep	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4 38	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Henbury .. .. ..arr	..	..	..	..	..	..	..	..	..	..	..	..	..	..	4N42½	..	..	..	..	..	..	..	..	..	..	..	..
.....dep	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4 44	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
North Filton Platform ..	..	..	..	..	..	9 0	..	11 0	..	..	..	..	..	..	4 49	..	..	..	..	..	..	..	..	..	..	10†37	..
Filton West Jn.	.....	.....	.....	.....	.....	9 1	.....	11 1	.....	.....	.....	.....	.....	.....	4 49½	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	10 38	.....
Filton Jn. Station ..arr	..	..	..	..	..	9 3	..	11 3	..	..	..	..	..	..	4 52	..	..	..	..	..	..	..	..	..	..	..	..
.....dep	.....	.....	.....	.....	.....	9 5	.....	11 5	.....	.....	.....	.....	.....	.....	4 53	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	10 41	.....

FILTON JN. AND PILNING JN. TO AVONMOUTH DOCK, CLIFTON DOWN AND BRISTOL (T.M.) — WEEKDAYS

UP

Mileages from Temple Meads via Ashley Hill M	C	Padding-ton via Bad-minton M	C	Pilning Jn. M	C																						
									G	B	C	B	B	B	B	B	B	B	B	B	B	C	B	B	B		B
							Ruling Gradient 1 in		L E	Diesel	5†47 am Marsh Pond E C S	5.50 am Parson Street Diesel	Diesel	Diesel	6.25 am Parson Street Diesel	Diesel	6.37 am Parson Street	To Keynsham and S.	To Lawrence Hill	Diesel	Diesel	Diesel	8†32 am Bristol (T.M.) Empty Diesel	Diesel	9.12 am Bristol (T.M.) Diesel	Diesel		Diesel
									0530	2252§	3256	2258	2251	2254	2258	2251	2258	2270	2251§	2254	2251	2255§	3256	2255	2261	2255		2254¼
									MX		MO							SX	SO				SX		SO	SX		SO
									am	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am		am
4	64					Filton Jn. Station .. ..arr		..	..	..	..	..	..	..	..	7 9	..	..	..	..	..	..	..	..	..	..	..
						.....dep		.....	5‖55	.....	6 14	6 20	.....	.....	6 53	.....	7 10	.....	.....	.....	.....	§ No. 3289 from Lawrence Hill	8 48	.....	.....	.....	.....	.....
5	41	112	78			Filton West Jn.		112 F	6‖ 0N	Empty Diesel to leave Avonmouth Town Goods Yard, at 6.15 am to St. Andrew's Road Down Platform, arrive 6†8 am, No. 3252	..	6 21½	..	..	..	..	7 11½	..	..	..	..		..	..	..	..	‡ 10.0 am
5	54	113	11			North Filton Platform		210 R	.....		6†17	6 23	.....	.....	6 56½	.....	7c14	.....	.....	.....	.....		.....	.....	.....	.....		
7	74	115	31			Henbury .. .. arr		100 F	..		..	..	..	..	..	..	..	..	..	..	..		9† 0	‡ Pilning L.L. 8.54 am, Severn Beach 9.0 am	..	..	..	
						..... dep		.....	.....		.....	6 28	.....	.....	7 1	.....	7 19	.....	.....	.....	.....		.....		.....	.....		
10	46	118	3			Chittening .. .. ..arr		100 F	..		..	..	..	..	..	..	7 24	..	..	..	..		..		..	..		
						..... dep		.....	.....		.....	.....	.....	.....	7 6	.....	7 25	.....	.....	.....	.....		.....		.....	.....		
						Pilning Jn.		100 F	N Filton West Sidings		Towork 6.58 a.m. North Filton to Westbury MO	..	..	..	..	..	..	..	..	..	..	..	To work 9.15 am Henley to Weston-super-Mare		9 46	..	..	..
					35	Pilning (Low Level) .....arr		108 F				.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....		.....	.....	.....	.....	.....
						.. . dep		..				..	..	..	..	..	..	..	..	..	..	8 10		8‡55	9 47½	9 50	..	..
				1	28	Cross Hands Halt		L				.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	8 13		.....	9 50½	9 53	.....	.....
				1	63	New Passage Halt		L				..	..	..	..	..	..	..	..	..	..	8 15½		..	9 53	9 55½	..	..
				2	64	**SEVERN BEACH** .....arr		L				.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	8 18		9 0	9 55½	9 57½	.....	.....
						.. . dep		..	..			..	..	6 43	..	..	..	..		7 32	..	8 21		9‡ 2	..	10 0	..	10‡ 2
11	5	118	42	5	35	Hallen Marsh Jn.		200 R	.....	.....	.....	6 34½	.....	6 49	7 8	.....	7 27	.....		7X38	.....	8 27		9 8	.....	10 6	.....	10 8
12	3	119	46	6	31	St. Andrew's Road .. ..arr		L	..	..	..	6 36½	..	6 51	7 10	..	..	..		7 40	..	8 29		9 10	..	10 8	..	10 10
						.....dep		.....	.....	6 15	.....	6 37	.....	6 52	7 12	.....	7 30	.....		7 43	.....	8 30		9 10½	.....	10 8½	.....	10 10½
12	50	120	3	6	78	St. Andrew's Jn.		L	..	6 16½	..	6 38½	..	6 53½	7 13½	..	7 31½	..	No. 3289 from Lawrence Hill	7 44½	..	8 31½	..	9 12	..	10 10	..	10 12
12	76	120	33	7	24	**AVONMOUTH DOCK (PASSENGER)** arr			.....	6 18	.....	6 40	.....	6 55	7 15	.....	7 33	.....		7 46	.....	8 33		9 13½	.....	10 11½	.....	10 13½
						.. ..dep		..		6 19	..	..	6 45	..	..	7 20	..	7 43	7 43	7 52	8 10	8 35	..	9 15	..	10 15	.	10 15
		121	67	8	58	Shirehampton		100 R	To work 6.58 am North Filton to Westbury MX	6 23	.....	.....	6 49	.....	.....	7 24	.....	7 47	7 47	7 56	8 14	8 39	.....	9 19	.....	10 19	.....	10 19
		123	36	10	27	Sea Mills		100 F		6 28	..	..	6 54	..	..	7 29	..	7 52	7 52	8 1	8 19	8 44	..	9 24	..	10 24	.	10 24
		125	45	12	36	**CLIFTON DOWN** .....arr		64 R		.....	.....	.....	.....	.....	.....	.....	.....	7 58	7 58	8 7	.....	.....	.....	9 29	.....	10 29	.....	10 29
						.....dep		..		6 33	..	..	6 59	..	..	7 34	..	8 0	8 0	8 8	8 24	8 49	..	9 30	..	10 30	..	10 30
		126	13	13	4	Redland		76 F		6 35	.....	.....	7 1	.....	.....	7 36	.....	8 2	8 2	8 10	8 26	8 51	.....	9 32	.....	10 32	.....	10 32
		126	51	13	42	Montpelier		76 F	..	6 37	..	..	7 3	..	..	7 38	..	8 5	8 5	8 12	8 28	8 53	..	9 34	..	10 34	..	10 34
		127	66	14	57	**STAPLETON ROAD** ....arr		73 F	.....	6 41	.....	.....	7 7	.....	.....	.....	.....	8 8	8 8	8 16	8 32	.....	.....	.....	.....	.....	.....	.....
						.. ..dep		..	..	6 42	..	..	7 8	..	..	7 43	..	8 10	8 10	8 17	8 33	8 58	..	9 38½	..	10 38½	..	10 38½
		128	33	15	24	Lawrence Hill .....arr		132 R	.....	.....	.....	.....	.....	.....	.....	.....	.....	8 12	8 12	.....	.....	9 0	.....	.....	.....	.....	.....	.....
						.. ..dep		..	..	6 44½	..	..	7 10½	..	..	7 45½	..	8 14	8†14	8 19½	8 35½	9† 2	..	9 41	..	10 41	..	10 41
		128	61	15	52	Dr. Day's Bridge Jn.		200 F	.....	.....	.....	.....	.....	.....	.....	.....	.....	8 16	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		128	73	15	64	Dr. Day's Bridge Sidings		..	..	..	..	..	..	..	..	..	..	..	8†17	..	..	9† 5	..	..	..	..	..	..
		129	36	16	27	**BRISTOL (T.M.)** ..... arr		.....	.....	6 49	.....	.....	7 15	.....	.....	7 50	.....	.....	.....	8 24	8 40	.....	.....	9 45½	.....	10 45½	.....	10 45½

DOWN TRAINS

UP TRAINS

FILTON JN. AND PILNING JN. TO AVONMOUTH DOCK, CLIFTON DOWN AND BRISTOL (T.M.) WEEKDAYS

UP

	B	B	B	B	B	B		B	B	B	B	B	B		B	B	B	B	B	B	B	B	B	B	C	B	B
	Diesel	10.50 am Bristol (T.M.) Diesel	Diesel	Diesel	11.22 am Lawrence Hill	To Portishead		Diesel	Diesel	12.15 pm Bristol (T.M.) Diesel	Diesel		Diesel		1.5 pm Bristol (T.M.) Diesel	1.12 pm Lawrence Hill	Diesel	2.8 pm Bristol (T.M.) Diesel	2.12 pm Bristol (T.M.) Diesel	Diesel	Diesel	Diesel	Diesel	3.45 pm Dr. Day's Sidings E C S	Diesel	To Weston-s-Mare
	2254	2261	2254	2254	2256	2273		2254	2254	2256	2254	2254§	2251		2261	2261	2254	2261	2261	2254	2254§	2254	2254§	2254	3256	2254	2274
		SX	SO	SX	SO	SO		SX	SO	SX		SO	SX		SX	SO		SO	SX	SX	SO	SX	SO	SX	SX	SX	SX
	am	am	am	noon	am	am		PM	PM	PM	PM	PM	PM		PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
Filton Jn. Station ..arr	..	..	..	..	11 36	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
.....dep	.....	.....	.....	.....	11 37	.....	.....	.....	.....	12 33½	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4 1	.....	.....
Filton West Jn.	..	..	..	..	11 38½	..	..	..	..	12 35	..	§ No. 3289 from Lawrence Hill	..	..	..	..	..	..	..	..	§ No. 3289 from Lawrence Hill	..	§ No. 3289 from Lawrence Hill	..	4 3	..	..
North Filton Platform	.....	.....	.....	.....	11 N45	.....	.....	.....	.....	12 37	.....		.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	4N10	.....	.....
Henbury .. .. ..arr	..	..	..	..	11 50	..	..	..	..	12 42	..		..	..	..	..	..	..	..	..		..		..	4†15	..	..
.....dep	.....	.....	.....	.....	.....	11 56	.....	.....	.....	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....	.....	4 30
Chittening .. .. ..arr	..	..	..	..	..	12 2	..	..	..	..	..		..	..	..	..	..	..	..	..		..		..	..	..	4 36
.....dep	.....	.....	.....	.....	.....	12 4	.....	.....	.....	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....	.....	4 40
Pilning Jn.	..	11 17	..	..	N Arrive 11.40 am	..	..	..	..	..	..		..	..	1 34	1 37	..	2 34	2 42	..		..		..	Fridays only calls at North Filton 4.15—4.10 to detach set for 4.45 pm North Filton	..	..
Pilning (Low Level) arr	.....	.....	.....	.....		.....	.....	.....	.....	.....	.....		.....	.....	.....	1 39		.....	2 44	.....		.....		.....		.....	.....
.. ..dep	..	11 18½	..	..		..	..	..	..	..	..		..	..	1 35½	1 40	..	2 36½	2 46	..		..		..		..	..
Cross Hands Halt	.....	11 21½	.....	.....		.....	.....	.....	.....	.....	.....		.....	.....	1 39½	1 42		2 39½	2 48	.....		.....		.....		.....	.....
New Passage Halt	..	11 24	..	..		..	..	..	..	..	..		..	..	1 42	1 44	..	2 42	2 50	..		..		..		..	..
SEVERN BEACH arr	.....	11 26½	.....	.....		.....	.....	.....	.....	.....	.....		.....	.....	1 46	1 47	.....	2 46	2 53	.....		.....		.....		.....	.....
.. ..dep	11 0	..	11 50	12 0	..	..	..	12 20	12 28	..	1 0	1 30	..	..	..	..	2 0	..	..	3 0	3 0	3 30	4 0	4 0		4 20	..
Hallen Marsh Jn.	11 6	.....	11 56	12 6	.....	12 6	.....	12 26	12 34	.....	1 6	1 35½	.....	.....	.....	.....	2 4½	.....	.....	3 5½	3 5½	3 36	4 5½	4 5½		4 26	4 42
St. Andrew's Road ..arr	11 8	..	..	12 8	..	12 8	..	12 28	..	..	1 8	1 37	..	..	..	..	2 8	..	..	3 8	3 8	3 38	4 8	4 8		4 28	4 44
.....dep	11 8½	.....	11 58	12 10	.....	12 10	.....	12 30	12 36½	.....	1 8½	1 38	.....	.....	.....	.....	2 12	.....	.....	3 8½	3 8½	3 39	4 10	4 10		4 29	4 45
St. Andrew's Jn.	11 9	..	11 59½	12 11½	..	12 11½	..	12 31½	12 38	..	1 10	1 39½	..	..	..	..	2 13½	..	..	3 10	3 10	3 40½	4 11½	4 11½		4 30½	4 46½
AVONM'TH DOCK arr (PASSENGER)	11 11½	.....	12 1	12 13	.....	12 13	.....	12 33	12 39½	.....	1 11½	1 41	.....	.....	.....	.....	2 15	.....	.....	3 11½	3 11½	3 43	4 13	4 13	Z	4 32	4 48
.. ..dep	11 15	..	12 3	12 15	..	12 15	..	12 35	12 41	..	1 15	1 45	..	..	..	..	2 16	..	..	3 15	3 15	3 50	4 15	4 15	..	4 35	4 50
Shirehampton	11 19	.....	12 7	12 19	.....	12 19	.....	12 39	12 45	.....	1 19	1 50	.....	.....	.....	.....	2 20	.....	.....	3 19	3 19	3 54	4 19	4 19	.....	4 39	4 54
Sea Mills	11 24	..	12 12	12 24	..	12 23	..	12 44	12 50	..	1 24	1 55	..	..	..	..	2 25	..	..	3 24	3 24	3 59	4 24	4 24	..	4 44	4 58
CLIFTON DOWN arr	11 29	.....	12 17	.....	.....	12 29	.....	.....	.....	.....	.....	2 1	.....	.....	.....	.....	2 30	.....	.....	.....	.....	.....	.....	.....	.....	.....	5 4
.....dep	11 30	.....	12 18	12 30	.....	12 30	.....	12 49	12 56	.....	1 30	2 3	2 5	.....	.....	.....	2 31	.....	.....	3 30	3 30	4 4	4 30	4 30	.....	4 49	5 5
Redland	11 32	..	12 20	12 32	..	12 32	..	12 51	12 58	..	1 32	2 5	2 7	..	..	..	2 33	..	..	3 32	3 32	4 6	4 32	4 32	..	4 51	5 7
Montpelier	11 34	.....	12 22	12 34	.....	12 34	.....	12 53	1 0	.....	1 34	2 7	2 9	.....	.....	.....	2 35	.....	.....	3 34	3 34	4 8	4 34	4 34	.....	4 53	5 10
STAPLETON ROAD arr	11 39	..	12 26	..	..	12 37	..	..	..	..	..	2 12	..	..	..	..	..	..	..	..	..	4 12	..	..	..	..	5 13
.....dep	11 40	.....	12 27	12 38½	.....	12 38½	.....	12 57½	1 4½	.....	1 38½	2 14	2 13½	.....	.....	.....	2 39½	.....	.....	3 38½	3 38½	4 12½	4 38½	4 38½	.....	4 57½	5 14
Lawrence Hill .. ..arr	..	..	..	..	..	..	..	..	..	..	..	2 16	..	..	..	..	..	..	..	..	3 40½	..	4 40½	4 40½	..	..	5 16
.....dep	11 42½	.....	12 29½	12 41	.....	12 41	.....	1 0	1 7	.....	1 41	2†19	2 16	.....	.....	.....	2 42	.....	.....	3 41	3†43	4 15	4†43	4 41	.....	5 0	5 17
Dr. Day's Bridge Jn.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Dr. Day's Bridge Sidings ..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2†22	.....	.....	.....	.....	.....	.....	.....	.....	3†46	.....	4†46	.....	.....	.....	.....
BRISTOL (T.M.) ..arr	11 47	.	12 34	12 45½	..	12 45½	..	1 4½	1 11½	..	1 46½	..	2 20½	..	..	..	2 46½	..	..	3 45½	..	4 19½	..	4 45½	..	5 5	5 21

FILTON JN. AND PILNING JN. TO AVONMOUTH DOCK, CLIFTON DOWN AND BRISTOL (T.M.) WEEKDAYS

UP	B	B	B	B	B	B	B	B	B	B	B	B	B	C	C	B	B	B	B	B	B	C	B	B	A	B	
	4.16 pm Lawrence Hill Diesel	Diesel	Diesel	Diesel	Diesel	5.20 pm Bristol (T.M.) SX 5.24 pm Lawrence Hill SO		Diesel	5.25 pm Keynsham and Somerdale		Diesel	Diesel	5.56 pm Weston-s-Mare	E C S to Malago Vale	E C S	7.28 pm Lawrence Hill Diesel	Diesel		Diesel	7.31 pm Weston-s-Mare Diesel	Diesel	E C S	Diesel	Diesel	9.40 pm Weston-s-Mare	Diesel	
	2256	2253	2254	2254	2254	2261	2254	2251	2256	2254	2254	2255	2256	3290	3289	2258	2254	2254	2254	2256	2254	3256	2254	2254	2206§	2251§	
	SX	SX	SO	SX	SX		SO	SX	SX	SX	SO		SX	FO	FSX	SO	SX	SO	SO	SX		SO			SO		
	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	
Filton Jn. Station ..arr	..	..	..	..	..	..	..	..	5 52	..	..	..	7 4	After working 5.56 pm Weston-super-Mare	After working 5.56 pm Weston-super-Mare	..	..	..	..	8 39	..	..	..	..	10 41	..	..
.....dep	4 29	.....	.....	.....	.....	.....	.....	.....	5 53	.....	.....	.....	7 6			7 42½	.....	.....	.....	8 42	.....	9†58	.....	.....	10 43	.....	.....
Filton West Jn.	4 30½	..	..	..	..	..	..	..	5 54½	..	..	..	7 8½			7 44	..	..	..	8 43½	..	10 1	..	..	10 45	..	..
North Filton Platform	4N39	.....	.....	.....	.....	.....	.....	.....	5c57	.....	.....	.....	7 12			7 46½	.....	.....	.....	8 47	.....	10† 2	.....	.....	10 46	.....	.....
Henbury .. .. ..arr	4 44	..	..	..	..	..	..	..	6 2	..	..	..	7 18			..	..	..	..	8 54	..	..	..	..	North Filton Platform 10†56 pm.	..	..
.....dep	.....	4 50	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	7†21	7†21	7 51	.....	.....	.....	.....	.....	.....	.....	.....		.....	.....
Chittening .. .. ..arr	..	4 54½	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..		..	..
.....dep	.....	4 57	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....			7 56	.....	.....	.....	.....	.....	.....	.....	.....		.....	.....
Pilning Jn.		..	..	..	..	5 47	..	..	..	..	..	..				..	..	..	..	..	..		..	..		..	..
Pilning (Low Level) arr		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....				.....	.....	.....	.....	.....	.....		.....	.....		.....	.....
.. ..dep		..	..	..	..	5 50	..	..	..	..	..	6 50				..	..	..	..	..	..		..	..		..	..
Cross Hands Halt		.....	.....	.....	.....	5 52	.....	.....	.....	.....	.....	6 53				.....	.....	.....	.....	.....	.....		.....	.....		.....	.....
New Passage Halt		..	..	..	..	5 54	..	..	..	..	..	6 55½				..	..	..	..	..	..		..	..		..	..
SEVERN BEACH arr		.....	.....	.....	.....	5 57	.....	.....	.....	.....	.....	6 57½				.....	.....	.....	.....	.....	.....		.....	.....		.....	.....
.. ..dep		..	5 0	5 12	5 33	..	6 2	..	..	6 35	6 35	7 3				..	8 0	8 2	8 30	..	9 0		10 0	10 40		..	..
Hallen Marsh Jn.		4 59	5 6	5 18	5 39	.....	.....	.....	.....	6 39½	6 41	7 9	.....	7 26	7 26	7 58½	8 6	8 6½	8 36	.....	9 6	.....	10 6	10 46	.....		.....
St. Andrew's Road ..arr		5 1	5 8	5 20	5 41	..	6 8	..	..	6 41	..	7 11	..	..	..	8 0	8 8	8 8	8 38	..	9 8	..	10 8	10 48	..	Not Advertised	..
.....dep		5 3	5 8½	5 25	5 42	.....	6 10	.....	.....	6 42	6 43½	7 11½	.....	.....	.....	8 2	8 8½	8 10	8 38½	.....	9 8½	.....	10 15	10 48½	.....		.....
St. Andrew's Jn.		5 4½	5 10	5 26½	5 43½	..	6 11½	..	..	6 43½	6 45	7 13	..	..	..	8 3½	8 10	8 11½	8 40	..	9 10	..	10 16½	10 50	..		..
AVONM'TH DOCK arr **(PASSENGER)**		5 6	5 11½	5 28	5 45	.....	6 13	.....	.....	6 45	6 46½	7 14½	.....	.....	.....	8 5	8 11½	8 13	8 41½	.....	9 11½	.....	10 18	10 51½	.....		.....
.. ..dep		5 9	5 15	5 29	5 46	..	6 15	6 20	..	6 50	6 50	7 15	..	7 30	7 30	..	8 15	8 15	8 45	..	9 15		10 19	10 53		11 35	..
Shirehampton		5 13	5 19	5 33	5 50	.....	6 19	6 24	.....	6 54	6 54	7 19	.....	.....	.....	.....	8 19	8 19	8 49	.....	9 19		10 23	10 57		11 39	.....
Sea Mills		5 18	5 24	5 38	5 55	..	6 23	6 29	..	6 58	6 59	7 24	..	..	..	..	8 24	8 23	8 54	..	9 24		10 28	..	Runs until 29th August (inclusive)	..	
CLIFTON DOWN arr		.....	.....	.....	.....	.....	6 29	.....	.....	7 4	.....	.....	.....	.....	.....	.....	.....	8 29	.....	.....	.....		.....	.....		.....	§No. 3291 from Stapleton Road
..dep		5 23	5 30	5 43	6 0	..	6 30	6 35	..	7 5	7 5	7 30	..	7 45	7 45	..	8 30	8 30	9 0	..	9 30		10 34	11 6		11 49	
Redland		5 25	5 32	5 45	6 2	.....	6 32	6 37	.....	7 7	7 7	7 32	.....	.....	.....	.....	8 32	8 32	9 2	.....	9 32		10 36	.....		.....	
Montpelier		5 27	5 34	5 47	6 4	..	6 34	6 39	..	7 9	7 9	7 34	..	..	..	..	8 34	8 34	9 4	..	9 34		10 38	11 10	..	..	
STAPLETON ROAD arr		.....	.....	.....	.....	.....	6 37	.....	.....	7 12	.....	.....	.....	.....	.....	.....	.....	8 37	9 8	.....	.....		.....	.....	.....	11 55	
.. ..dep		5 32	5 38½	5 51½	6 8½	..	6 39	6 43½	..	7 14	7 13½	7 38½	..	7 57	7 57	..	8 38½	8 40	9 10	..	9 38½		10 42½	11 14½	..	11†57	
Lawrence Hill .....arr		.....	.....	.....	.....	.....	6 41	.....	.....	7 16	.....	7 40½	.....	.....	.....	.....	.....	8 42	9 12	.....	.....		.....	.....	.....	.....	To Marsh Jn. Depot
.. ..dep		5 35	5 41	5 54	6 11	..	6 42	6 46	..	7 18	7 16	7 41	..	..	..	..	8 41	8 43	9 14	..	9 41		10 45	11 17	..	..	
Dr. Day's Bridge Jn.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	8 3	.....	.....	.....	.....	.....	.....	.....		.....	.....	.....	12 1	
Dr. Day's Bridge Sidings ..		..	..	..	..	..	..	..	..	..	..	..	..	..	8† 5	..	..	..	..	..	..		..	..	..	..	
BRISTOL (T.M.) ..arr		5 40	5 45½	5 58½	6 15½	.....	6 46	6 50½	.....	7 23	7 20½	7 45½	.....	.....	.....	.....	8 45½	8 47	9 18½	.....	9 45½		10 49½	11 21½	.....	.....	

North Filton arrive 4.32 pm daily, depart 4.44 pm FO, Henbury arrive 4.49 pm

Runs 20th July to 28th August (inclusive)

Runs 24th July to 28th August (inclusive)

Runs 20th July to 27th August (inclusive)

After working 8.45 pm Weston-super-Mare

§ E C S depart North Filton Platform 10†51 pm, West Sidings arrive 10†56 pm. No. 3256

Also runs Mondays to Fridays, 20th July to 28th August (inclusive) (8.50 pm Weston-super-Mare)

N Runs 4 minutes later on Mondays

FILTON JN. AND PILNING JN. TO AVONMOUTH DOCK, CLIFTON DOWN AND BRISTOL (T.M.) — SUNDAYS

UP

		B	B	C	B	C	B	B		B		B		B		B	B		B	B	B	B	B	B	B	C	B
		Diesel	6.37 am Parson Street Diesel	Empty Diesel	Diesel	8†20 am Dr. Day's Bridge Sidings E C S	Diesel	Diesel		Diesel		To Taunton		Diesel		1.45 pm Bristol (T.M.) Diesel	2.45 pm Bristol (T.M.) Diesel		Diesel	Diesel	Diesel	7.0 pm Weston-s-Mare	Diesel	Diesel	9.55 pm Bristol (T.M.)	Empty Diesel to Marsh Jn. Depot	Diesel
		2252	2258	3289	2252	3256	2251	2251		2254		2350		2254		2263	2261		2254	2254	2254	2256§	2254	2254	2256	3291	2251
		am	am	am	am	am	am	am		noon		PM		PM		PM	PM		PM	PM	PM	PM	PM	PM	PM	PM	PM
Filton Jn. Station ..arr	..	..	7 9	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	8 3	..	..	10 15	..	..
.....dep	.....	.....	7 10	.....	.....	8 32	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	8 6	.....	.....	10 18	.....	.....
Filton West Jn.	..	..	7 11½	..	..	8 34	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	8 7½	..	..	10 20	..	..
North Filton Platform	.....	.....	7 13	.....	.....	8†35	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	8 9	.....	.....	10 21	.....	.....
Henbury .. .. ..arr	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
.....dep	.....	.....	7 18	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chittening .. .. ..arr	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
.....dep	.....	.....	7 23½	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pilning Jn.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2 24	3 12	..	..	..	..	§North Filton Platform depart 8†14 pm, Filton West Sidings arrive 8†19 pm No. 3256	..	..	..	After working 10.5 pm Bristol (T.M.)	..
Pilning (Low Level) arr	.....	.....	.....	.....	.....	To work 9.0 am to Bristol (T.M.)	.....	.....	.....	.....	.....	.....	.....	.....	.....	2 25	.....	.....	.....	.....	.....		.....	.....	.....		.....
.. ..dep	..	..	..	..	..		..	..	..	..	..	..	..	..	..	2 27	3 14½	..	..	..	..		..	..	..		..
Cross Hands Halt	.....	.....	.....	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	.....	2 30	3 17½	.....	.....	.....	.....		.....	.....	.....		.....
New Passage Halt ..	..	..	..	..	..		..	..	..	..	..	..	..	..	..	2 33	3 20	..	..	..	..		..	..	..		..
SEVERN BEACH arr	.....	.....	.....	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	.....	2 35	3 22	.....	.....	.....	.....		.....	.....	.....		.....
.. ..dep	..	..	..	After working 6.37 am Parson St	..		..	..	..	12 0	..	..	..	2 0	..	2 40	..	..	4 0	5 0	7 0		8 45	10 0	..		..
Hallen Marsh Jn.	.....	.....	7 26		.....	.....	.....	.....	.....	12 6	.....	.....	.....	2 6	.....	2 46	.....	.....	4 6	5 6	7 6		8 51	10 6	.....	.....	.....
St. Andrew's Road ..arr	..	..	7 28		..	..	..	..	..	12 8	..	..	..	2 8	..	..	..	..	4 8	5 8	7 8		8 53	10 8	..	..	..
.....dep	.....	6 15	7 30		7 49	.....	.....	.....	.....	12 10	.....	1 35	.....	2 10	.....	2 48½	.....	.....	4 10	5 10	7 10		8 55	10 15	.....	.....	.....
St. Andrew's Jn.	..	6 16½	7 31½		7 50½	..	..	..	..	12 11½	..	1 36½	..	2 11½	..	2 50	..	..	4 11½	5 11½	7 11½	..	8 56½	10 16½	..	..	..
AVONM'TH DOCK arr	.....	6 18	7 33		7 52	.....	.....	.....	.....	12 13	.....	1 38	.....	2 13	.....	2 51½	.....	.....	4 13	5 13	7 13	.....	8 58	10 18	.....	.....	.....
(PASSENGER)																											
.. ..dep	..	6 19	..	7†38	7 53	..	9 0	10 40	..	12 15	..	1 40	..	2 15	..	..	..	..	4 15	5 15	7 15	..	9 0	10 19	..	10†45	11 30
Shirehampton	.....	6 23	.....	.....	7 57	.....	9 4	10 44	.....	12 19	.....	1 44	.....	2 19	.....	.....	.....	.....	4 19	5 19	7 19	.....	9 4	10 23	.....	.....	.....
Sea Mills	..	6 28	..	..	8 2	..	9 9	10 49	..	12 24	..	1 48	..	2 24	..	..	..	..	4 24	5 24	7 24	..	9 9	10 28	..	..	..
CLIFTON DOWN arr	.....	6 33	.....	.....	.....	.....	9 14	10 54	.....	12 29	.....	1 54	.....	2 29	.....	.....	.....	.....	4 29	5 29	7 29	.....	9 14	10 33	.....	.....	.....
.. ..dep	..	6 34	..	7 55	8 7	..	9 23	10 55	..	12 30	..	1 55	..	2 30	..	..	..	..	4 30	5 30	7 30	..	9 15	10 34	..	10 55	11 42
Redland	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Montpelier	..	6 37	..	..	8 10	..	9 26	10 58	..	12 33	..	1 58	..	2 33	..	..	..	..	4 33	5 33	7 33	..	9 18	10 38	..	..	..
STAPLETON ROAD arr	.....	6 40	.....	.....	8 13	.....	9 29	11 1	.....	12 36	.....	2 1	.....	2 36	.....	.....	.....	.....	4 36	5 36	7 36	.....	9 21	10 41	.....	.....	11 47
.. ..dep	..	6 41	..	8 2	8 14	..	9 30	11 2	..	12 38	..	2 2	..	2 38	..	..	..	..	4 38	5 38	7 38	..	9 22	10 42	..	11 1	11 50
Lawrence Hill .....arr	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2 4	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.. ..dep	..	6 43½	..	..	8 16½	..	9 32½	11 4½	..	12 40½	..	2 5	..	2 40½	..	..	..	..	4 40½	5 40½	7 40½	..	9 24½	10 44½	..	..	..
Dr. Day's Bridge Jn.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	11 6	.....
Dr. Day's Bridge Sidings ..	..	..	..	8† 7	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
BRISTOL (T.M.) ..arr	.....	6 48	.....	.....	8 21	.....	9 37	11 9	.....	12 45	.....	2 9	.....	2 45	.....	.....	.....	.....	4 45	5 45	7 45	.....	9 29	10 50	.....	.....	11 55

BRISTOL AND PORTISHEAD

SINGLE LINE—Clifton Bridge to Portishead worked by Electric Train Token. Crossing places: Oak Wood, Pill and Portbury Shipyard.

WEEKDAYS

Mile Post Mileage from Paddington M	C	DOWN	Ruling Gradient 1 in	B	G				B	B			B	B	B	
				5.10 am Stapleton Road Diesel	L E				Diesel	Diesel SX Passenger SO			Diesel		Diesel	
				2273	0314				2273	2273			2273	2273	2273	
				‡ 5.27 a.m.	SX								SO	SO	SX	
				am	am				am	am			am	am	am	
118	28	**BRISTOL (T.M.)** ..dep	..	5‡28	5‖30	..	..	..	6 58	8 5	..	..	9 30	10 0	10 30	..
118	51	Bristol West	172 R	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
119	22	Bedminster .. .. ..arr	172 R	..	..	..	..	..	7 1	..	..	..	..	..	..	..
		.....dep	.....	5 32	.....	.....	.....	.....	7 1½	8 8	.....	.....	9 33	10 3	10 33	.....
120	16	Parson Street	312 R	5 34½	..	..	..	..	7 4	8 11	..	..	9 36	10 6	10 36	..
120	26	Parson Street Jn.	350 R	5 35	5 40	.....	.....	.....	7 4½	8 11½	.....	.....	9 36½	10 6½	10 36½	.....
121	30	Ashton Gate	76 F	..	..	..	..	..	7 7½	8 14	..	..	9 39	10 9	10 39	..
121	63	Clifton Bridge .....arr	118 R	5 38	5‖45	.....	.....	.....	7 9½	.....	.....	.....	.....	.....	.....	.....
		.. ..dep	..	5 39	..	..	..	..	7 10½	8 16	..	..	9 41	10 11	10 41	..
124	42	Oak Wood	100 R	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
125	26	Ham Green Halt	92 F	..	To work 6‡28 am	..	..	..	..	..	..	..	..	..	..	..
126	12	Pill .....arr	137 R	5 48		.....	.....	.....	.....	8 25	.....	.....	.....	.....	.....	.....
		.. ..dep	..	5 49		..	..	..	7 19	8X29	..	..	9 50	10 20	10 50	..
127	26	Portbury Shipyard	103 F	.....		.....	.....	.....	.....	.....	.....	.....	.....	10X24	.....	.....
127	77	Portbury	610 F	..		..	..	..	..	8 35	..	..	..	10 27	10 56	..
129	75	**PORTISHEAD** .....arr	390 R	5 58	.....	.....	.....	.....	7 27	8 40	.....	.....	10 0	10 32	11 1	.....

WEEKDAYS

DOWN	B			B	B	B	B		B	B	B	B		B	
				Diesel	Diesel SX Passenger SO	11.56 am Henbury	Diesel		Diesel SX Passenger SO	Diesel	Diesel			Diesel SX Passenger SO	
	2273			2273	2273	2273	2273		2273	2273	2273	2273		2273	
	SO			SO		SO				SX	SO	SX			
	am			am	PM	PM	PM		PM	PM	PM	PM		PM	
BRISTOL (T.M.) .. ..dep	..	..	..	..	12 30	1 0	1 30	..	2 30	3 30	..	3 50	..	4 35	..
Bristol West	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Bedminster .. .. ..arr	..	..	..	..	..	..	..		..	..	..	Z Arr. 4 20 pm	..	..	..
.....dep	.....	.....	.....	.....	12 33	1 3	1 33		2 33	3 33	.....	3 53	.....	4 38	.....
Parson Street	..	..	..	..	12 36	1 6	1 36		2 36	3 36	..	3 56	..	4 41	..
Parson Street Jn.	.....	.....	.....	.....	12 36½	1 6½	1 36½		2 36½	3 36½	.....	3 56½	.....	4 41½	.....
Ashton Gate	11 15	..	..	11 45	12 39	1 9	1 39		2 39	3 39	3 40	3 59	..	4 44	..
Clifton Bridge .....arr	.....	.....	.....	.....	.....	.....	.....		.....	.....	.....	4 1	.....	.....	.....
.. ..dep	11 17	..	..	11 47	12 41	1 11	1 41		2 41	3 41	3 42	4X 7	..	4 46	..
Oak Wood	.....	.....	.....	.....	.....	.....	.....		.....	.....	.....	.....	.....	.....	.....
Ham Green Halt	..	..	..	..	12 48	..	1N48	Calls at Ham Green Halt WSO	2 48	..	..	..	..	4 53	..
Pill .....arr	11X25	.....	.....	11 55	12 50	1 20	...		.....	.....	.....	.....	.....	.....	.....
.. ..dep	11 27	..	..	11X56	12 50½	1X26	1 50½		2 50½	3 50	3 51	4 16	..	4 55½	..
Portbury Shipyard	.....	.....	.....	.....	.....	...	1X55		.....	.....	.....	4X23N	.....	.....	.....
Portbury	..	..	..	..	12 56	1 31	1 57		2 56	..	..	..	..	5 1	..
PORTISHEAD arr	11 37	.....	.....	12 6	1 ·1	1 36	2 1	Z	3 1	4 1	4 1	4 29	.....	5 6	.....

DOWN

		B		C		B	C	B	B	C	C	B	C	B	
				ECS			ECS	Diesel SX Passenger SO		7†38 pm Malago Vale ECS	8†8 pm Bristol (T.M.) ECS		11†0 pm Malago Vale ECS		
		2273		3273		2273	3273	2273	2273	3273	3273	2273	3273	2273	
				FSX		SX	FSX			SO	FSX	SO	FO	SO	
		PM		PM		PM	PM	PM	PM	PM	PM	PM	PM	PM	
BRISTOL (T.M.) .. ..dep	..	5 30	..	..	..	6 4	..	6 30	7 30	..	..	9 15	..	11 0	..
Bristol West	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	8 19	.....	.....	.....	.....
Bedminster .. .. ..arr	..	..	..	..	..	6 7	..	..	..	..	..	..	..	..	..
.....dep	.....	5 33	.....	.....	.....	6 7½	.....	6 33	7 33	.....	.....	9 18	.....	11 3	.....
Parson Street	..	5 36	..	5†50	..	6 10	6†18	6 36	7 36	..	..	9 21	..	11 6	..
Parson Street Jn.	.....	5 36½	.....	5 50½	.....	6 10½	6 19	6 36½	7 36½	7 42	8 26	9 21½	11 5	11 6½	.....
Ashton Gate	..	5 39	..	..	..	6 13	..	6 39	7 39	..	..	9 24	..	11 9	..
Clifton Bridge .....arr	.....	.....	.....	5†55	.....	.....	6†24	.....	.....	7†47	8†30	.....	11†10	.....	.....
.. ..dep	..	5 41	..	Runs until 25th June and commencing 31st August	..	6 15	..	6 41	7 41	..	Runs 29th June to 27th August (inclusive)	9 26	..	11 11	..
Oak Wood	.....	.....	.....		.....	.....	.....	.....	.....	.....		.....	.....	.....	.....
Ham Green Halt	..	5 48	..		..	..	After working 5.20 pm Avonmouth Dk.	..	..	..		..	..	11 18	..
Pill .....arr	.....	.....	.....		.....	6 23		.....	.....	.....		.....	.....	.....	.....
.. ..dep	..	5 50½	..		..	6X25		6 50	7 50	..		9 35	..	11 22	..
Portbury Shipyard	.....	5X56½	.....		.....	.....		.....	.....	.....		.....	.....	.....	.....
Portbury	..	5 59	..		..	..		6 56	..	..		..	..	..	..
PORTISHEAD .....arr	.....	6 3	.....		.....	6 35		7 1	8 0	.....		9 45	.....	11 32	.....

SUNDAYS

DOWN

	B		B		B		B		B		B		C		B
													8†24 pm Bristol (T.M.) ECS		
	2273		2273		2273		2273		2273		2273		3273		2273
	am		PM		PM		PM		PM		PM		PM		PM
BRISTOL (T.M.) .. ..dep	10 30	..	12 30	..	2 30	..	5 30	..	6 30	..	7 32	..	..	..	8 35
Bristol West	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	8 34	.....	.....
Bedminster .. .. ..arr	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
.....dep	10 33	.....	12 33	.....	2 33	.....	5 33	.....	6 33	.....	7 35	.....	.....	.....	8 38
Parson Street	10 36	..	12 36	..	2 36	..	5 36	..	6 36	..	7 38	..	..	..	8 41
Parson Street Jn.	10 36½	.....	12 36½	.....	2 36½	.....	5 36½	.....	6 36½	.....	7 38½	.....	8 37	.....	8 41½
Ashton Gate	10 39	..	12 40	..	2 39	..	5 39	..	6 39	..	7 41	..	..	..	8 44
Clifton Bridge .....arr	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	8†41	.....	.....
.. ..dep	10 41	..	12 42	..	2 41	..	5 41	..	6 41	..	7 43	..	..	..	8 46
Oak Wood	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ham Green Halt	..	..	12 49	..	2 48	..	..	..	..	..	..	..	After working 7.45 pm Weston-super-Mare	..	..
Pill .....arr	.....	.....	.....	.....	2 50	.....	.....	.....	.....	.....	.....	.....		.....	.....
.. ..dep	10 50	..	12 52	..	2 51	..	5 50	..	6 50	..	7 52	..		..	8 55
Portbury Shipyard	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....		.....	.....
Portbury	10 55	..	12 57	..	2 56	..	5 55	..	6 55	..	7 57	..		..	..
PORTISHEAD .....arr	11 0	.....	1 2	.....	3 1	.....	6 0	.....	7 0	.....	8 2	.....		.....	9 4

UP	Ruling Gradient 1 in		B	B	C			B	C	B	B		B		B
			To Avonmouth Dock	Diesel	ECS			Diesel	ECS		Diesel SX Passenger SO		Diesel		
			2258§	2273	3273			2273	3273	2273	2273		2273		2273
					SO				SO				SO		SO
			am	am	am			am	am	am	am		am		am
PORTISHEAD .. ..dep	..	..		6 44		..	..	7 53	To work 8.52 am Bedminster to Weymouth. Will not run on 12th Sept.	8 18	9 0	..	10 15	..	10 45
Portbury	390 F	.....	§ ECS ex Clifton Bridge SX (No. 3273)	6 49	To work 7.49 am to Brighton	.....	.....	7 58		8 23	.....	.....	10 20	.....	.....
Portbury Shipyard	610 R	..		..			..	..		..	..	..	10Xc25	..	10 54
Pill .....arr	103 R	.....		.....			.....	.....		.....	.....	.....	.....	.....	.....
.. ..dep	..	..		6 54		Runs 25th July to 15th August (inclusive)	..	8 3		8X28	9 10	..	10 28	..	10 56
Ham Green Halt	137 F	.....		.....			.....	.....		.....	9 12	.....	.....	.....	.....
Oak Wood	92 R	..		..			..	..		..	..	..	..	..	..
Clifton Bridge .....arr	100 F	.....		.....			.....	.....		.....	.....	.....	.....	.....	.....
.. ..dep	..	..	6†28	7 3½	7†25		..	8 12½	8†30	8 39	9 21	..	10 37½	..	11 5½
Ashton Gate	118 F	.....	.....	7 5½	.....		.....	8 14½	.....	8 41	9 23	.....	10 39	.....	11 7
Parson Street Jn.	76 R	..	6 32	7 7½	7 30		..	8 16½	8 35	8 43½	9 25½	..	..	..	..
Parson Street	350 F	.....	6 37	7 9	.....		.....	8 18	.....	8 44½	9 27	.....	.....	.....	.....
Bedminster .. .. ..arr	312 F	..	6 39	7 11	..		..	8 20	8†40	8 46½	9 29	..	..	..	..
.....dep	.....	.....	6 41	7 12	.....		.....	8 21	.....	8 47½	9 30	.....	.....	.....	.....
Bristol West	172 F	..	..	..	..		..	..	..	..	..	..	..	..	..
BRISTOL (T.M.) ....arr	172 F	.....	6 45	7 15	7†35		.....	8 24	.....	8 51	9 34	.....	.....	.....	.....

WEEKDAYS

UP		B			B	B	C	B	B		B	B		B	C
		Diesel				Diesel	ECS	Diesel SX Passenger SO			Diesel	Diesel		Diesel SX Passenger SO	ECS to Keynsham and Somerdale
		2273			2273	2273	3273	2273	2273		2273	2273		2273	3270
		SX			SO	SO	SO		SO		SX	SO			SX
		am			am	PM	PM	PM	PM		PM	PM		PM	PM
PORTISHEAD .. ..dep	..	11 15	..	..	11 45	12 15	To work 1.50 pm to Paddington	1 15	1 45	..	2 15	2 15	..	3 15	..
Portbury	.....	.....	.....	.....	.....	12 20		.....	1 50	.....	2 20	2 20	.....	3 20	.....
Portbury Shipyard	..	..	..	..	..	..		..	1X57	..	..	..	..	..	..
Pill .....arr	.....	.....	.....	.....	11 54	.....		1 24	.....	.....	.....	.....	.....	.....	.....
.. ..dep	..	11 25	..	..	11X57	12 25		1X25	2 1	..	2 25	2 25	..	3 25	..
Ham Green Halt	.....	.....	.....	.....	.....	12 27		.....	2 3	.....	2 27	2 27	.....	.....	.....
Oak Wood	..	..	..	..	..	..		..	..	..	..	..	..	..	..
Clifton Bridge .....arr	.....	.....	.....	.....	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....
.. ..dep	..	11 34½	..	..	12 8½	12 36	1†25	1 34½	2 12	..	2 36	2 36	..	3 34½	4†20
Ashton Gate	.....	11 36½	.....	.....	12 10½	12 38	.....	1 36½	2 14	.....	2 38	2 38	.....	3 36½	.....
Parson Street Jn.	..	11 38½	..	..	12 12½	12 40½	1 29	1 38½	2 16	..	2 40½	..	..	3 39	4 25
Parson Street	.....	11 40	.....	.....	12 14	12 42	.....	1 40	2 17	.....	2 42	.....	.....	3 40	.....
Bedminster .. .. ..arr	..	11 42	..	..	12 16	12 44	..	1 42	2 19	..	2 44	..	..	3 42	..
.....dep	.....	11 43	.....	.....	12 17	12 45	.....	1 43	2 20	.....	2 45	.....	.....	3 43	.....
Bristol West	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
BRISTOL (T.M.) ....arr	.....	11 46	.....	.....	12 20	12 48	1†35	1 46	2 23	.....	2 48	.....	.....	3 46	4†30

UP

	B	B	B		B	B		B		B		B		G	
	Diesel	Diesel			Diesel			Diesel SX Passenger SO						L.E. to Bath Road M.P.D.	
	2273	2273	2273		2273	2273		2273		2273		2273		0109	
	SO PM	SX PM	PM		SX PM	PM		PM		PM		SO PM		SO PM	
PORTISHEAD .. ..dep	4 15	4 15	5 15	..	5 47	6 15	..	7 15	..	8 15	..	10 15		11‖40	..
Portbury	..	..	..	..	..	..	..	7 20	..	..	..	..	..	..	..
Portbury Shipyard	..	4X22	..	..	5Xc56	..	..	..	..	..	..	..	..	..	..
Pill ..arr	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
.. ..dep	4 25	4 26	5 25	..	6 0	6X25	..	7 25	..	8 25	..	10 25	..	..	..
Ham Green Halt	4 28	4 28	..	..	..	..	..	..	..	..	..	..	..	..	..
Oak Wood	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Clifton Bridge ..arr	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
.. ..dep	4 37	4 37	5 34½	..	6 9½	6 34½	..	7 34½	..	8 34½	..	10 34½	..	11 58	..
Ashton Gate	4 39	4 39	5 36½	..	6 11½	6 36½	..	7 36½	..	8 36½	..	10 36½	..	..	..
Parson Street Jn.	4 41	4 41	5 39	..	6 13½	6 39	..	7 39	..	8 39	..	10 39	..	12 3	..
Parson Street	4 42	4 42	5 40	..	6 15	6 40	..	7 40	..	8 40	..	10 40	..	..	..
Bedminster .. .. ..arr	4 44	4 44	5 42	..	6 17	6 42	..	7 42	..	8 42	..	10 42	..	..	..
.....dep	4 45	4 45	5 43	..	6 18	6 43	..	7 43	..	8 43	..	10 43	..	..	..
Bristol West	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
BRISTOL (T.M.) ....arr	4 48	4 48	5 46	..	6 21	6 46	..	7 46	..	8 46	..	10 46	..	12‖ 8	..

SUNDAYS

UP

		B		B		B		B		B		B		B	
		2273		2273		2273		2273		2273		2273		2273	
		am		PM		PM		PM		PM		PM		PM	
PORTISHEAD .. ..dep	..	11 15	..	1 15	..	4 40	..	6 15	..	7 15	..	8 15	..	9 30	..
Portbury	..	11 20	..	1 20	..	4 45	..	6 20	..	7 20	..	8 20	..	..	..
Portbury Shipyard	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Pill ..arr	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
.. ..dep	..	11 25	..	1 25	..	4 50	..	6 25	..	7 25	..	8 25	..	9 40	..
Ham Green Halt	..	..	..	..	..	4 53	..	6 28	..	..	..	..	..	..	..
Oak Wood	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Clifton Bridge ..arr	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
.. ..dep	..	11 34½	..	1 34½	..	5 0	..	6 35	..	7 34½	..	8 34½	..	9 49½	..
Ashton Gate	..	11 37	..	1 37	..	5 3	..	6 38	..	7 37	..	8 37	..	9 52	..
Parson Street Jn.	..	11 40	..	1 40	..	5 6	..	6 41	..	7 40	..	8 40	..	9 55	..
Parson Street	..	11 41	..	1 41	..	5 7	..	6 42	..	7 41	..	8 41	..	9 56	..
Bedminster .. .. ..arr	..	11 43	..	1 43	..	5 9	..	6 44	..	7 43	..	8 43	..	9 58	..
.....dep	..	11 44	..	1 44	..	5 10	..	6 45	..	7 44	..	8 44	..	9 59	..
Bristol West	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
BRISTOL (T.M.) ....arr	..	11 47	..	1 47	..	5 13	..	6 48	..	7 47	..	8 47	..	10 2	..

YATTON AND CLEVEDON

SINGLE LINE—Worked by a Train Staff and one engine in steam at a time or by Train Staff and two engines in steam coupled together, or by Train Staff and one engine coupled to Rail Motor Car or a second engine coupled to a Rail Motor Car. The Train Staff Stations are Yatton and Clevedon.

DOWN

Mile Post Mileage M	C		Ruling Gradient 1 in	B	B	B	B	B	B	B	B	B	B	B		B
				Rail Motor	Rail Motor	Rail Motor	Rail Motor	Rail Motor	Rail Motor	Rail Motor	Rail Motor SX Passenger SO	Rail Motor	Rail Motor	Rail Motor		Rail Motor SO Passenger SX
				2276	2276	2276	2276	2276	2276	2276	2276	2276	2276	2276		2276
													SX	SO		
				am	am	am	am	am	am	am	am	am	am	am		PM
		YATTON .. .. ..dep	..	6 45	7 25	7 48	8 18	8 37	9 5	9 47	10 10	10 50	11 22	11 31	..	12 10
3	45	CLEVEDON .....arr	249 R	6 52	7 32	7 55	8 25	8 44	9 12	9 54	10 17	10 57	11 29	11 38	.....	12 17

WEEKDAYS

DOWN

	B	B	B		B	B	B	B	B	B	B	B	B	B	B
	Rail Motor	Rail Motor	Rail Motor		Rail Motor	Passenger SX Rail Motor SO	Rail Motor	Rail Motor	Rail Motor		Rail Motor	Rail Motor	Rail Motor	Rail Motor	Rail Motor
	2276	2276	2276		2276	2276	2276	2276	2276	2276	2276	2276	2276	2276	2276
	SO	SO	SX		SO			SO	SX	SO	SX				
	PM	PM	PM		PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
YATTON .. .. ..dep	12 35	1 3	1 12	..	1 30	2 0	2 43	3 35	3 55	4 7	4 19	4 50	5 10	5 38	6 10
CLEVEDON .....arr	12 42	1 10	1 19	.....	1 37	2 7	2 50	3 42	4 2	4 14	4 26	4 57	5 17	5 45	6 17

WEEKDAYS

DOWN

	B	B	B	B	B	B	B	B	B	B		B	B	B	B
	Rail Motor	Rail Motor	Rail Motor	Rail Motor	Rail Motor	Rail Motor	Rail Motor	Rail Motor	Rail Motor	Rail Motor		Rail Motor	Rail Motor	Rail Motor	Rail Motor
	2276	2276	2276	2276	2276	2276	2276	2276	2276	2276		2276	2276	2276	2276
								SX	SO						
	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM		am	am	am	noon
YATTON .. .. ..dep	6 35	7 10	7 49	8 18	8 45	9 20	9 40	10 17	10 27	11 5	..	10 10	10 38	11 28	12 0
CLEVEDON .....arr	6 42	7 17	7 56	8 25	8 52	9 27	9 47	10 24	10 34	11 12	.....	10 17	10 45	11 35	12 7

SUNDAYS

DOWN

		B	B	B		B	B	B		B	B	B	B	B	B	B
		Rail Motor	Rail Motor	Rail Motor		Rail Motor	Rail Motor	Rail Motor		Rail Motor	Rail Motor	Rail Motor	Rail Motor	Rail Motor	Rail Motor	Rail Motor
		2276	2276	2276		2276	2276	2276		2276	2276	2276	2276	2276	2276	2276
		PM	PM	PM		PM	PM	PM		PM	PM	PM	PM	PM	PM	PM
YATTON ..dep	..	12 57	1 50	2 34	..	2 56	3 15	4 16	..	5 5	5 40	6 30	7 10	8 22	9 14	9 40
CLEVEDON ....arr	.....	1 4	1 57	2 41	.....	3 3	3 22	4 23	.....	5 12	5 47	6 37	7 17	8 29	9 21	9 47

CLEVEDON AND YATTON

WEEKDAYS

UP	Ruling Gradient 1 in	B	B	B	B	B	B	B		B	B	B		B	B
			Rail Motor	Rail Motor	Rail Motor	Rail Motor	Rail Motor	Rail Motor		Rail Motor	Rail Motor SX Mixed SO	Rail Motor		Rail Motor	Rail Motor
		2276	2276	2276	2276	2276	2276	2276		2276	2276	2276		2276	2276
														SO	SX
		am	am	am	am	am	am	am		am	am	am		am	am
CLEVEDON .. .. ..dep	..	6 35	7 0	7 35	8 0	8 28	8 47	9 19	..	9 57	10 30	11 10	..	11 41	11 55
YATTON .....arr	249 F	6 42	7 7	7 42	8 7	8 35	8 54	9 26	.....	10 4	10 39	11 17	.....	11 48	12 2

WEEKDAYS

UP	B	B	B		B	B	B	B	B	B	B		B	B	B
	Rail Motor	Rail Motor SO Mixed SX	Rail Motor		Rail Motor	Rail Motor	Passenger SX Rail Motor SO	Rail Motor	Rail Motor	Rail Motor	Rail Motor SX Passenger SO		Rail Motor	Rail Motor	Rail Motor
	2276	2276	2276		2276	2276	2276	2276	2276	2276	2276		2276	2276	2276
	SO		SO		SX	SO			SO	SX					
	PM	PM	PM		PM	PM	PM	PM	PM	PM	PM		PM	PM	PM
CLEVEDON .. .. ..dep	12 19	12 45	1 13	..	1 40	1 50	2 17	2 55	3 45	4 5	4 30	..	5 0	5 20	5 55
YATTON .....arr	12 26	12 54	1 20	.....	1 47	1 57	2 24	3 2	3 52	4 12	4 37	.....	5 7	5 27	6 2

WEEKDAYS

UP	B	B	B	B	B	B	B	B	B		B	B	B	B	B
	Rail Motor	Rail Motor	Rail Motor	Rail Motor	Rail Motor	Rail Motor	Rail Motor	Rail Motor	Rail Motor		Rail Motor	Rail Motor	Rail Motor	Rail Motor	Rail Motor
	2276	2276	2276	2276	2276	2276	2276	2276	2276		2276	2276	2276	2276	2276
	PM	PM	PM	PM	PM	PM	PM	PM	PM		PM	am	am	am	PM
CLEVEDON .. .. ..dep	6 20	6 45	7 28	7 59	8 30	8 55	9 30	9 50	10 40	..	11 15	10 20	11 5	11 38	12 40
YATTON .....arr	6 27	6 52	7 35	8 6	8 37	9 2	9 37	9 57	10 47	.....	11 22	10 27	11 12	11 45	12 47

SUNDAYS

UP	B	B	B		B	B	B		B	B	B		B	B	B	B
	Rail Motor	Rail Motor	Rail Motor		Rail Motor	Rail Motor	Rail Motor		Rail Motor	Rail Motor	Rail Motor		Rail Motor	Rail Motor	Rail Motor	Rail Motor
	2276	2276	2276		2276	2276	2276		2276	2276	2276		2276	2276	2276	2276
	PM	PM	PM		PM	PM	PM		PM	PM	PM		PM	PM	PM	PM
CLEVEDON .. dep	1 25	2 15	2 44	..	3 5	3 58	4 45	..	5 25	6 0	6 43	..	7 20	8 47	9 25	9 50
YATTON .....arr	1 32	2 22	2 51	.....	3 12	4 5	4 52	.....	5 32	6 7	6 50	.....	7 27	8 54	9 32	9 57

B230 WEEKDAYS CHIPPENHAM AND CALNE

SINGLE LINE—Worked by Electric Train Staff

DOWN

Mileage M	Mileage C		Ruling Gradient 1 in	B	B	B	B	B	B	B	B	B	B		B	B	B
				Diesel	Diesel	Diesel	7.50 am Bristol (T.M.) Diesel	7.52 am Bristol (T.M.) Diesel	8.35 am Bristol (T.M.) Diesel	Diesel	Diesel	11.17 am Trowbridge Diesel	11.10 am Westbury Diesel		Diesel		12.5 pm Bristol (T.M.) Diesel
				2268	2268	2268	2268	2268	2268	2268	2268	2268	2268		2268	2268	2268
							SX	SO	SX	SO	SX	SX	SO		SX	SO	SX
				am	am	am	am	am	am	am	am	am	am		PM	PM	PM
		CHIPPENH'M dep	..	6 10	7 0	8 5	8 43	8 43	9 40	10 22	10 28	11 48	11 57	..	12 45	12 54	1 25
2	4	Stanley B. Halt	60 F	6 16	7 6	8 11	.....	8 49	9 46	10 28	10 34	.....	12 3	.....	12 51	.....	1 31
4	28	Black Dog Siding ..	96 R	R	R	R	R	R	R	R	R	R	R	..	R	R	R
5	25	CALNE ....arr	109 F	6 25	7 15	8 20	8 55½	8 58	9 55	10 37	10 43	12 3	12 12	.....	1 0	1 6	1 40

DOWN

	B	B	B	B	B	B	B	B	B	B	B	B			
	12.25 pm Bristol (T.M.) Diesel	Diesel			4.0 pm SX 3.53 pm SO Trowbridge Diesel	Diesel	5.35 pm Bristol (T.M.) Diesel	6.35 pm Bristol (T.M.) Diesel	8.12 pm Bath Spa Diesel	8.35 pm Westbury Diesel	9.5 pm Bristol (T.M.) Diesel	Diesel			
	2268	2268	2268	2268	2268	2268	2268	2268	2268	2268	2268	2268			
	SO		SX	SO			++					WSO			
	PM	PM	PM	PM	PM	PM	PM 6.35 pm	PM	PM	PM	PM	PM			
CHIPPENHAM .. ..dep	1 51	2 53	3 43	3 45	4 30	5 22	6‡37	7 33	8 35	9 12	10 13	10 55	..	..	..
Stanley B. Halt	1 57	.....	.....	.....	4 36	5 28	6 43	7 39	8 41	.....	10 19	11 1	.....	.....	.....
Black Dog Siding	R	R	R	R	R	R	R	R	R	R	R	R	..	..	..
CALNE .....arr	2 6	3 5½	3 55½	3 57½	4 45	5 37	6 52	7 48	8 50	9 24½	10 28	11 10	.....	.....	.....

SUNDAYS

DOWN

		B		B		B		B		B		B		B	
				Diesel		Diesel		Diesel		Diesel		Diesel		Diesel	
		2268		2268		2268		2268		2268		2268		2268	
				PM		PM		PM		PM		PM		PM	
		am													
CHIPPENHAM .. ..dep	..	10 15	..	5 0	..	6 52	..	7 47	..	8 24	..	9 15	..	10 12	..
Stanley B. Halt	.....	10 21	.....	5 6	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Black Dog Siding	..	R	..	R	..	R	..	R	..	R	..	R	..	R	..
CALNE .....arr	.....	10 30	.....	5 15	.....	7 4½	.....	7 59½	.....	8 36½	.....	9 27½	.....	10 24½	.....

UP		B	B	B	B	B	B	B	B	B	B	B	A	B	
	Ruling Gradient 1 in	Diesel	Diesel	Diesel to Bristol (T.M.)	Diesel	Diesel	Diesel	Diesel	Diesel to Bristol (T.M.)	Diesel	Diesel	Diesel	To Weston-s-Mare	Diesel	
		2268	2268	2270	2268	2268	2268	2268	2270	2268	2268	2268	2224	2268	
					SX	SO	SX	SO	SX	SX	SO	SX	SO	SX	
		am	am	am	am	am	am	am	am	PM	PM	PM	PM	PM	
CALNE .. ..dep	..	6 30	7 25	8 25	9 0	9 4	10 3	10 50	10 53	12 8	12 20	1 7	1 12	2 5	..
Black Dog Siding	109 R	R	R	8 28	R	R	R	R	R	R	R	R	R	R	.....
Stanley B. Halt	96 F	6 39	7 34	8 34	9 9	9 13	10 12	10 59	11 2	12 17	12 29	1 16	1 21	2 14	..
CHIPPENHAM .....arr	60 R	6 45	7 40	8 40	9 15	9 19	10 18	11 5	11 8	12 23	12 35	1 22	1 27	2 20	.....

UP	B	B	B	B	B	B	B	B	B	B	B	B	B	
	Diesel	Diesel	Diesel	Diesel to Westbury	Diesel to Trowbridge	Diesel	Diesel to Westbury	Diesel to Bristol (T.M.)	Diesel to Westbury	Diesel	Diesel	Diesel	Diesel to Chippenham WO Bristol (T.M.) SO	
	2268	2268	2268	2284	2283	2268	2284	2270	2284	2268	2268	2268	2268¶	
	SO	SX	SO	SX	SO								WSO	
	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	
CALNE .. ..dep	2 36	3 10	3 12	4 0	4 1	5 0	5 41	7 5	8 2	8 55	9 30	10 33	11 20	..
Black Dog Siding	R	R	R	R	R	R	R	R	R	R	R	R	R	.....
Stanley B. Halt	2 45	3 19	..	..	..	5 9	..	7 14	..	9 4	..	10 42	11 29	..
CHIPPENHAM .....arr	2 51	3 25	3 25	4 12½	4 13½	5 15	5 53½	7 20	8 14½	9 10	9 42½	10 48	11 35	.....

¶ No. 2270 SO

SUNDAYS

UP		B		B		B		B		B		B		B	
				Diesel		Diesel		Diesel		Diesel		Diesel		Diesel	
		2268		2268		2268		2268		2268		2268		2268	
		am		PM		PM		PM		PM		PM		PM	
CALNE .. ..dep	..	11 0	..	5 35	..	7 15	..	8 4	..	8 43	..	9 34	..	10 33	..
Black Dog Siding	.....	R	.....	R	.....	R	.....	R	.....	R	.....	R	.....	R	.....
Stanley B. Halt	..	11 9	..	5 44	..	..	..	..	..	..	..	..	..	..	..
CHIPPENHAM .....arr	.....	11 15	.....	5 50	.....	7 27½	.....	8 16½	.....	8 55½	.....	9 46½	.....	10 45½	.....

SWINDON AND HIGHWORTH

SINGLE LINE—Between Highworth Junction and Highworth, worked by Electric Token, the Token Stations being Highworth Junction, Kingsdown Road and Highworth. Intermediate Token instruments at Stratton Factory, Plessey Sidings and Stratton Station. Wooden Staff for working Kingsdown Road to South Marston Factory

Mile Post Distances from Highworth Jn. M	C	DOWN	Ruling Gradient 1 in	C		B	
				ECS			
				3264		2264	
				SX		SX	
				am		PM	
	76	SWINDON .. ..dep	..	6† 0		5 56	..
		Highworth Jn.	660 F	6 3		5 59	.....
1	24	Stratton	82 R	R		6c 5	
		Kingsdown Road	.....	.....		.....	
3	18	Stanton	66 F	R	R For Guard to light platform lamps	6 12	Staff Not advertised
		Cricklade Road Crossing	.....	6†18	Z Guard to light platform lamps when required	6 17	
4	32	Hannington	66 F	R		6c22	
5	46	HIGHWORTH ....arr	44 R	6†N26		6 27	

UP	Ruling Gradient 1 in	B		C	
				ECS	
		2264		3264	
		SX		SX	
		am		PM	
HIGHWORTH ..dep	..	6Z47		6†Z33	
Hannington	44 F	6Z52		R	
Cricklade Road Crossing ..	..	6 56		..	
Stanton	66 R	7Z 0		R	
Kingsdown Road	..	..		..	
Stratton	66 R	7Z 6		R	
Highworth Jn.	82 F	7 11		6 52	
SWINDON .....arr	660 R	7 14	N Guard to extinguish platform lights when not required Not advertised (Staff)	6†55	N Guard to extinguish platform lights when required. R To call when required for guard to extinguish platform lights

SPEED OF TRAINS

No train may exceed 25 miles per hour at any point in either direction.

No train may exceed the speed per hour shown between the following points:—

DOWN TRAINS			UP TRAINS		
From	To	Miles	From	To	Miles
Up Main Line	Branch at Junction	15	Highworth Station	Hannington Station	15
0 miles 44 chains	0 miles 50 chains	15	4 miles 25 chains	3 miles 70 chains	20
2 miles 6 chains	2 miles 26 chains	20	3 miles 65 chains	3 miles 45 chains	20
2 miles 60 chains	3 miles 30 chains	10	2 miles 40 chains	2 miles 26 chains	15
3 miles 45 chains	3 miles 65 chains	20	2 miles 26 chains	2 miles 6 chains	20
3 miles 70 chains	4 miles 25 chains	20	0 miles 70 chains	0 miles 44 chains	15
Hannington Station	Highworth Station	15	Branch Highworth Junction	Down Main Line	15

BRISTOL, RADSTOCK AND FROME

SINGLE LINE—Marsh Junction to Radstock West Station, worked by Electric Train Token. Crossing places are: Marsh Junction, Pensford, Pensford and Bromley Siding, Clutton, Hallatrow and Radstock West Station.

DOUBLE LINE—Radstock West Station to Mells Road South End.

SINGLE LINE—Mells Road South End to Frome, worked by Electric Train Token, Mells Road and Frome South Box being the Token Stations

Pensford and Bromley Siding, when open, is only available for shunting a light engine or a Freight Train (at Old Mills, short Freight Train only can be shunted) for a train to pass in the same or opposite direction

WEEKDAYS — DOWN — SUNDAYS

Mile Post Mileage M	Mile Post Mileage C	Distance from Bristol T.M. M	Distance from Bristol T.M. C		Ruling Gradient 1 in	B	B	B	B	B	B	B	B		B	B	B
						To Wells	To Witham			To Wells							
						2288	2288	2277	2277	2288	2277	2277	2277		2277	2277	2277
							SO	SO	SO		SO	SX	SO				
						am	am	PM	PM	PM	PM	PM	PM		am	PM	PM
24	8	—	—	**BRISTOL (T.M.)** dep	..	6 47	10 17	1 32	2 53	5 20	6 15	6 15	7 45	..	10 0	4 50	8 5
23	10		78	Marsh Jn.													
22	1	2	7	Brislington	62 R	6 55	10 25	1 39	3 0	5 27	6 22	6 22	7 52	..	10 7	4 57	8 12
19	73	4	15	Whitchurch Halt	60 R	7 3	10 32	1 46	3 7	5 34	6 29	6 29	7 59	.....	10 14	5 4	8 19
17	31	6	57	Pensford .. .. ..arr	60 R	7 9	10 38	1 52	3 13	5 40	6 35	6 35	8 5	..	10 20	5 10	8 25
				.....dep		7X10	10 39	1X55	3 16	5 41	6X36	6X41	8 6	.....	10 21	5 11	8 26
16	52	7	36	Pensford & B. Siding ..	60 R	..	..	..	..	..	..	..	..	..	..	..	..
14	13	9	75	Clutton .....arr	60 R	7 21	10 47	2 3	3 24	5 49	6 44	6 49	8 14	.....	10 29	5 19	8 34
				.. ..dep	..	7 22	10 48	2 4	3 25	5 50	6X48	6 50	8 15	..	10 30	5 20	8 35
12	57	11	31	Hallatrow .....arr	58 F	7 25	10 51	2 7	3 28	5 53	6 51	6 53	8 18	.....	10 33	5 23	8 38
				.. ..dep	..	7 29	10 52	2 8	3 29	5 56	6 52	6 54	8 19	..	10 34	5 24	8 39
11	39	12	49	Farrington Gurney Halt..	65 R	7 34	10 56	2 12	3 33	6 1	6 56	6 58	8 23	.....	10 38	5 28	8 43
9	47	14	41	Midsomer N. & W. arr	73 F	7 37	10 59	2 15	3 36	6 4	6 59	7 1	8 26	..	10 41	5 31	8 46
				.....dep	.....	7 40	11 0	2 16	3 37	6 6	7 0	7 2	8 27	.....	10 42	5 32	8 47
8	16	15	72	**RADSTOCK W.** arr	128 F	7 43	11X 3	2 19	3 40	6 9	7 3	7 5	8 30	..	10 45	5 35	8 50
				.....dep	.....	7 47	11 5	2 20	3 41	6 13	7 4	7 6	8 31	.....	10 46	5 36	8 51
5	18	18	70	Mells Road Halt ..arr	69 R	7 55	11 12	2 27	3 48	6 20	7 11	7 13	8 38	..	10 53	5 43	8 58
				.....dep	.....	7 56	11 13	2 28	3 49	6X21	7 12	7 14	8 39	.....	10 54	5 44	8 59
—	—	24	16	**FROME** .. .. ..arr	48 F	8 7	11 24	2 38	4 0	6 31	7 22	7 24	8 49	..	11 4	5 54	9 9
				.....dep	.....	8 12	11 49	.....	.....	6 40	.....	.....	.....	.....	.....	.....	.....

WEEKDAYS — FROME, RADSTOCK AND BRISTOL — SUNDAYS

UP

Distance from Frome M	Distance from Frome C		Ruling Gradient 1 in	B	B	B		B	A	B	B	B	B	B	B
					To Bedminster	To Bedminster									
				2277	2274	2274		2277	2277	2277	2277	2277	2277	2277	2277
								SO	SO	SO	SX	SO	SO			
				am	am	am		PM	PM	PM	PM	PM	PM	noon	PM	PM
—	—	**FROME** .. .. ..arr	..	..	..	..	..	..	..	..	..	..	..	..	..	..
		.....dep	.....	6 26	7 37	10 50	.....	1 10	4 5	5 55	5 55	6 6	9 25	12 0	6 15	9 35
5	26	Mells Road Halt .. ..arr	48 R	6 37	7 48	11 1	..	1 21	4 16	..	..	6 19	9 36	12 11	6 26	9 46
		.....dep	.....	6 38	7 49	11 2	.....	1 22	4 17	.....	.....	6 20	9 37	12 12	6 27	9 47
8	24	**RADSTOCK WEST** arr	69 F	6 44	7 55	11 8	..	1 28	4 23	6 11	6 11	6 26	9 43	12 18	6 33	9 53
		.....dep	.....	6 45	7 56	11X 9	O Calls at Brislington S	1 30	4 24	6 12	6 12	6 27	9 44	12 19	6 34	9 55
9	55	Midsomer N. & Welton arr	128 R	6 48	7 59	11 12		1 33	4 27	..	6 15	6 31	..	12 22	6 37	9 58
		.....dep	.....	6 49	8 0	11 13		1 34	4 28	.....	6 16	6 32	9 48	12 23	6 38	9 59
11	47	Farrington Gurney Halt ..	73 R	6 53	8 4	11 17		1 38	4 32	..	..	6 38	9 52	12 27	6 42	10 3
12	65	Hallatrow .....arr	65 F	6 56	8 7	11X20	Z	1 41	4 35	.....	6 23	6 41	9 55	12 30	6 45	10 6
		.. ..dep	..	6 57	8 8	11 21		1X42	4 40	..	6‡30	6 42	9 56	12 31	6 46	10 7
14	21	Clutton .....arr	58 R	7 0	8 11	11 24	.....	1 45	4 43	.....	‡6.23 pm	6 46	9 59	12 34	6 49	10 10
		.. ..dep	..	7 1	8 12	11 25	..	1 46	4 44	..		6X49	10 0	12 35	6 50	10 11
16	60	Pensford and B. Siding	60 F	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
17	39	Pensford .. .. ..arr	60 F	7 8	8 19	11 32	..	1 53	4 51	6 32	6 39	6 56	10X 7	12 42	6 57	10 18
		.....dep	.....	7X12	8 20	11 33	.....	1X54	4 52	6X37	6X40	6 59	10 9	12 44	6 58	10 19
20	1	Whitchurch Halt	60 F	7 19	8 27	..	..	2 1	4 59	..	..	7 8	10 16	12 51	7 5	10 26
22	9	Brislington	60 F	7 24	8 32	N	.....	2 6	5 4	.....	6 50	7 14	10 21	12 56	7 10	10 31
23	18	Marsh Jn.	62 F	..	..	..	..	..	..	..	..	..	..	..	..	..
24	16	**BRISTOL (T.M.)** ..arr	.....	7 31	8 38	11 48	.....	2 12	5 10	6 53	6 56	7 21	10 27	1 6	7 16	10 38

YATTON, WELLS AND WITHAM

SINGLE LINE—Worked by Electric Train Token Yatton to Witham. Intermediate crossing places: Cranmore, Shepton Mallet, Wells‡ (East Somerset), Wells, Wookey‡, Cheddar, Axbridge, Sandford‡ and Congresbury.

‡—Wells (East Somerset), Wookey and Sandford are only available for crossing two Freight Trains or a Freight and a Passenger Train only, but in no case may a Passenger Train be put into the siding for another train to pass.

WEEKDAYS

Mileage M	Mileage C		Ruling Gradient 1 in																									
					B	B	B		B	B	B		B	B	B	B				B								
						To Frome							To Frome	5.20 pm Bristol (T.M.)	To Frome					2.10 pm Bristol (T.M.)							
					2288	2288	2288		2288	2288	2288		2288	2288	2288	2288				2288								
							SX		SO	SX	SO			SX		SO												
					am	am	am		am	am	PM		PM	PM	PM	PM				PM								
		YATTON .. ..dep	..	DOWN TRAINS	6 55	7 58	9 33	..	11 12	11 35	1 11	..	2 52	5 47	6 13	8 8	..	..	..	2 34	..	..	..	..	..	..	..	..
1	46	Congresbury .....arr	434 F		6 59	8 2	9 36	.....	11 15	11 38	1 14	.....	.....	5 50	6 16	8 11	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		.. ..dep	..		7 0	8 3	9X41	..	11 16	11 40	1 15	..	2 56	5 51	6 17	8 12	..	..	..	2 38	..	..	..	..	..	..	..	..
4	40	Sandford and Banwell ....arr	100 R		7 5	8 8	9 46	.....	11 21	11 45	1X20	.....	.....	5 56	6 22	8 17	.....	.....	.....	2 43	.....	.....	.....	.....	.....	.....	.....	.....
		.. ..dep	..		7 6	8 9	9 47	..	11 22	11 46	1 21	..	3 2	5 57	6 23	8 18	..	..	..	2 44	..	..	..	..	..	..	..	..
5	53	Winscombe	100 R		7 10	8 13	9 51	.....	11 26	11 50	1 25	.....	3 6	6 1	6 27	8 22	.....	.....	.....	2 48	.....	.....	.....	.....	.....	.....	.....	.....
8	1	Axbridge .. ..arr	74 F		7 14	8X17	9 55	..	11X30	11 54	1 29	..	3X10	6 5	6X31	8 26	..	..	..	2 52	..	..	..	..	..	..	..	..
		.....dep	.....		7 15	8 22	9 56	.....	11 31	11 55	1 30	.....	3 12	6 6	6 32	8 27	.....	.....	.....	2 53	.....	.....	.....	.....	.....	.....	.....	.....
9	64	**CHEDDAR** .. .. ..arr	100 F		7X19	8 26	10 0	..	11 35	11 59	1 34	..	3 16	6X10	6 36	8X31	..	..	..	2 57	..	..	..	..	..	..	..	..
		.....dep	.....		7 22	8 28	10 1	.....	11 36	12 0	1 35	.....	3 19	6 11	6 37	8 33	.....	.....	.....	2 58	.....	.....	.....	.....	.....	.....	.....	.....
11	70	Draycott .. ..arr	286 R		7 26	8 32	10 5	..	11 39½	12 3½	1 39	..	..	6 14½	6 41	8 36½	..	..	..	..	..	..	..	..	..	..	..	..
		.....dep	.....		7 27	8 33	10 6	.....	11 40	12 4	1 40	.....	3 23	6 15	6 42	8 37	.....	.....	.....	3 2	.....	.....	.....	.....	.....	.....	.....	.....
14	2	Lodge Hill	174 F		7 32	8 38	10 11	..	11 45	12 9	1 45	..	3 28	6 20	6 47	8 42	..	..	..	..	..	..	..	..	..	..	..	..
16	37	Wookey .....arr	77 R		7 36	8 42	10 15	.....	11 49	12 13	1 49	.....	.....	6 24	6 51	8 46	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		.. ..dep	..		7 37	8 43	10 16	..	11 50	12 14	1 50	..	3 33	6 25	6 52	8 47	..	..	..	3 11	..	..	..	..	..	..	..	..
17	52	**WELLS** .....arr	119 F		7 40	8X46	10 19	.....	11 53	12 17	1 53	.....	3X36	6 28	6 55	8 50	.....	.....	.....	3 14	.....	.....	.....	.....	.....	.....	.....	.....
		.. ..dep	..	UP TRAINS	..	9 0	..	..	12 3	12 24	..	..	3 49	..	7 0	..	..	..	..	..	..	..	..	..	..	..	..	..
17	70	Wells (East Somerset)	86 R		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
22	52	Shepton Mallet (High St.) arr	46 R		..	9 13	..	..	12 16	12 37	..	..	4X 2	..	7X13	..	..	..	..	..	..	..	..	..	..	..	..	..
		.. ..dep	.....		.....	9 14	.....	.....	12 18	12 39	.....	.....	4 4	.....	7 20	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
25	79	Cranmore	56 F		..	9 22	..	..	12 26	12 47	..	..	4 14	..	7 28	..	..	..	..	..	..	..	..	..	..	..	..	..
29	30	Wanstrow	54 F		.....	9 29	.....	.....	12 33	12 54	.....	.....	4 21	.....	7 35	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
31	55	**WITHAM** .. ..arr	47 F		..	9 34	..	..	12 39	12 59	..	..	4 26	..	7 40	..	..	..	..	..	..	..	..	..	..	..	..	..

SUNDAYS

WEEKDAYS

WITHAM, WELLS AND YATTON

SUNDAYS

	Rulling Gradient 1 in			B	B	B	B	B		B			B	B	B		B	B	B							B		
						8.12 am Frome to Bristol (T.M.)		9.47 am Westbury to Bristol (T.M.)		To Bristol (T.M.				3.17 pm Frome to Bristol (T.M.)	3.27 pm Frome to Bristol (T.M.)			To Bristol (T.M.)	5.20 pm Bristol (T.M.) (Via Frome)							To Bristol (T.M.)		
				2288	2288	2274	2288	2274		2274			2288	2274	2274		2274	2288	2288							2274		
							SX	SO		SO			SO	SX	SO		SX		SO									
				am	am	am	am	am		PM			PM	PM	PM		PM	PM	PM							PM		
WITHAM .. ..dep	..	DOWN TRAINS	..	..	..	8 22	..	10 10	..	1 10	..	..	..	3 28	3 37	..	..	6 53	..	..	..	..	..	..	..	..	..	..
Wanstrow	47 R		.....	.....	.....	8 29	.....	10 17	.....	1 17	.....	.....	.....	3 36	3 45	.....	.....	7 1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cranmore	54 R		..	..	..	8 36	..	10 27	..	1 24	..	..	..	3 44	3 53	..	..	7 8	..	..	..	..	..	..	..	..	..	..
Shepton Mallet (High St.) arr	56 F		.....	.....	.....	8 43	.....	10 34	.....	1 31	.....	.....	.....	3X52	4X 1	.....	.....	7X15	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.. ..dep	..		..	..	..	8 46	..	10 35	..	1 32	..	..	..	4 3	4 3	..	..	7 20	..	..	..	..	..	..	..	..	..	..
Wells (East Somerset)	46 F		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
WELLS .. .. ..arr	86 F		..	..	..	8X55	..	10 45	..	1X42	..	..	..	4 12	4 12	..	..	7 29	..	..	..	..	..	..	..	..	..	..
.....dep	.....	UP TRAINS	.....	7 5	8 0	9 5	10 30	11 10	.....	1 55	.....	.....	2 47	4 20	4 22	.....	7 0	.....	8 15	.....	.....	.....	.....	.....	.....	7 20	.....	.....
Wookey .. .. ..arr	119 R		..	7 7½	8 2½	9 7½	10 32½	11 12½	..	1 57½	..	..	..	4 22½	4 24½	..	7 2½	..	8 17½	..	..	..	..	..	..	..	..	..
.....dep	.....		.....	7 8	8 3	9 8	10 33	11 13	.....	1 58	.....	.....	2 50	4 23	4 25	.....	7 3	.....	8 18	.....	.....	.....	.....	.....	.....	7 23	.....	.....
Lodge Hill	77 F		..	7 13	8 8	9 13	10 38	11 18	..	2 3	..	..	2 55	4 28	4 30	..	7 8	..	8 23	..	..	..	..	..	..	..	..	..
Draycott .....arr	174 R		.....	7 16	8 11	9 16	10 41	11 21	.....	2 6	.....	.....	.....	4 31	4 33	.....	.....	.....	8 26	.....	.....	.....	.....	.....	.....	7 32	.....	.....
.. ..dep	..		..	7 17	8 12	9 17	10 42	11 22	..	2 7	..	..	2 59	4 34	4 34	..	7 13	..	8 27	..	..	..	..	..	..	7 33	..	..
CHEDDAR .....arr	286 F		.....	7X20	8 15	9 20	10 45	11 25	.....	2 10	.....	.....	3 2	4 38	4 38	.....	.....	.....	8X30	.....	.....	.....	.....	.....	.....	7 37	.....	.....
.. ..dep	..		..	7 21	8 16	9 21	10 46	11 26	..	2 11	..	..	3 4	4 41	4 40	..	7 18	..	8 32	..	..	..	..	..	..	7 38	..	..
Axbridge .....arr	100 R		.....	7 24	8X19	9 25	10 49	11X29	.....	2 15	.....	.....	3X 8	4 44	4 43	.....	7 22	.....	8 35	.....	.....	.....	.....	.....	.....	7 42	.....	.....
.. ..dep	..		..	7 25	8 21	9 26	10 50	11 32	..	2 16	..	..	3 11	4 47	4 44	..	7 23	..	8 36	..	..	..	..	..	..	7 43	..	..
Winscombe	74 R		.....	7 30	8 26	9 31	10 55	11 37	.....	2 21	.....	.....	3 16	4 52	4 49	.....	7 29	.....	8 41	.....	.....	.....	.....	.....	.....	7c49	.....	.....
Sandford and Banwell arr	100 F		..	7 32½	8 29	9 34	10 57	11 39½	..	2 24	..	..	..	4 54½	4 51½	..	..	..	8 43½	..	..	..	..	..	..	..	..	..
.....dep	.....		.....	7 33	8 30	9 34½	10 58	11 40	.....	2 25	.....	.....	3 19	4 55	4 52	.....	7 33	.....	8 44	.....	.....	.....	.....	.....	.....	7 54	.....	.....
Congresbury .. ..arr	100 F		..	7 37½	8 34½	9X39	11 2½	11 45	..	2 30	..	..	..	5 0	4 57	..	..	..	8 49	..	..	..	..	..	..	7 59	..	..
.....dep	.....		.....	7 38	8 35	9 40	11 3	11 46	.....	2 31	.....	.....	3 24	5 1	4 58	.....	7 40	.....	8 50	.....	.....	.....	.....	.....	.....	8 0	.....	.....
YATTON .. ..arr	434 R		..	7 42	8 39	9 44	11 7	11 50	..	2 36	..	..	3 28	5 5	5 2	..	7 46	..	8 54	..	..	..	..	..	..	8 4	..	..

LIST OF SIGNAL BOXES

Distance Box to Box M	Distance Box to Box C	NAME OF BOX	TIMES DURING WHICH BOXES ARE OPEN — Weekdays — Opened at — Mondays	Weekdays — Opened at — Other Days	Weekdays — Closed at	Sundays — Opened at	Sundays — Closed at	Whether provided with Switch
—	—	Milton	6. 0 a.m.	—	—	—	6. 0 a.m.	Yes
1	50	Steventon	—	Continuously		—	—	No
1	41	Lockinge	6. 0 a.m.	—	—	—	5.50 a.m.	Yes
2	6	Wantage Road	—	Continuously		—	—	Yes **B**
1	76	Circourt I.B. Signals	—	—	—	—	—	—
1	56	Challow	—	Continuously		—	—	Yes
2	46	Uffington	6. 0 a.m.	—	—	— / 2. 0 p.m.	5.50 a.m. / 9.50 p.m.	Yes
2	38	Knighton Crossing	—	Continuously		—	—	No
2	5	Ashbury Crossing	—	Continuously		—	—	No
—	51	Shrivenham	—	Continuously		—	—	Yes **B**
2	5	Marston Crossing East	6. 0 a.m.	—	—	—	5.50 a.m.	Yes
—	34	Marston Crossing West	—	Continuously		—	—	Yes
2	14	Swindon Highworth Junction	—	Continuously		—	—	Yes **B**
V2	10	Kingsdown Road	6. 0 a.m.	6. 0 a.m.**SX**	8. 0 p.m.**SX**	—	—	No
3	38	Highworth Station	6. 0 a.m.	8. 0 a.m.**SO**	3.20 p.m.**SO**	—	—	No
—	36	Swindon Goods Yard	—	Continuously		—	—	Yes
—	27	Swindon Station East	—	Continuously		—	—	No
—	21	Swindon Station West	—	Continuously		—	—	No
—	55	Swindon Loco Yard	6. 0 a.m.	—	—	—	1.50 p.m.	Yes
—	48	Rodbourne Lane	6. 0 a.m.	—	—	—	5.50 a.m.	Yes
—	41	Rushey Platt Junction	—	Continuously		—	—	Yes **B**
1	20	Hay Lane	—	—	—	6. 0 p.m.	5.50 a.m.	Yes
1	60	Studley I.B. Signals	—	—	—	—	—	—
1	41	Wootton Bassett East	—	Continuously		—	—	No
—	19	Wootton Bassett West	6. 0 a.m.	—	—	— / 2. 0 p.m.	5.50 a.m. / 9.50 p.m.	Yes
3	63	Brinkworth I.B.S.	—	—	—	—	—	—
2	52	Little Somerford	—	Continuously		—	—	Yes
4	40	Hullavington	6. 0 a.m.	—	—	— / 2. 0 p.m.	5.50 a.m. / 9.50 p.m.	Yes
5	60	Badminton	—	Continuously		—	—	No
4	45	Chipping Sodbury	6. 0 a.m.	—	—	— / 2. 0 p.m.	5.50 a.m. / 9.50 p.m.	Yes
1	37	Wapley Common	6.30 a.m.	6.30 a.m.	2.20 p.m. **SX** / 10.20 a.m. **SO**	—	—	Yes
—	30W	Westerleigh East Junction	—	Open as required		—	—	Yes
—	48W	Westerleigh North Jn.	—	Closed		—	—	Yes
—	57A / 28C	Westerleigh West Junction	—	Continuously		—	—	Yes **G**
1	29	Coalpit Heath	6. 0 a.m.	—	—	—	5.50 p.m.	Yes
1	38	Winterbourne	7. 0 a.m.	7.0 a.m.	1.10 p.m.	—	—	Yes
1	50	Stoke Gifford East	—	—	—	10. 0 p.m.	5.50 a.m.	Yes
—	32	Stoke Gifford West	—	Continuously		—	—	No
2	0	Wootton Bassett Incline I.B.S.	—	—	—	—	—	—
2	44	Dauntsey	— / — / —	— / — / —	— / — / —	— / 11. 0 a.m. / 6. 0 p.m.	7. 0 a.m. / 3. 0 p.m. / —	Yes
4	67	Langley Crossing	—	Continuously		—	—	Yes
1	6	Chippenham East	—	Continuously		—	—	Yes
5	15	Calne	5.45 a.m.	5.45 a.m.	10.45 p.m.**WSX** / 11.35 p.m.**WSO**	10. 5 a.m. / 4.45 p.m.	11.20 a.m. / 10.45 p.m.	No
—	26	Chippenham West	6. 0 a.m.	—	—	— / 5. 0 p.m.	2.30 p.m. / 12.50 a.m. **Mon.**	Yes
2	4	Thingley Junction	—	Continuously		—	—	No
—	42	Thingley West	—	Closed		—	—	Yes
1	54	Corsham	6. 0 a.m.	—	1.45 a.m. **Mons. R**	— / 9. 0 a.m. / 7.30 p.m.	5.50 a.m. / 2.30 p.m. / 1.45 a.m. **Mon.R**	Yes
3	27	Box	—	—	—	9. 0 p.m.	6. 0 a.m.	Yes
2	54	Bathampton	—	Continuously		—	—	Yes
2	24	Bath Spa Passenger	—	Continuously		—	—	Yes
—	41	Bath Goods	—	Continuously		—	—	Yes
2	1	Twerton Tunnel	5.30 a.m.	—	—	— / 3. 0 p.m.	5.50 a.m. / 11. 0 p.m.‡	Yes
1	79	Saltford	6. 0 a.m.	—	—	—	5.50 a.m.	Yes
1	68	Keynsham East	—	Continuously		—	—	Yes
—	37	Keynsham West	6. 0 a.m.	—	—	—	1.50 p.m.	Yes
—	52	Keynsham West I.B. Signals **Z**	—	—	—	—	—	—
—	63	Fox's Wood	5. 0 a.m.	—	—	—	5.50 a.m.	Yes

A — From Westerleigh East.

B — When Box out of circuit, Junction set for Main Line.

C — From Westerleigh North.

G — When Box out of circuit, Junction set Stoke Gifford to Swindon.

R — Or until 11.40 p.m. Paddington is signalled.

V — From Highworth Junction.

W — Mileage from Westerleigh East to Westerleigh North Junction 48 chains, and from Westerleigh North Junction to Yate South Junction, 79 chains, Down Line and 1 mile 4 chains Up Line.

Z — Down Line only.

‡ — Or after last Down Express Train.

LIST OF SIGNAL BOXES—*continued*

Distance Box to Box M	Distance Box to Box C	NAME OF BOX	TIMES DURING WHICH BOXES ARE OPEN: Weekdays: Opened at: Mondays	Weekdays: Opened at: Other Days	Weekdays: Closed at	Sundays: Opened at	Sundays: Closed at	Whether provided with Switch
1	66	East Depot Main Line	—	Continuously		—	—	Yes B
—	23	East Depot Down Yard ..	4. 0 a.m.	—	—	—	1.50 p.m.	Yes D
G	26	Marsh Junction	—	Continuously		—	—	Yes A
P5	57							
—	20	St. Philip's Marsh	—	Continuously		—	—	Yes
G	27	North Somerset Junction ..	—	Continuously		—	—	No
Q	21							
—	37	Bristol (T.M.) East	—	Continuously		—	—	No
—	—	Bath Road Loco Yard	—	Continuously		—	—	No
—	—	Temple Meads Old Station ..	—	Continuously		—	—	No
H	28	Dr. Day's Bridge Junction ..	—	Continuously		—	—	No
N	22							
—	33	Lawrence Hill	5. 0 a.m.	—	—	— / 2. 0 p.m.	5.50 a.m. / 9.50 a.m.	Yes
—	63	Stapleton Road	—	Continuously		—	—	Yes
—	74	Ashley Hill	5.30 a.m.	—	—	—	5.50 a.m.	Yes
1	33	Filton Incline	—	Continuously		—	—	Yes
V1	1	Filton Junction	—	Continuously		—	—	Yes
—	40							
V1	2	Patchway	—	Continuously		—	—	Yes
U1	16							
—	44	Patchway Tunnel	6. 0 a.m.	—	—	— / 2. 0 p.m.	5.50 a.m.	Yes
1	58	Cattybrook Siding	6. 0 a.m.	—	—		5.50 a.m.	Yes
1	1	Pilning Junction	—	Continuously		—	—	Yes
—	27½	Pilning Station Box	—	Continuously		—	—	Yes
1	17½	Severn Tunnel East ..	—	Continuously		—	—	No
4	72½	Severn Tunnel West ..						No
—	50	Severn Tunnel Jn. East ..						No
—	31	Severn Tunnel Jn. Middle						No
H	46	Bristol (T.M.) West	—	Continuously		—	—	No
M	42							
—	35	Bedminster Station	—	Continuously		—	—	Yes
—	58	Malago Vale	—	Continuously		—	—	Yes
—	46	Parson Street Junction	—	Continuously		—	—	Yes B
—	35	West Depot	—	—	—	10. 0 p.m.	1.50 p.m.	Yes
—	20	South Liberty Junction ..	5.15 a.m.	—	—	—	9.50 p.m.	Yes
1	48	South Liberty Jct. I.B. Signals ..	—	—	—	—	—	—
1	48	Flax Bourton	—	Continuously		—	—	Yes
2	13	Nailsea and Backwell	5. 0 a.m.	—	—	—	6. 0 a.m.	Yes
2	36	Claverham	—	Continuously		—	—	Yes
—	74	Yatton East	5. 0 a.m.	—	—	—	6. 0 a.m.	Yes
—	48	Yatton West	—	Continuously		—	—	Yes
E3	29	Clevedon	—	Closed		(Worked as Ground Frame)		No
1	56	Huish Crossing	—	Continuously		—	—	Yes
1	68	Puxton and Worle	—	Continuously		—	—	Yes
1	18	Worle Junction	—	Continuously		—	—	Yes
1	59	Hutton	6.30 a.m.	6.30 a.m. SX	1.50 p.m. SX	—	—	Yes
‡2	6	Weston-super-Mare ..	—	Continuously		—	—	Yes
J1	9	Uphill Junction	—	Continuously		—	—	Yes
K1	64							
2	32	Lympsham I.B.S.	—	—	—	—	—	—
2	2	Brent Knoll	6. 0 a.m.	—	—	—	6. 0 a.m.	Yes
2	44	Highbridge North	6. 0 a.m.	—	—	—	6. 0 a.m.	Yes
—	18	Highbridge Crossing	—	Continuously		—	—	No
1	63	Huntspill	9. 0 a.m.	9. 0 a.m.	4.20 p.m.	—	—	Yes

A — When Box out of circuit, Junction set North Somerset Junction to St. Philip's Marsh.
B — When Box out of circuit, Junction set for Main Line.
D — When Box out of circuit, Junction set East Depot to Marsh Junction.
E — From Yatton West Junction.
G — From East Depot Down Yard.
H — From Bristol East.
J — From Hutton ML.
K — From Weston-super-Mare.
M — From St. Philip's Marsh.
N — From North Somerset Junction.
P — From Pensford.
Q — From Marsh Junction.
U — From Filton Junction.
V — From Stoke Gifford West.
‡ — From Worle Junction.

LIST OF SIGNAL BOXES—*continued*

Distance Box to Box		NAME OF BOX	TIMES DURING WHICH BOXES ARE OPEN					Whether provided with Switch
			Weekdays			Sundays		
			Opened at		Closed at	Opened at	Closed at	
M	C		Mondays	Other Days				
F	47	Ashley Hill Junction	7. 0 a.m.	7. 0 a.m.	1.0 a.m. TS 11.50 p.m. SO	9. 0 a.m.	5.50 p.m.	Yes
—	36	Montpelier	6.15 a.m.	6.15 a.m.	2. 5 p.m.	—	—	Yes
1	5¾	Clifton Down	4.45 a.m.	—	—	—	11.50 p.m.	No
3	52½	Shirehampton	6.40 a.m.	6.40 a.m.	10.30 p.m.	—	—	Yes
—	60¼	Avonmouth Dock Junction ..	5. 0 a.m.	—	—	—	11.45 p.m.	No
—	30¼	Avonmouth Sidings	6. 0 a.m.	—	—	—	5.50 a.m.	Yes
—	19¾	Avonmouth Dock Passenger ..	5. 0 a.m.	5. 0 a.m.	11.40 p.m. Z	5.15 a.m.	11.35 p.m.	No
—	34¾	St. Andrew's Junction	5.30 a.m.	—	—	—	10.25 p.m. H	No
G	77	Filton West	6. 0 a.m.	—	—	—	10.45 p.m.	No
K	62							
2	34	Henbury	6.30 a.m.	6.30 a.m.	9.15 p.m.	—	—	Yes
—	—	Blaise	—	Open as required		—	—	Yes
D1	24	Pilning (Low Level)	6. 0 a.m.	—	9.50 p.m. SO	2. 0 p.m.	8.30 p.m.	—
2	44	Severn Beach	6.10 a.m.	6.10 a.m.	11. 0 p.m.	11.15 a.m.	10.20 p.m.	Yes
J3	18	Hallen Marsh Junction ..	6. 0 a.m.	—	—	—	5.50 a.m.	Yes
E 2	41					11.15 a.m.	10.30 p.m.	
—	24	Holesmouth Junction	6. 0 a.m.	—	—	—	5.50 a.m.	Yes
—	65	Avonmouth Goods Yard ..	5.30 a.m.	—	—	—	1.50 p.m.	Yes
—	29	St. Andrew's Junction	5.30 a.m.	—	—	—	10.25 p.m. H	No
—	31	Gloucester Road	6. 0 a.m.	—	—	—	5.50 a.m.	No
—	—	Frome South	4.30 a.m.	—	—	—	10. 0 p.m.	Yes
C5	6	Mells Road	6.15 a.m.	6.15 a.m.	After last train	10.30 a.m.	12.20 p.m.	No
			—	—		5.20 p.m.	9.55 p.m.	
2	73	Radstock South	8. 0 a.m.	8. 0 a.m.	4.30 p.m. SX 12.30 p.m. SO	—	—	Yes
—	23	Radstock West Station ..	6.15 a.m.	6.15 a.m.	After last train	10.20 a.m.	12.30 p.m.	No
			—	—		5.15 p.m.	10.10 p.m.	
						10.20 a.m.	12.40 p.m.	
4	40	Hallatrow	6.35 a.m.	6.35 a.m.	After last train	4.50 p.m.	10.15 p.m.	No
1	33	Clutton	6.45 a.m.	6.45 a.m.		10.15 a.m.	12.50 p.m.	No
						4.50 p.m.	10.25 p.m.	
2	41	Pensford and Bromley	—	—	Closed	—	—	Yes
—	57	Pensford	6.45 a.m.	6.45 a.m.	After last train	10. 0 a.m.	1.10 p.m.	No
						4.50 p.m.	10.35 p.m.	
B	65	Ashton Junction	4.30 a.m.	—	—	—	After last train	No
—	44	Ashton Bridge ..	6. 0 a.m.	—	—	—	5.50 a.m.	No
—	7	Avon Crescent	6. 0 a.m.	—	10.0 p.m. Sats. M	—		No
—	54	Canons Marsh Crossing ..	6. 0 a.m.	—	10.0 p.m. Sats. M	—	—	No
A	41	Clifton Bridge	5. 0 a.m.	5. 0 a.m.	12.15 a.m. MX	10.30 a.m.	After last train	No
2	63	Oak Wood	7.40 a.m.	7.40 a.m.	2. 0 p.m.	—	—	Yes
1	50	Pill	7.40 a.m.	7.40 a.m.	10.20 p.m.	—	—	Yes
1	14	Shipyard Sidings	1.30 p.m.	12.15 p.m. SO	6.15 p.m.	—	—	Yes
			—	1.30 p.m. SX	—	—	—	
2	45	Portishead	5. 0 a.m.	5. 0 a.m.	11. 0 p.m. SX after last train SO	10.30 a.m.	After last train	No

A — From Ashton Junction.
B — From Parson Street
C — From Frome.
D — From Cattybrook Sidings.
E — From Severn Beach.
F — From Stapleton Road.
G — From Stoke Gifford West.
H — Or after 10.0 p.m. Severn Beach has cleared.
J — From Henbury.
K — From Filton Junction.
M — Or after last train has cleared.
Z — Or after 11.35 p.m. Avonmouth Dock clears.

LIST OF SIGNAL BOXES—*continued*

Distance Box to Box M	Distance Box to Box C	NAME OF BOX	TIMES DURING WHICH BOXES ARE OPEN: Weekdays: Opened at Mondays	Weekdays: Opened at Other Days	Weekdays: Closed at	Sundays: Opened at	Sundays: Closed at	Whether provided with Switch
G1	44	Congresbury	4.40 a.m.	4.40 a.m.	9. 8 p.m. J	2.10 p.m. 7.30 p.m.	2.50 p.m. 8.14 p.m.	No
2	74	Sandford and Banwell	4.55 a.m.	4.55 a.m.	9. 4 p.m. J	2.15 p.m. 7.25 p.m.	3. 0 p.m. 8.10 p.m.	No
3	39	Axbridge	5.25 a.m.	5.25 a.m.	8.54 p.m. J	2.30 p.m. 7.25 p m.	3. 5 p.m. 8. 0 p.m.	No
1	57	Cheddar	5.30 a.m.	5.30 a.m.	8.57 p.m. J	2.40 p.m. 7.15 p.m.	3.20 p.m. 7.45 p.m.	No
6	58	Wookey	—	Closed		(Worked as a Ground Frame)		
1	4	Wells	6. 0 a.m.	6. 0 a.m.	7.45 p.m. SX 9. 0 p.m. SO	2.45 p.m. 6.45 p.m.	3.45 p.m. 7.45 p.m.	No
—	7	Wells (Priory Road)	—	Closed		(Worked as a Ground Frame)		No
—	—	Wells E. Somerset	6.30 a.m.	6.30 a.m.	7.30 p.m.	—	—	No
4	68	Shepton Mallet	7. 5 a.m.	7. 5 a.m.	7.30 p.m.	—	—	No
3	28	Cranmore	8.15 a.m.	8.15 a.m.	7.45 p.m.	—	—	No
5	47	Witham	5.30 a.m.	—	—	—	9.50 p.m. Q	Yes
—	—	Bedwyn	5.40 a.m.	—	—	— 11. 0 a.m. 5.40 p.m.	6. 0 a.m. 1. 0 p.m. 8.30 p.m.	Yes
1	56	§Crofton Crossing		Crossing Keeper always in attendance				
—	44	Grafton East	—	As required		—	—	—
—	58	Wolfhall Junction	7.20 a.m.	7.20 a.m.	5.40 p.m.	10. 5 a.m. 6.15 p.m.	1.30 p.m. 9.30 p.m.	Yes D
—	50	Savernake L.L. East	—	—	—	9.50 p.m.	5.50 a.m.	Yes
H4	60	Savernake L.L. West ..	6.45 a.m.	6.45 a.m.	10.35 p.m.	6. 0 a.m.	9.50 p.m.	Yes D
—	21							
2	28	Wootton Rivers	—	—	Open as required	—	—	Yes
2	63	Pewsey	6. 0 a.m.	—	—	— 11.15 a.m.	5.50 a.m. 7. 5 p.m.	Yes
3	42	Woodborough	6. 0 a.m.	—	—	—	9. 0 p.m. C	Yes
2	25	Patney and Chirton	—	Continuously		—	—	Yes D
K4	55	Devizes	5.10 a.m.	5.10 a.m.	11.0 p.m.	7.10 a.m. 11.30 a.m. 4.30 p.m.	8. 0 a.m. 12.30 p.m. 9.30 p.m.	No
2	44	Crookwood	—	—	Open as required	—	—	Yes
3	15	Lavington	6. 0 a.m.	—	—	— 11.45 a.m.	5.50 a.m. 8. 5 p.m.	Yes
4	41	Edington and Bratton I.B.S. ..	—	—	—	—	—	—
3	12	¶Heywood Road Junction ..	6. 0 a.m. —	— —	— —	— 11.30 a.m.	5.50 a.m. 7.20 p.m. Z	Yes D
—	—	Thingley Junction	—	Continuously		—	—	No
—	61	Lacock	8. 0 a.m. —	8. 0 a.m.	11.50 a.m. SO 3.50 p.m. SX	— —	— —	Yes
3	16	Melksham	6. 0 a.m.	6. 0 a.m.	9.50 p.m.	3.30 p.m.	4.30 p.m A.	Yes
R3	45	Holt Junction	—	Continuously		—	—	Yes
2	48							
P8	13							
—	—	Bathampton	—	Continuously		—	—	Yes D
4	27	Limpley Stoke	6.10 a.m.	6.10 a.m.	8.45 p.m.	—	—	Yes
—	42	Freshford	6. 0 a.m.	—	—	—	5.50 a.m.	Yes
2	15	Bradford-on-Avon	6.10 a.m.	6.10 a.m.	8.40 p.m.	—	—	Yes
M1	49	Bradford Junctions	—	Continuously		—	—	Yes E
R3	20	Trowbridge	5. 0 a.m.	—	—	—	10.15 p.m.	Yes
1	26							
1	70	Yarnbrook I.B. Signals	—	—	—	—	—	—
1	61	Hawkeridge	6. 0 a.m.	—	—	— 7.45 p.m.	5.50 a.m. 10.30 p.m.	Yes
B	65							
—	37	Westbury North	—	Continuously		—	—	No
L	72							
—	13	Westbury Middle	6. 0 a.m.	—	—	—	10.50 p.m.	Yes
—	22	Westbury South	—	Continuously		—	—	Yes

A — Or until 3.30 p.m. Swindon has cleared.
B — Hawkeridge to Heywood Road Junction.
C — Or after clearance of 4.20 p.m. Exeter Milk.
D — When Box is out of circuit, Junction is set for Main Line.
E — When Box is out of circuit, Junction is set for Main Line (Trowbridge and Thingley direct).
G — From Yatton West.
H — From Marlborough.
J — Or until last train has cleared.
K — From Patney and Chirton.
L — From Heywood Road Junction.
M — From Holt Junction.
P — From Devizes.
Q — Or until 8.10 p.m. Bristol (T.M.) has cleared.
R — From Bradford-on-Avon.
Z — Or until 4.10 p.m. Paignton has cleared.
§ — No Block Telegraph.
¶ — Distance from Heywood Road Junction to Hawkeridge is 65 chains.

LIST OF SIGNAL BOXES—*continued*

Distance Box to Box M	Distance Box to Box C	NAME OF BOX	TIMES DURING WHICH BOXES ARE OPEN: Weekdays: Opened at: Mondays	Weekdays: Opened at: Other Days	Weekdays: Closed at	Sundays: Opened at	Sundays: Closed at	Whether provided with Switch
H2	32	Fairwood Junction	6. 0 a.m.	—	—	—	5.50 a.m.	Yes D
1	4					9.30 a.m.	9.45 p.m.	
3	23	Clink Road Junction	—	—	—	—	5.50 a.m.	Yes D
						10.30 a.m.	9. 0 p.m.	
						10. 0 p.m.	—	
—	58	Frome North	5.15 a.m.	5.15 a.m.	9.15 p.m.	—	—	Yes
—	25	Frome South	4.30 a.m.	—	—	—	9.50 p.m.	Yes
M1	15	Blatchbridge Junction	—	—	—	—	5.50 a.m.	Yes D
2	3					10.30 a.m.	9. 0 p.m.	
						10. 0 p.m.	—	
2	3	Woodlands I.B. Signals	—	—	—	—	—	—
2	16	Witham	6. 0 a.m.	—	—	—	9.50 p.m. E	Yes
2	50	Brewham	8. 0 a.m.	8. 0 a.m.	11.50 p.m.	—	—	Yes
2	47	Bruton	6. 0 a.m.	—	—	—	5.50 a.m.	Yes
						10.20 a.m.	9.40 p.m.	
3	43½	Castle Cary	—	Continuously		—	—	Yes
—	—	Alford	—	As required		—	—	Yes
—	—	Andoversford Junction	6.20 a.m.	6.20 a.m.	10.10 p.m. A	—	—	No
7	43	Foss Cross	6.45 a.m.	6.45 a.m.	5. 0 p.m. A	—	—	No
6	15	Cirencester (Watermoor)	5.50 a.m.	5.50 a.m. MSX 7.20 a.m. SO	7.30 p.m. SX A 4.50 p.m. SO A	—	—	No
3	5	South Cerney	5.40 a.m.	5.40 a.m. MSX 7.40 a.m. SO	7.40 p.m. SX A 5.0 p.m. SO A	—	—	No
3	38	Cricklade	5.35 a.m.	5.35 a.m. MSX 7.50 a.m. SO	7.50 p.m. SX A 5.10 p.m. SO A	—	—	No
6	36	Rushey Platt	5.15 a.m.	5.15 a.m.	9. 0 p.m. A	9.30 a.m.	9.50 a.m. G	No
B	16		—	—	—	1.35 p.m.	2.10 p.m. K	
			—	—	—	5.35 p.m.	6. 5 p.m. N	
			—	—	—	9.45 p.m.	10.10 p.m. P	
1	52	Swindon Town 'A'	5.15 a.m.	5.15 a.m.	9. 0 p.m. A	9.30 a.m.	9.50 a.m. G	No
			—	—	—	1.35 p.m.	2.10 p.m. K	
			—	—	—	5.35 p.m.	6.10 p.m. N	
			—	—	—	9.45 p.m.	10.10 p.m. P	
—	21	Swindon Town 'B'	5.15 a.m.	5.15 a.m.	9. 0 p.m. A	9.30 a.m.	10.20 a.m. G	No
			—	—	—	1.15 p.m.	2. 5 p.m. K	
			—	—	—	5.40 p.m.	6.30 p.m. N	
			—	—	—	9.20 p.m.	10. 0 p.m. P	
2	74	Chiseldon	6.15 a.m.	6.15 a.m.	8.40 p.m. Z	Closed		Yes
3	45	Ogbourne	6.15 a.m.	7. 0 a.m.	8.30 p.m. Z	Closed		Yes
4	55	Marlborough	6.15 a.m.	7. 0 a.m.	8.30 p.m. A	9.35 a.m.	10.35 a.m. G	No
			—	—	—	12.50 p.m.	2. 0 p.m. K	
			—	—	—	5.50 p.m.	6.45 p.m. N	
			—	—	—	9. 0 p.m.	10. 0 p.m. P	
6	3	Grafton South Junction	7. 0 a.m.	7. 0 a.m.	8.15 p.m. A	10. 5 a.m.	1.25 p.m. K	No
C	36		—	—	—	6.15 p.m.	9.30 p.m. P	
—	74	Grafton Station	—	Open as required		—	—	Yes
4	20	Collingbourne	—	Open as required		—	—	Yes
2	36	Ludgershall	6.45 a.m.	6.45 a.m.	8.30 p.m. A	10.15 a.m.	1.15 p.m. K	No
			—	—	—	6.25 p.m.	9.15 p.m. P	
3	70	Weyhill		Open as required		—	—	Yes
2	8	Red Post Junction	6.35 a.m.	6.35 a.m.	10.35 p.m.	10.40 a.m.	1.50 p.m.	—
			—	—	—	6.15 p.m.	8.55 p.m.	

A — Or until the last train clears.

B — From Rushey Platt Junction.

C — From Wolfhall Junction (W.R.)

D — When Box is out of circuit, Junction is set for Main Line.

E — Or after clearance of 8.10 p.m. Bristol (T.M.).

G — Or after clearance of 9.35 a.m. Swindon Junction.

H — From Heywood Road Junction via Avoiding Line.

K — Or after clearance of 12.38 p.m. Andover Junction.

M — From Frome South.

N — Or after clearance of 5.45 p.m. Swindon Junction.

P — Or after clearance of 8.35 p.m. Andover Junction.

Z — Or until 7.52 p.m. Savernake (L.L.) clears Swindon Town 'B' Box.

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	
M	C		Mondays	Other Days				
—	—	Charfield	—	Continuously		—	—	No
2	0	Wickwar	6. 0 a.m.	—	—	—	5.50 a.m.	Yes
1	72	Rangeworthy	6. 0 a.m.	—	—	—	5.50 a.m.	Yes
2	46	Yate M.L. Junction	—	Continuously		—	—	Yes
—	20	Yate South Junction	—	Continuously		—	—	Yes
2	28	Westerleigh North Junction	3. 0 a.m.	—	—	—	1.50 p.m.	Yes
—	42	Westerleigh South Junction	5. 0 a.m.	—	—	—	6. 0 a.m.	Yes
—	73	Shortwood Siding	10. 0 a.m.	10. 0 a.m.	1.30 p.m. **SX** 2.40 p.m. **SO**	—	—	Yes
—	68	Mangotsfield North Junction	4.45 a.m.	—	— —	— 10.30 a.m.	5.50 a.m. 12.40 p.m.	Yes
—	45	Mangotsfield Station Junction	—	Continuously		—	—	No
—	—	Staple Hill I.B.S.	—	—	—	—	—	
2	3	Fishponds	—	Continuously		—	—	Yes
—	63	Kingswood Junction ..	6. 0 a.m.	—	—	—	5.50 a.m.	Yes
1	31	Lawrence Hill Junction ..	—	Continuously		—	—	No
—	24	Engine Shed Sidings	—	Continuously		—	—	No
A 1	26	Warmley	4.40 a.m.	—	—	— 7.50 a.m. 6.55 p.m.	5.50 a.m. 12.0 noon 9.20 p.m.	No
2	12	Bitton	6.10 a.m.	6.10 a.m.	8.30 p.m.	—	—	Yes
5	37	Weston	4.40 a.m.	—	—	— 7.50 a.m. 6.55 p.m.	5.50 a.m. 10.30 a.m. 9.20 p.m.	No
—	39	Bath Junction	2. 0 a.m.	—	—	—	5.50 a.m.	Yes
—	21	Bath Green Park	2. 0 a.m.	—	—	— 7.25 a.m. 6.40 p.m.	5.50 a.m. 11.20 a.m. 9.30 p.m.	No
3	72	Midford	2.35 a.m.	—	—	—	5. 0 a.m. **B**	No
2	23	Wellow	6.10 a.m.	6.10 a.m.	8.40 p.m.	—	—	Yes
2	74	Writhlington	8. 0 a.m.	6.30 a.m.	3.10 p.m. **MO** 1.40 p.m. **MX**	—	—	Yes
—	64	Radstock North 'A'	6.40 a.m.	6.40 a.m.	9.10 p.m.	—	—	Yes
—	22	Radstock North 'B'	2.40 a.m.	—	—	—	4.50 a.m. **B**	No
1	66	Midsomer Norton Station ..	6.40 a.m.	6.40 a.m.	9.10 p.m.	—	—	Yes
2	1	Chilcompton	6.40 a.m.	6.40 a.m.	9.10 p.m.	—	—	Yes
1	12	Moorewood	7.20 a.m.	7.20 a.m.	1.15 p.m.	—	—	Yes
1	29	Binegar..	3. 0 a.m.	—	—	—	4.40 a.m. **B**	Yes
1	45	Masbury	9. 0 a.m.	9. 0 a.m.	4.10 p.m.	—	—	Yes
3	17	Shepton Mallet C. Road ..	3.45 a.m.	—	—	—	4.15 a.m. **B**	No
3	5	Evercreech New	7.15 a.m.	7.15 a.m.	9.45 p.m.	—	—	Yes
1	13	Evercreech Junction North ..	3.55 a.m.	—	—	— 4.25 p.m.	3.45 a.m. **B** 6.20 p.m.	No
5	6	West Pennard	6. 0 a.m. 2.40 p.m.	6. 0 a.m. 2.40 p.m.	1.40 p.m. 9.50 p.m.	4.15 p.m.	6.25 p.m.	No
5	24	Glastonbury & S.	6. 5 a.m.	6. 5 a.m.	10. 5 p.m.	4.10 p.m.	6.35 p.m.	No
4	43	Shapwick	6.55 a.m.	6.55 a.m.	10.20 p.m.	3. 5 p.m.	6.50 p.m.	No
6	46	Highbridge 'C'	6.15 a.m.	6.15 a.m.	10.30 p.m.	3. 0 p.m.	7. 0 p.m.	No
—	17	Highbridge 'B'	6.15 a.m	6.15 a.m.	5. 0 p.m.	As required		No
—	14	Highbridge 'A'	6.15 a.m.	6.15 a.m.	5. 0 p.m.	—	—	No
—	32	Evercreech Junction South ..	4.10 a.m.	—	—	— 4.25 p.m.	3.45 a.m. **B** 6.20 p.m.	No
2	60	Cole	6.50 a.m.	6.50 a.m.	9.20 p.m.	—	—	Yes
4	20	Wincanton	6. 0 a.m.	—	—	—	3.45 a.m. **B**	Yes
3	14	Templecombe Junction ..	1.45 a.m.	—	—	— 2.25 p.m.	4. 0 a.m. **B** 6.40 p.m.	No

A — From Mangotsfield Station Junction.

B — Or after last train clears.

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

The loads of all Passenger, Parcels, Milk and Fish Trains will be calculated on the tonnage system and the table given hereunder shows 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.

The tonnage loads shown in the 'Standard Loads Table' do not apply when Auto Car 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 instruction in the General Appendix.

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 of another region 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.

PARCELS AND FISH 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

	Empty	*Loaded*
Fixed Milk Tanks (Miltas)	14 tons	28 tons
Road/Rail Milk Tanks (Rotanks) ..	18 tons	28 tons

Siphons F., G., H. and BG Vehicles

Empty	Tare weight
Loaded (Empty Churns)	Tare weight plus 5 tons
Loaded (Full Churns) ..	Tare weight plus 8 tons

Siphons J. and B Vehicles

Empty	Tare weight
Loaded (Empty Churns) ..	Tare weight plus 5 tons
Loaded (Full Churns) ..	Tare weight plus 10 tons

Other Vehicles

Tare weight
Tare weight plus 3 tons
Tare weight plus 5 tons

6.0 p.m. (Milk) Taunton to Kensington (Olympia) .. .. — Gross maximum load allowed Swindon to West Ealing: 510 tons for 49XX engines; 550 tons for 'Castle' class (4037, 4073–99, 50XX, 70XX) engines.

3.50 p.m. (Milk) Whitland to Kensington (and other Milk Trains) — Gross maximum load allowed for 'Castle' class engines: Cardiff to Swindon (17 Milk Tanks and Van), 505 tons:

4.35 p.m. (Parcels) Neyland to Paddington (SX) .. .. — Gross maximum load allowed for 'Castle' class engines.
5.20 p.m. (Fish) Milford Haven to Paddington .. .. .. — Cardiff to Swindon, 500 tons.

Gross maximum load allowed for all Milk, Fish, Perishable and Parcels Trains: Swindon to destination:—

'Castle' class	530 tons
49XX and 68XX	485 tons
43XX, 78XX and 93XX	455 tons

LOADING VANS CONTAINING 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.

The weight of parcels (including stores), perishables, 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.—Where trains are authorised to be run as 'Mixed' Trains the total weight of the trains is to be obtained as follows:—

Tonnage of Passenger stock. Tare weight of Goods Brake Van (where provided).

Tonnage of Freight vehicles to be calculated:—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 line, 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-wheeled vehicles or their equivalent.

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 information as shown in the following example:—

Train 1440 five late; four Penzance 136; two Plymouth 75, three Kingswear 102; engine 5058; loading moderate.

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	550 tons
'Castle,' 10XX and B.R. Standard Class 7 (70XXX) Engines	*500 tons
47XX Class Engines	485 tons
49XX, 59XX, 69XX, 79XX, 68XX, and B.R. Standard Class 5 (73XXX) Engines	465 tons
43XX, 78XX and B.R. Standard Class 4 (75XXX and 76XXX) Engines	450 tons

*—Load for Up loaded milk trains—505 tons.

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

The following loads are authorised for Milk Empties and Parcels trains between Heywood Road Junction and Cardiff via Hawkeridge, and between Swindon and Cardiff:—

'Castle', B.R. Standard Class 7, (70XXX), 'County' Class Engines	500 tons §
49XX, 68XX Class Engines	450 tons §

§ Assisted Stapleton Road to Filton.

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

MAIN LINE TRAINS

SECTION		CLASS OF ENGINE								
		60XX	B.R. Standard (4-6-2) Class 7 (70XXX) 10XX 4037 4073-4099 50XX 70XX	B.R. Standard Class 9F (92 XXX) W 47XX W	B.R. Standard (4-6-0) Class 5 (73 XXX) 49XX 59XX 69XX 79XX 68XX	B.R. Standard Class 4 (75XXX) (76 XXX) 78XX 43XX 53XX 63XX 73XX 93XX 31XX 41XX 51XX 61XX 81XX 56XX 66XX	B.R. Standard (2-6-2T) Class 3 (82 XXX) 45XX 55XX 36XX 37XX 46XX 57XX 77XX 87XX 96XX 97XX 84XX 94XX	22XX 32XX	90XX 0-6-0 and 0-6-0T 'A' Group	0-4-2T 14XX 58XX
From	To	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons
LONDON TO PENZANCE VIA SWINDON AND BRISTOL										
Paddington	Reading	500	455	455	420	420	392	364	336	220
Reading	Bristol§	500	455	455	420	420	392	364	336	220
Bristol	Taunton	500	455	—	420	420	392	364	336	220
§—Via Bath or Badminton.										
LONDON TO PENZANCE VIA NEWBURY AND LAVINGTON										
Paddington	Reading General ..	500	455	455	420	420	392	364	336	220
Reading General ..	Castle Cary	500	455	455	420	392	336	308	280	198
Castle Cary	Taunton	500	455	440	420	420	420	392	364	198
PENZANCE TO LONDON VIA BRISTOL AND SWINDON										
Taunton	Bristol	530	485	470	450	420	420	392	364	220
Bristol	Filton Junction† ..	460	420	—	392	364	308	280	252	198
Bristol	Filton Junction‡ ..	—	392	—	364	336	280	252	224	168
Filton Junction ..	Badminton	500	485	—	455	420	364	364	336	220
Badminton	Swindon	530	500	500	485	455	392	392	364	220
Bristol	Swindon (via Box) ..	500	455	455	420	392	336	336	308	220*
Swindon	Paddington	530	500	500	485	455	392	392	364	220
†—Through Trains. ‡—Stopping at Ashley Hill. *—Load Bath Spa to Chippenham 22 tons less.										
PENZANCE TO LONDON VIA LAVINGTON AND NEWBURY										
Whiteball	Castle Cary	530	485	440	450	450	420	392	364	—
Castle Cary	Savernake	500	455	440	420	392	336	308	280	198
Savernake	Paddington	530	500	500	485	455	392	392	364	220
LONDON TO FISHGUARD HARBOUR AND NEYLAND										
Paddington	Pilning (H.L.)	—	455	455	420	420	392	364	336	220
Pilning	Severn Tunnel Jn. ..	—	455	—	420	406	336	308	280	170
Severn Tunnel Jn. ..	Cardiff	—	455	—	420	420	392	364	336	—
Swindon	Gloucester	—	455	—	420	420	364	336	308	—
Gloucester	Severn Tunnel Jn. ..	—	455	—	420	420	392	364	336	—
NEYLAND AND FISHGUARD HARBOUR TO LONDON										
Cardiff	Severn Tunnel Jn. ..	—	485	—	455	420	392	364	336	—
Severn Tunnel Jn. ..	Patchway	—	455	—	420	406	336	308	280	170
Patchway	Badminton	—	485	485	455	420	364	364	336	220
Badminton	Paddington	530	500	500	485	455	392	392	364	220
Severn Tunnel Jn. ..	Gloucester	—	455	—	420	420	392	364	336	—
Gloucester	Brimscombe	—	455	—	420	420	364	336	308	—
Brimscombe	Kemble§	—	371	—	336	308	247	234	208	—
Brimscombe	Kemble‡	—	342	—	308	280	221	195	195	—
Kemble	Swindon	—	455	—	420	420	392	364	336	—
§—Running through Chalford. ‡—Stopping at Chalford										
NORTH AND WEST—BRISTOL AND SHREWSBURY										
Bristol	Filton†	460	420	—	385	364	308	280	252	196
Bristol	Filton*	—	392	—	364	336	280	252	224	168
Filton	Pontypool Road ..	500	455	—	420	406	336	308	280	196
Pontypool Road ..	Hereford	465	420	—	392	364	308	280	252	196
Pontypool Road ..	Hereford‡	500	497	—	462	462	392	364	336	—
Hereford	Shrewsbury	500	455	—	420	406	308	208	252	196
Shrewsbury	Pontypool Road ..	500	455	—	420	406	308	280	252	—
Pontypool Road ..	Severn Tunnel Jn. ..	500	455	—	420	420	392	364	336	280
Severn Tunnel Jn. ..	Bristol	500	455	—	420	406	336	308	280	170
*—Stopping at Ashley Hill. ‡—Assisted up Abergavenny Bank. †—Through Trains										

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

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

MAIN LINE TRAINS—*continued*

SECTION		CLASS OF ENGINE								
From	To	60XX	B.R. Standard (4-6-2) Class 7 (70XXX) 10XX 4037 4073-4099 50XX 70XX	B.R. Standard (2-10-0) Class 9F (92XXX) and 47XX (Only on Local Services at speeds not exceeding 60 mph)	B.R. Standard (2-6-0) Class 5 (73XXX) 49XX 59XX 69XX 79XX 68XX	B.R. Standard Class 4 (75XXX) (76XXX) 78XX 43XX 53XX 63XX 73XX 93XX 31XX 41XX 51XX 61XX 81XX 56XX 66XX	B.R. Standard (2-6-2T) Class 3 (82XXX) 45XX 55XX 36XX 37XX 46XX 57XX 77XX 87XX 96XX 97XX 84XX 94XX	22XX 32XX	90XX 0-6-0 and 0-6-0T 'A' Group	0-4-2T 14XX 58XX
		Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons
NORTH WARWICKSHIRE—BRISTOL AND BIRMINGHAM (via Yate and Standish Junction)										
Bristol	Filton†	—	420	—	385	364	308	280	252	—
Bristol	Filton*	—	392	—	364	336	280	252	224	168
Filton	Cheltenham (Malvern Road) ..	—	455	—	420	420	364	336	332	—
Cheltenham .. (Malvern Road) ..	Stratford	—	455	—	420	420	364	336	322	—
Stratford	Birmingham‡ ..	—	420	—	392	364	308	280	266	—
Stratford	Birmingham¶ ..	—	364	—	336	308	252	224	210	—
Birmingham	Stratford	—	455	—	420	420	392	364	350	—
Stratford	Cheltenham (Malvern Road) ..	—	455	—	420	420	364	336	322	—
Cheltenham .. (Malvern Road) ..	Bristol	—	455	—	420	420	364	336	322	—
CHIPPENHAM AND WESTBURY TO WEYMOUTH										
Chippenham ..	Westbury	—	455	455	420	392	336	308	280	198
Westbury	Yeovil	—	455	455	420	392	336	308	280	198
Yetminster	Evershot C	—	315	315	288	260	204	180	152	132
Yeovil	Yetminster	—	440	440	420	400	345	320	300	250
Yetminster	Evershot D ..	—	278	278	260	232	175	152	134	110
Evershot	Weymouth	—	455	455	420	392	336	308	280	176
WEYMOUTH TO WESTBURY AND CHIPPENHAM										
Weymouth	Dorchester West ..	—	315	315	270	260	204	180	152	132
Dorchester West ..	Yeovil	—	455	455	420	392	336	308	280	176
Yeovil	Westbury	—	455	455	420	392	336	308	280	191
Westbury	Chippenham ..	—	455	455	420	392	336	308	280	198
CHELTENHAM, SWINDON TOWN, ANDOVER JUNCTION AND SOUTHAMPTON										
Cheltenham (St. James') ..	Cirencester W. ..	—	—	—	—	320	252	230	196	130
Cirencester W. ..	Swindon Town ..	—	—	—	—	320	280	252	220	154
Swindon Junction	Savernake L.L. or H.L.	—	—	—	—	336 V	280	252	220	154
Savernake L.L. ..	Andover Junction ..	—	—	—	—	314	252	230	198	132
Savernake H.L. ..	Andover Junction ..	—	—	—	—	392	280	260	242	176
Andover Junction ..	Southampton ..	—	—	—	—	420	—	260	242	176
Southampton ..	Andover Junction ..	—	—	—	—	392	—	260	242	176
Andover Town ..	Andover Junction ..	—	—	—	—	364F	—	260F	176	110
Andover Junction ..	Savernake L.L. ..	—	—	—	—	392	336	260	220	154
Andover Junction ..	Savernake L.L. ..	—	—	—	—	392	336	288	220	154
Savernake L.L. ..	Swindon Town ..	—	—	—	—	320	252	238	198	132
Savernake H.L. ..	Swindon Junction ..	—	—	—	—	392 V	364	310	242	176
Swindon Town ..	Swindon Junction ..	—	—	—	—	420	420	320	364	308
Swindon	Cirencester W. ..	—	—	—	—	392	364	336	308	280
Cirencester W. ..	Cheltenham (St. James') ..	—	—	—	—	336	308	277	242	176

*—Stopping at Ashley Hill. †—Through trains. ‡—Running through Stratford-upon-Avon. ¶—Stopping at Stratford-upon-Avon.

C—Through Loads. D—When calling at Chetnole Halt.

F — With a clear run through Andover Town.
V — These loads are also applicable to Southern Region (2-6-0) 'N' and 'U' class engines.

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

MAIN LINE TRAINS—*continued*

BARNT GREEN AND BRISTOL AND BRANCHES

SECTION		CLASS OF ENGINE						
		4037 4073-4099 50XX 70XX 10XX		49XX 59XX 69XX 79XX 68XX	78XX 43XX 53XX 63XX 73XX 93XX	45XX 55XX 36XX 37XX 46XX 57XX 77XX 87XX 96XX 97XX 84XX 94XX	22XX 32XX	90XX
From	To	B.R. Std. Cl. 7 Ex L.M.R. Cl. 7P	B.R. Std. Cl. 6 Ex L.M.R. Std. Cl. 6P	B.R. Std. Cl. 5 Ex L.M.R. Std. Cl. 5	B.R. Std. Cl. 4 Ex L.M.R. Cl. 4	B.R. Std. Cl. 3 Ex L.M.R. Cl. 3	Ex L.M.R. Cl. 2	0-6-0 0-6-0T 'A' Group
		Tons	Tons	Tons	Tons	Tons	Tons	Tons
Birmingham (N. St.)	Bristol (T.M.) ..	455	420	385	350	325	270	—
Bristol (T.M.) ..	Fishponds	415	380	345*	300	270	225	—
Fishponds	Bromsgrove	455	420	385	350	325	270	—
Bromsgrove	Blackwell	230	200	190	90	90	90	—
Blackwell	Birmingham (N. St.)..	455	420	385	350	325	270	—
Mangotsfield ..	Bath Green Park ..	455	420	385	350	325	270	200
Bath Green Park ..	Mangotsfield ..	420	405	355	310	280	230	170
Abbotts Wood ..	Worcester S.H. ..	455	420	385	350	325	270	—
Worcester S.H. ..	Stoke Works ..	455	420	385	350	325	270	—
Stoke Works ..	Worcester S.H. ..	455	420	385	350	325	270	—
Worcester S.H. ..	Abbotts Wood ..	455	420	385	350	325	270	—

*—315 tons for Class 5 engines fitted with Caprotti Valve Gear.

STANDARD LOADS FOR EX-L.M.R. ENGINES WORKING BETWEEN BRISTOL (T.M.) AND YATE SOUTH JUNCTION VIA STAPLETON ROAD AND STOKE GIFFORD

SECTION	CLASS OF EX-L.M.R. PASSENGER ENGINE						
	7.	6. (former 5X)	5.	4.	3.	2.	1.
	Tons	Tons	Tons	Tons	Tons	Tons	Tons
Bristol (T.M.) to Yate South Jn. (via Stapleton Road and Stoke Gifford)	450	390	385	300	270	225	165

In the event of the load exceeding the tonnages shewn and the train not being assisted in front, the normal arrangements for Western Region Banking engine to be provided from Stapleton Road must apply.

MAXIMUM 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	AUTO ENGINES	
	0-4-2T	0-6-0T
	Tons	Tons
1 in 40	72	90
1 in 50	96	120
1 in 60	120	150
1 in 80	144	180
1 in 100	168	210

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

BRANCH LINES

SECTION		CLASS OF ENGINE							
From	To	B.R. Standard (4-6-2) Class 7 (70XXX) 10XX 4037 4073-4099 50XX 70XX	B.R. Standard (2-10-0) Class 9F (92XXX) and 47XX (Only on Local Service at speeds not exceeding 60 m.p.h.)	B.R. Standard (4-6-0) Class 5 (73XXX) 49XX 59XX 69XX 79XX 68XX	B.R. Standard Class 4 (75XXX) (76XXX) 78XX 43XX 53XX 63XX 73XX 93XX 31XX 41XX 51XX 61XX 81XX 56XX 66XX	B.R. Standard (2-6-2T) Class 3 (82XXX) 45XX 55XX 36XX 37XX 46XX 57XX 77XX 87XX 96XX 97XX 84XX 94XX	22XX 32XX	B.R. Standard (2-6-0) Class 2 (78XXX) Ex-L.M.R. Class 2 (465XX) 90XX 0-6-0 and 0-6-0T 'A' Group	0-4-2T 14XX 58XX
		Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons
Avonmouth Dock	Filton Junction or Stoke Gifford	455	—	420	392	286	242	242	198
Filton Junction or Stoke Gifford	Avonmouth Dock ..	455	—	420	420	420	397	364	336
Bristol	Pensford	—	—	—	260	176	154	154	112
Pensford	Frome	—	—	—	260	204	182	182	128
Frome	Mells Road	—	—	—	238	176	154	154	112
Mells Road ..	Bristol	—	—	—	260	198	176	176	128
Chippenham ..	Calne	—	—	—	—	274	—	242	—
Calne	Chippenham ..	—	—	—	—	252	—	220	—
Parson Street Jn.	Clifton Bridge ..	455	—	420	420	392	364	336	220
Clifton Bridge ..	Portishead	—	—	—	—	308	280	280	242
Portishead	Clifton Bridge ..	—	—	—	—	308	280	280	242
Clifton Bridge ..	Parson Street Jn. ..	455	—	420	392	336	336	308	198
Stapleton Road ..	Clifton Down ..	382	—	353	330	242	220	220	176
Clifton Down ..	Avonmouth Dock ..	455	—	420	392	270	242	242	198
Avonmouth Dock	Pilning L.L.	—	—	420	420	420	392	364	312
Pilning L.L. ..	Pilning Junction ..	—	—	420	392	286	242	242	198
Pilning Junction ..	Avonmouth Dock ..	—	—	420	420	420	392	364	336
Avonmouth Dock	Clifton Down ..	360	—	330	308	220	198	198	154
Clifton Down ..	Stapleton Road ..	455	—	420	420	420	392	364	336
Yatton	Clevedon‡	—	—	420	420	420	392	364	336
Clevedon	Yatton‡	—	—	420	420	420	392	364	336
Yatton	Wells	—	—	—	330	264	242	242	180
Wells	Shepton Mallet ..	—	—	—	220	176	140	140	112
Shepton Mallet ..	Cranmore	—	—	—	264	220	168	168	140
Cranmore	Witham	—	—	—	420	420	392	392	336
Witham	Cranmore	—	—	—	220	176	140	140	112
Cranmore	Wells	—	—	—	364	308	264	264	220
Wells	Yatton	—	—	—	330	264	242	242	180
Bathampton ..	Holt Junction or Trowbridge	455	455	420	392	338	308	280	216
Trowbridge or Holt Junction ..	Bathampton ..	455	455	420	420	420	392	364	336
Holt Junction ..	Seend	360	360	336	312	264	240	240	192
Seend	Devizes	316	316	286	264	198	176	176	132
Devizes	Patney	382	382	352	330	264	242	242	198
Patney	Holt Junction ..	382	382	253	330	264	242	242	198
Savernake L.L. ..	Marlborough H.L. ..	—	—	—	312	264	220	198	154
Marlborough H.L.	Savernake L.L. ..	—	—	—	312	264	220	198	154
Westbury	Warminster (b) ..	364	364	336	312	264	240	240	192
Warminster ..	Salisbury	445	445	408	384	336	288	288	240
Salisbury	Warminster ..	420	420	384	360	288	264	264	216
Warminster ..	Westbury	455	455	420	420	420	392	392	336
Salisbury	Portsmouth via Netley	—	—	—	364§	—	—	—	—
Portsmouth ..	Southampton via Netley	—	—	—	308§	—	—	—	—
Southampton ..	Salisbury via Eastleigh or Redbridge ..	—	—	—	364§	—	—	—	—
Weymouth Jn. ..	Portland	—	—	—	254	198	176	176	154
Portland	Easton	—	—	—	—	—	—	118	96
Easton	Portland	—	—	—	—	—	—	176	132
Portland	Weymouth Jn. ..	—	—	—	176	220	198	198	176

§—43XX engines. b—28 tons less if calling at Dilton Marsh Halt.

‡—The load on this Branch will be subject to sufficient clearances between the Crossover Roads.

STANDARD SPEED RESTRICTIONS

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

Except where 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, Goods Lines or Loops, Engine, Carriage or Bay Lines	10
2.	When receiving, delivering or exchanging Train Staff or Electric Token by hand	10
3.	When receiving, delivering or exchanging Train Staff or Electric Token by means of lineside receiving or delivery apparatus	15
4.	When receiving, delivering or exchanging Train Staff or Electric Token by means of automatic exchange apparatus	40
5.	When passing over lines set apart for freight and empty coaching stock trains, also light engines, which are worked under the Permissive Block	
	(a) During clear weather	10
	(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	Subject to any lower maximum speed laid down
	(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	

Notes

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

		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

SPEED OF TRAINS THROUGH JUNCTIONS AND AT 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 miles per hour, subject to the observance of all permanent and temporary speed restrictions:—

Paddington to Plymouth via Lavington.
Reading to Cogload via Swindon and Bristol.
Swindon to London end of the Severn Tunnel via Badminton.
Swindon to Chepstow via Gloucester.

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

IMPORTANT.—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 District Operating Superintendent.

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

The following L.M.R. General Instruction applies to the ex L.M.R. sections of line shewn herein:—

Except where instructions to the contrary are issued herein, Drivers must not exceed a speed of 15 m.p.h. when

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

Name of Place	Direction of Trains		Miles per Hour
	From	To	
STEVENTON TO HIGHBRIDGE			
DOWN LINE			
Wantage Road	Down Main	Down Relief	20
Wantage Road	Down Relief	Down Main	20
Challow	Down Main	Down Relief	20
Challow	Down Relief	Down Main	20
Shrivenham	Down Main	Down Relief	20
Shrivenham	Down Relief	Down Main	20
Swindon Station, East Box	Down Main	Down Main Platform	15
Swindon Station, East Box	Down Main	Down Gloucester Platform	15
Swindon West	Down Through Line	Down Gloucester Line	10
Swindon Station, West Box	Down Platform Line or Down Gloucester Platform Line	Down Main or to 77m. 40ch. on the Down Gloucester Line	15
Rushey Platt Junction	Down Main	Swindon Town Line	10
Wootton Bassett	Down Main	South Wales Line	50
Thingley Junction	Down Main	Down Branch	15
Box and Bathampton	101m. 40ch.	103m. 40ch.	75
Approaching Bath Spa Station	105m. 40ch.	106m. 20ch.	65
Bath Spa Station	106m. 63ch.	107m. 2ch.	30*
Between Keynsham and St. Anne's Park Stations	Down Main		75
Bristol East Depot, Main Line Box, 116m. 79ch.	Down Main	No. 4 Down Relief Line	15
Bristol East Depot, Down Yard Box, 117m. 28ch.	Down Relief	Marsh Junction	10
North Somerset Junction, 117m. 40ch.	All trains over any line or crossover to Dr. Day's Bridge Junction		10
Between 117m. 69ch. and Bristol East Signal Box	All Trains		15
Between Bristol East Signal Box and Bristol (T.M.) West, 118m. 62ch.	All Trains		10
Bristol West	Down Avoiding Line, 118m. 58ch.	Down Main or Down Relief	10
Bristol West	Down St. Philip's Marsh Line, 118m. 56ch.	Down Avoiding Line, 118m. 60ch.	20
Bedminster	Down Avoiding	Down Relief	25
Bedminster	Down Relief	Up Avoiding (over slip road)	10
Bedminster	Down Relief	Down Main	25
Bedminster	Down Main	Down Relief	25
Bedminster	Down Relief, 119m. 25ch.	119m. 35ch.	30
Malago Vale	Down Main	Down Relief	30
Malago Vale	Down Relief	Down Main	25
Parson Street Junction	Down Relief, 120m. 21ch.	Down Main, 120m. 25ch.	25
Parson Street Junction	Down Main	Portishead Branch	25
Parson Street Junction	Down Relief, 120m. 25ch.	Down Main, 120m. 30ch.	40
Claverham	Down Main	Down Relief	15
Claverham	Down Relief	Yatton East	30
Yatton East	Down Relief	Down Main	15
Yatton West	Down Main	Wells Branch	15
Yatton West	Down Main	Clevedon Branch	10
Yatton West	Down Main	Down Relief	15
Yatton West	Down Bay Line or Sidings	Down Relief	10
Yatton West	Down Relief	Huish Crossing	30
Huish Crossing	Down Relief	Down Main	15
Worle Junction	Main Line	Weston-super-Mare Loop	20
Weston-super-Mare General	Main Line	Goods Yard or Locking Road Station	10
Weston-super-Mare General	Through Station		15
Uphill Junction	Weston-super-Mare Loop	Main Line	20

*—Permanent Speed Restriction Indicator provided

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

Name of Place	Direction of Trains		Miles per Hour
	From	To	
HIGHBRIDGE TO STEVENTON			
UP LINE			
Uphill Junction	Main Line	Weston-super-Mare Loop	20
Weston-super-Mare General	Through Station		15
Weston-super-Mare (Locking Road)	Goods Yard or Locking Road	Main Line	10
Worle Junction	Weston-super-Mare Loop	Main Line	20
Huish Crossing	Up Main	Up Relief	15
Huish Crossing	Over Relief Line	Yatton West	30
Yatton West	Up Relief	Up Main	15
Yatton East	Up Main	Up Relief	15
Yatton East	Up Relief Line	Claverham	30
Claverham	Up Relief	Up Main	15
Parson Street Junction	Up Main	Up Relief	40
Malago Vale	Up Main	Up Relief	30
Malago Vale	Up Relief	Up Main	25
Bedminster	Up Main	Up Avoiding	25
Bedminster	Up Relief	Up Main	15
Bedminster	Up Main	Up Relief	15
Bristol West	Up Main, 118m. 63ch.	Up St. Philip's Marsh Line	10
Bristol West	Up Avoiding Line, 118m. 57ch.	Up St. Philip's Marsh Line	10
Between Bristol West and Bristol East Signal Box	All Trains		10
Between Bristol East Signal Box and 117m. 69ch.	All Trains		15
Between Bristol East Signal Box and Dr. Day's Bridge Junction	All Trains		15
Bristol East	To Gloucester Line		15
North Somerset Junction, 117m. 56ch.	Up Relief	Up Main	10
North Somerset Junction	Main Line	Marsh Junction	10
Bristol East Depot Main Line Box, 117m. 6ch.	No. 3 Up Relief	Up Main Line	15
Between St. Anne's Park and Keynsham & S.	All Up Trains		75
Bath Spa Station	107m. 2ch.	106m. 63ch.	30*
Bath Spa and Bathampton	106m. 20ch.	105m. 40ch.	65
Bathampton Junction	Main Line	Branch Line	15
Bathampton and Box	103m. 40ch.	101m. 40ch.	75
Chippenham East	Main Line	Calne Branch	15
Swindon Station West Box	Up Main Line	Up Gloucester Platform	15
Swindon Station West Box	Up Main	Up Main Platform	20
Swindon Loop (Rear of Up Platform Line)	Up Loop	Up Main	15
Swindon Station East Box	Up Gloucester Platform	Up Main	20
Swindon Station East Box	Up Main Platform	Up Main	20
Highworth Junction	Up Main	Highworth Branch	15
Shrivenham	Up Main	Up Relief	20
Ashbury Crossing	Up Main	Up Loop	20
Ashbury Crossing	Up Relief	Up Main	20
Challow	Up Main	Up Relief	20
Challow	Up Relief	Up Main	20
Wantage Road	Up Main	Up Relief	20
Wantage Road	Up Relief	Up Main	20
WOOTTON BASSETT TO SEVERN TUNNEL WEST			
DOWN LINE			
Wootton Bassett	Main Line	South Wales Line	50
Little Somerford	Down Main	Down Platform	10
Little Somerford	Down Platform	Down Main	10
Badminton	Down Main	Down Platform	20
Badminton	Down Platform	Down Main	20
Chipping Sodbury	Down Main	Down Platform	20
Chipping Sodbury	Down Platform	Down Main	20
Coalpit Heath	Down Main	Down Platform	20
Coalpit Heath	Down Platform	Down Main	20
Stoke Gifford West	Main Line	Avonmouth Line	25
Stoke Gifford West, 111m. 75ch. to 112m. 10ch.	Down Main Through Junctions		50
Stoke Gifford West (over Junction)	Down Main	Down Filton Loop	35
Patchway Junction	Badminton Line	South Wales Line	40
Pilning Junction	Through Crossover,	Down Main to Up Main	10
Pilning Junction	Up Main	Pilning Low Level	10
Severn Tunnel	The speed of Passenger Trains when passing through the Severn Tunnel must not exceed 75 m.p.h. at any point. In the case of Passenger Trains assisted in front by a 2-6-2 tank engine the speed must not exceed 60 m.p.h. at any point when passing through the Tunnel.		

*—Permanent Speed Restriction Indicator provided

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

Name of Place	Direction of Trains		Miles per Hour
	From	To	
SEVERN TUNNEL WEST TO WOOTTON BASSETT			
UP LINE			
Severn Tunnel	The speed of Passenger Trains when passing through the Severn Tunnel must not exceed 75 m.p.h. at any point. In the case of Passenger Trains assisted in front by a 2-6-2 tank engine the speed must not exceed 60 m.p.h. at any point when passing through the Tunnel.		
Patchway Junction	South Wales Line	Badminton Line	40
Coalpit Heath	Up Main	Up Platform	20
Coalpit Heath	Up Platform	Up Main	20
Westerleigh West Junction	Up Main	Up Branch	20
Chipping Sodbury	Up Main	Up Platform	20
Chipping Sodbury	Up Platform	Up Main	20
Badminton	Up Main	Up Platform	20
Badminton	Up Platform	Up Main	20
Little Somerford	Up Main	Up Platform	20
Little Somerford	Up Platform	Up Main	20
Wootton Bassett Junction	South Wales Line	Main Line	60*
	*Permanent Speed Restriction Indicator provided.		
SWINDON AND HIGHWORTH			
	Speed in either direction not to exceed 25 miles per hour.		
Swindon, Highworth Junction	Highworth Branch	Down Main	15
Swindon, Highworth Junction	Up Main	Highworth Branch	15
	For instructions applicable to working over Branch, see page 197		
LITTLE SOMERFORD AND MALMESBURY			
Little Somerford—Kingsmead Crossing	Trains in either direction to reduce speed to 15 miles per hour.		
Kingsmead Crossing—Malmesbury	Trains in either direction to reduce speed to 10 miles per hour when approaching Caution Boards placed 300 yards from Crossing until passing over Crossing.		
STOKE GIFFORD WEST TO DR. DAY'S BRIDGE JUNCTION			
DOWN LINE			
Stoke Gifford West (Through Junction)	Badminton Line	Filton Loop (112m. 3ch.)	35
Stoke Gifford West	Filton Loop (112m. 3ch.)	Filton Junction (112m. 65ch.)	45
Filton Junction	Down Main	Down Relief	15
Filton Junction	Down Relief	Down Main	15
Narroways Hill Junction	Down Relief	Down Main	20
Stapleton Road Junction	Down Main	Down Relief	15
Between Lawrence Hill Junction and Dr. Day's Bridge Junction	Down Main	Down Relief	15
Between Lawrence Hill Junction and Dr. Day's Bridge Junction	Down Relief	Down Main	15
DR. DAY'S BRIDGE JUNCTION TO STOKE GIFFORD WEST			
UP LINE			
Between Dr. Day's Bridge Junction and Lawrence Hill Junction	Up Main	Up Relief	15
Between Dr. Day's Bridge Junction and Lawrence Hill Junction	Up Relief	Up Main	15
Stapleton Road Junction	Up Relief	Up Main	15
Narroways Hill Junction	Up Main	Up Relief	20
Narroways Hill Junction	To Ashley Hill Junction		20
Filton Incline, 4m. 2ch.	Up Main	Up Relief	15
Filton Junction	Up Main	Up Relief	15
Filton Junction	Up Relief	Up Main	15
Filton Junction	112m. 65ch.	Stoke Gifford West, 112m. 3ch.	45
Stoke Gifford West (Through Junction)	Filton Loop (112m. 3ch.)	Badminton Line	35
DR. DAY'S BRIDGE JUNCTION TO BRISTOL EAST SIGNAL BOX			
	All Trains		15
DR. DAY'S BRIDGE JUNCTION TO NORTH SOMERSET JUNCTION (117m. 40ch.)			
	All Trains		10
STOKE GIFFORD WEST AND FILTON JUNCTION TO AVONMOUTH VIA HENBURY			
DOWN LINE			
Stoke Gifford West	Main Line	Avonmouth Line	25
Filton Junction	Filton Junction	Filton West Junction	40
Filton West Junction	Through Junction from Filton Junction		15
Hallen Marsh Junction	Through Junction from Henbury Line		20
Between Hallen Marsh Junction and St. Andrews Junction	All Trains		40
Holesmouth Junction and St. Andrews Junction	Heavy engines or trains worked by heavy engines running on all Corporation Lines and Sidings, including Royal Edward Yard		5
St. Andrews Junction	To Avonmouth Dock (Passenger Station) and Gloucester Road Signal Box		15

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

Name of Place	Direction of Trains: From	Direction of Trains: To	Miles per Hour
AVONMOUTH TO STOKE GIFFORD WEST AND FILTON JUNCTION VIA HENBURY			
UP LINE			
St. Andrews Junction	From Gloucester Road Signal Box and Avonmouth Dock (Passenger Station)		15
St. Andrews Junction and Holesmouth Junction	Heavy engines or trains worked by heavy engines running on all Corporation Lines and Sidings, including Royal Edward Yard		5
Between St. Andrews Junction and Hallen Marsh Junction	All Trains		40
Hallen Marsh Junction	Through Junction to Pilning Line		10
Hallen Marsh Junction	Through Junction to Henbury Line		20
Filton West Junction	Through Junction to Filton Junction		15
Filton West Junction	Filton West Junction	Filton Junction	25
Stoke Gifford West	Avonmouth Line	Main Line	25
PILNING JUNCTION AND HALLEN MARSH JUNCTION			
The speed of trains between Pilning Junction and Hallen Marsh Junction must not exceed 40 m.p.h. in either direction, and must be further reduced as follows:—			
Pilning Junction	Main Line	Pilning L.L.	10
Pilning Junction	Pilning L.L.	Main Line	10
Between Pilning Junction and Hallen Marsh Junction	10m. 40ch.	11m. 0ch.	25
Between Hallen Marsh Junction and Pilning Junction	11m. 0ch.	10m. 40ch.	25
Hallen Marsh Junction	Through connections to and from Henbury Line		10
UFFINGTON AND FARINGDON			
Between Uffington and Faringdon, 66m. 43ch. and 70m. 4ch.	Either direction		35
Uffington	Faringdon	Up Main	15
BRISTOL (T.M.) AVOIDING LINE			
Marsh Junction	All Trains		10
Marsh Junction	North Somerset Trains. See below		
CLIFTON EXTENSION LINE			
Between Narroways Hill Junction and Ashley Hill Junction (Clifton Extension), 2m. 0ch. and 2m. 35ch.	All Up and Down Trains		20
Between Clifton Down and Sea Mills	Up and Down Trains between 3 m.p. and 3m. 40ch.		40
Horse Shoe Curve	Between Sea Mills and Shirehampton, in either direction		20
St. Andrew's Junction, Avonmouth	To and from Avonmouth Dock (Passenger) and Gloucester Road Signal Box		15
BRISTOL AND PORTISHEAD			
Portishead Branch	Speed at any point not to exceed		35
Clifton Bridge	Bristol	Portishead	10
Oak Wood	At either end of Loop		20
Pill	Bristol	Portishead	10
Portbury Shipyard	Single Line	Up Loop	10
Portbury Shipyard	Up Loop	Single Line	10
Bristol West Depot (Goods Running Loop)	West Depot	West Loop North Junction	10
	West Loop North Junction	West Depot	10
BRISTOL, RADSTOCK WEST AND FROME			
North Somerset Line and Radstock and Frome	Between Marsh Junction and Frome. Speed must not exceed at any point in either direction		40
Marsh Junction	All Up and Down Trains between Marsh Junction and Single Line		10
Pensford	Entering or leaving Down Loop Line		15
Clutton	Entering or leaving Down Loop Line		15
Hallatrow	Up Trains passing on to Single Line		15
Hallatrow	Down Trains passing on to Single Line		15
Radstock West	All Up and Down Trains between 8½ m.p. and Radstock West Station		15
Mells Road	Single Line	Up Line	15
Frome West Junction	All Up and Down Trains between Frome West Junction and Station		10
Frome Mineral Loop	Frome North	Frome West Junction	10
	Frome West Junction	Frome North	10
YATTON AND CLEVEDON			
Between Yatton and Clevedon	Either direction		45
Yatton Junction	When passing to or from Single Line at Single Line Junction on Clevedon Branch		10
Yatton Junction	Down Main	Clevedon Branch	10
	Clevedon Branch	Up Main	10

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

Name of Place	Direction of Trains: From	Direction of Trains: To	Miles per Hour
YATTON, WELLS AND WITHAM			
Wells Branch between Witham and Wells	Speed at any point in either direction not to exceed	Passenger Trains	35
		Freight Trains	20
Witham	To or from Wells Line		10
Cranmore	Through Up and Down Loop Trailing Junctions		20
Shepton Mallet	Through Down Loop Facing and Trailing Junctions		15
Cheddar	Through Up Loop Facing Junction		20
Cheddar	Through Up Loop Trailing Junction		15
Axbridge	Through Up Loop Facing Junction		20
Axbridge	Through Up Loop Trailing Junction		15
Congresbury	Through Up Loop Trailing Junction		15
Congresbury	Through Down Loop Trailing Junction		20
Yatton Junction	Main Line	Wells Branch	15
Yatton Junction	When passing from Cheddar Valley Single Line to Up Cheddar Valley Line at the Single Line Junction near 31½ m.p.		15
Yatton Junction	When passing from Up Wells Branch to Main Line		15
BRISTOL HARBOUR LINE			
Temple Meads to Wapping Wharf Junction Over Bathurst Basin Bascule Bridge	Either direction		5
WAPPING WHARF JUNCTION TO ASHTON BRIDGE			
From Wapping Wharf Junction to New Cut side of Cumberland Road Bridge	Either direction		5
From New Cut side of Cumberland Road Bridge to Level Crossing opposite Underfall Yard	Either direction		10
From Level Crossing opposite Underfall Yard to Ashton Bridge	Either direction		5
ASHTON JUNCTION TO CANONS MARSH			
Over Ashton Swing Bridge	Either direction		5
Over Junction Lock Swing Bridge	Either direction		5
Over all Level Crossings	Either direction		5
Any other point between Ashton Junction and Canons Marsh	Either direction		10
CHIPPENHAM AND CALNE			
Chippenham and Calne	Speed in either direction not to exceed		30
Calne Branch Junction	Branch Line from ¼ m.p.	Main Line and vice versa	15
BEDWYN TO CASTLE CARY			
DOWN LINE			
Grafton East	All Down Trains, 68m. 10ch. to 68m. 50ch.		60
Patney and Chirton	Down Main	Devizes Branch	15
Patney and Chirton	Bay Platform	Down Main	10
Heywood Road East Junction and Westbury North, 94m. 44ch. and 94m. 65ch.	Main Line		40*
Heywood Road West Junction and Hawkeridge Junction	All Trains		15
Westbury North	Patney and Chirton	Frome	30*
Westbury North	Patney and Chirton	Salisbury Line	15
Westbury North	Trowbridge	Frome	50
Westbury North	Trowbridge	Salisbury Line	15
Westbury Middle	Frome Line (Down Main)	Salisbury Line	15
Westbury South	Frome Line (Down Main)	Salisbury Line	15
Westbury South	Salisbury Line (Down)	Frome (Down Main)	10
From 110m. 10ch. to 110m. 35ch.	All Down Trains over curve		40*
Westbury South and Fairwood Junction between 110m. 60ch. and 111m. 20ch.	Main Line		40*
Westbury and Frome (at Clink Road Junction 114m. 38ch. and 114m. 45ch	Main Line		50*
Frome	Down Trains between River and Frome Station		30*
Frome Station	Radstock Branch	Main Line	10
Between Frome and Witham at Blatchbridge Junction, 116m. 51ch. and 116m. 58ch.	Main Line		50
Witham	Main Line	Wells Branch	10
Between Witham and Bruton, 125m. 0ch. and 125m. 40ch.	Main Line		65
Castle Cary	All Down Weymouth Line Trains between Station and Overbridge, 129m. 50ch. to 129m. 65ch.		30*
Castle Cary	Down Main Line Trains through Station		60*

*—Permanent Speed Restriction Indicator provided

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

Name of Place	Direction of Trains: From	Direction of Trains: To	Miles per Hour
CASTLE CARY TO BEDWYN			
	UP LINE		
Castle Cary Junction	All Up Weymouth Line Trains between Overbridge and Signal Box, 129m. 65ch. to 129m. 55ch.		35
At Castle Cary	Up Main Line between 115m. 50ch. and 115m. 32ch.		60
Between Bruton and Witham, 125m. 40ch. and 125m. 0ch.	Main Line		65
Witham	Wells Branch	Main Line	10
Between Frome and Witham at Blatchbridge Junction, 116m. 58ch. and 116m. 51ch.	Main Line		50*
Frome Station	Main Line	Radstock Branch	10
Frome	Up Trains through Station and Middle Junction		30*
Frome and Westbury (at Clink Road Junction) 114m. 45ch. and 114m. 38ch.	Main Line		50
Fairwood Junction and Westbury South between 111m. 20ch. and 110m. 60ch.	Main Line		40*
From 110m. 35ch. to 110m. 10ch.	All Up Trains over curve		45
Westbury South	Frome (Up Main)	Salisbury Line	15
Westbury South	Salisbury Line (Up)	Frome Line (Up Main)	15
Westbury North	Salisbury Line	Trowbridge	15
Westbury North	Frome	Patney and Chirton	30*
Westbury North	Salisbury Line	Patney and Chirton	15
Westbury North	Frome	Trowbridge	30
Westbury North and Heywood Road East Junction, 94m. 65ch. and 94m. 44ch.	Main Line		40*
Hawkeridge Junction and Heywood Road West Junction	All Trains		15
Patney and Chirton	Devizes Branch	Up Main	15
Patney and Chirton	Up Main	Bay Platform	10
Patney and Chirton	Devizes Branch	Bay Platform	10
Patney and Chirton	Bay Platform	Up Main	10
Grafton East	All Up Trains, 68m. 50ch. to 68m. 10ch.		60
SAVERNAKE AND MARLBOROUGH			
All Up and Down Trains between 16m. 20ch. and 16m. 35ch.			40
All Up and Down Trains between 18m. 50ch. and 18m. 40ch.			45
All Up and Down Trains between 19m. 20ch. and 19 m.p.			40
HOLT JUNCTION AND PATNEY AND CHIRTON			
Holt Junction	To or from Devizes Line		15
Devizes	Up and Down Lines through Loop Junction at each end of Station		10
Seend	Single Line Facing Junction to Down Sidings (Devizes end of Station)		10

All 'Red' Group Engines must reduce speed as specified when passing over the following bridges:—

Mileage of Bridge	Maximum Speed	Mileage of Bridge	Maximum Speed
87m. 35ch.	40 m.p.h.	89m. 14ch.	30 m.p.h.
88m. 17ch.	40 m.p.h.	93m. 40ch.	30 m.p.h.

CHELTENHAM, SWINDON TOWN AND ANDOVER JUNCTION **(Also see note on Page B248)**

DOWN LINE

The speed of trains between Lansdown Junction and Andoversford Junction must not exceed 40 m.p.h. and between Andoversford Junction and Andover Junction over the Single and Double Lines must not exceed 50 m.p.h. and must be further restricted to lower speeds as shown:—

Name of Place	Direction of Trains: From	Direction of Trains: To	Miles per Hour
UP			
Lansdown Junction (Kingham and Cheltenham Line)	Cheltenham Malvern Road	Leckhampton	40
Lansdown Junction (Kingham and Cheltenham Line)	Cheltenham	Leckhampton	35
Gloucester Loop Jn. (Kingham and Cheltenham Line)	K. and C. Line	Andover Line	15
Andoversford Junction	All Trains		15
Withington¶	All Trains		15
Foss Cross	All Trains		15
Cirencester (Watermoor)	All Trains		15
South Cerney	All Trains		15
Cricklade¶	All Trains		15
Rushey Platt (Andover Line)¶	All Trains		15
Rushey Platt Junction (Main Line)	Swindon Junction	Swindon Town	10
Swindon Town	All Trains 31 m.p. and 30m. 45ch.		15
Swindon Town and Chiseldon	Between 29m. 30ch. and 28 m.p.		35
Chiseldon	All Trains		15
Ogbourne and Marlborough	Between 22¼m. and 21¼m.		45
Ogbourne and Marlborough	Between 21¼m. and 19¾m.		35
Marlborough	Between 19m. 53ch. and 19m. 20ch. and all crossover roads		15
Marlborough Branch	Between 16m. 35ch. and 16m. 20ch.		40
Marlborough and Savernake (H.L.) or (L.L.)	Between 19m. 0ch. and 19m. 20ch.		40
Marlborough and Savernake (H.L.) or (L.L.)	Between 18m. 50ch. and 18m. 40ch.		45
Savernake (H.L.)¶	At East Ground Frame between 14m. 36ch. and 14m. 31ch.		20
Savernake (Low Level) Station	Main B. and H. Line as far as Single Line 14m. 69ch.		15
Savernake (Low Level)	Savernake Station Bay Branch Line		5
Grafton South Junction and Grafton Station	Between 13m. 45ch. and 13m. 5ch.		40
Wolfhall Junction and Grafton South Junction	All Trains over Branch between 69m. 28ch. Main Line and 13m. 43ch. Andover Line		15
Ludgershall	Between 6 m.p. and 5m. 60ch.		20

For notes—see page 254

***Permanent Speed Restriction Indicator provided**

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

Name of Place	Direction of Trains: From	Direction of Trains: To	Miles per Hour
ANDOVER JUNCTION, SWINDON TOWN AND CHELTENHAM (Also see Note on Page B248)			
UP LINE			
The speed of trains between Andover Junction and Andoversford Junction over the Single and Double Lines must not exceed 50 m.p.h. and between Andoversford Junction and Lansdown Junction, must not exceed 40 m.p.h. and must be further restricted to lower speeds as shown:—			
Ludgershall	All Trains between 6 m.p. and 5m. 60ch.		20
Grafton Station and Grafton South Junction	Between 13m. 5ch. and 13m. 45ch.		40
Savernake (H.L.)	Bridge over B. & H. Line at 13m. 58ch.		15
Grafton South Junction and Savernake (H.L.)	Up Line	Single Line 13m. 45ch. and 13m. 50ch.	15
Wolfhall Junction and Grafton South Junction	All Trains 13m. 43ch. Andover Line and 69m. 28ch. Main Line		15
Savernake (H.L.)¶	At East Ground Frame 14m. 31ch. and 14m. 36ch.		20
Savernake (H.L.) or (L.L.) and Marlborough	Between 18m. 40ch. and 18m. 50ch.		45
Savernake (H.L.) or (L.L.) and Marlborough	Between 19m. and 19m. 20ch.		40
Savernake (Low Level) Station	Main B. and H. Line as far as Single Line 14m. 69ch.	Marlborough Branch	15
Savernake (Low Level) Station	Savernake Station Bay	Branch Line	5
Marlborough Branch	Between 16m. 20ch. and 16m. 35ch.		40
Marlborough	Between 19m. 20ch. and 19m. 53ch. and crossover roads		15
Marlborough and Ogbourne	Between 19m. 60ch. and 21m 20ch.		35
Marlborough and Ogbourne	Between 21m. 20ch. and 22m 20ch.		45
Ogbourne	Entering or leaving Platform Lines		25
Chiseldon	All Trains		15
Chiseldon and Swindon Town	Between 28 m.p. and 29m. 30ch.		35
Swindon Town	All Trains 30m. 45ch. and 31 m.p.		15
Rushey Platt, Andover Line¶	All Trains		15
Rushey Platt Junction (Main Line)	Swindon Town	Swindon Junction	10
Cricklade¶	All Trains		15
South Cerney	All Trains		15
Cirencester (Watermoor)	All Trains		15
Foss Cross	All Trains		15
Withington¶	All Trains		15
Andoversford Junction	Andover Line	K. and C. Line	15
Gloucester Loop Jn. (DOWN)	Leckhampton	Cheltenham	30
Lansdown Junction (Kingham and Cheltenham Line)	Leckhampton	Cheltenham Malvern Road	40
Lansdown Junction			
THINGLEY JUNCTION AND WESTBURY			
Thingley Junction	Main Line	Branch Line	15
Thingley Junction	Branch Line	Main Line	15
Melksham	All Trains (Up and Down) between 100 and 100¼ m.p.		30*
Bradford North Junction	To or from Loop Line		15
Bradford North Junction (104m. to 104m. 30ch.)	Staverton	Trowbridge	40
	Trowbridge	Staverton	40
Trowbridge	All Down Trains		30
Trowbridge	All Up Trains		20
Heywood Road West Junction and Hawkeridge Junction	All Down and Up Trains		15
Westbury North	Down Trains from Trowbridge to Frome direction		50
Westbury North	Down Trains from Trowbridge to Salisbury Line direction		15
Westbury North	Up Trains from Salisbury Line to Trowbridge direction		15
Westbury North	Up Trains from Frome to Trowbridge direction		30
BATHAMPTON AND TROWBRIDGE			
Bathampton Junction	Main Line	Branch Line	15
Bathampton Junction	Branch Line	Main Line	20
Bradford Branch, Trains between the points shown in either direction	Bathampton Junction and 1¼ m.p.		40*
	Dundas Aqueduct, 3m. 12ch. and 3m. 19ch.		40*
	Limpley Stoke, 3m. 70ch. and 4¼ m.p.		30*
	Freshford Viaduct, 5m. 15ch. and 5½ m.p.		40*
	Bradford Tunnel, 7m. 30ch. and 7m. 43ch.		40
Bradford Junction West	To or from Loop Line		15
Bradford Junction South	Weymouth Line	Bradford Line	30
	Bradford Line	Weymouth Line	15
Trowbridge	All Down Trains		30
Trowbridge	All Up Trains		20

¶—In addition to the observance of the lesser speed restrictions, the speed of 'Blue' Group Engines and S.R. 2-6-0 'N' and 'U' class engines must not exceed 30 m.p.h. when passing in either direction over the undermentioned bridges between Withington and Wolfhall Junction:—

	M.	Ch.		M.	Ch.
Near Savernake (H.L.) Bridge at	16	20¾	Near Rushey Platt Bridge over W.R. Main Lines at	32	55
Bridge at	15	59½	Near Cricklade Bridge at	40	32½
Over K. and A. Canal	13	53	Near Withington Bridge at	56	26

*—Permanent Speed Restriction Indicator provided

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

Name of Place	Direction of Trains: From	Direction of Trains: To	Miles per Hour
BRISTOL (T.M.) EAST TO CHARFIELD. (Also see note on page B248)			
UP LINE			
	Maximum permissible speed on Main and Fast Lines		75
Lawrence Hill Junction	Through Junction from Bristol (T.M.)		30
Mangotsfield Station Junction	Through Junction to Bath Green Park		20
Mangotsfield Station Junction	Through Junction to Gloucester		30
Mangotsfield North Junction	Through Junction from Bristol (T.M.)		30
Mangotsfield North Junction and Westerleigh North Junction	Over curves between 124½ and 122 m.p.		70
Yate M.L. Junction	Through Junction and over curve to Thornbury		15
CHARFIELD TO BRISTOL (T.M.) EAST. (Also see note on page B248)			
DOWN LINE			
	Maximum permissible speed on Main and Fast Lines		75
Yate South Junction	Through Junction and over curve to Westerleigh West Junction		15
Westerleigh North Junction and Mangotsfield North Junction	Over curves between 122 and 124½ m.p.		70
Mangotsfield North Junction	Through Junction to Bristol (T.M.)		30
Mangotsfield North Junction	Through Junction to Bath Green Park		20
Mangotsfield Station Junction	Through Junction from Gloucester		30
Fishponds Station	Through Station		50
Kingswood Junction	Through Junction to Bristol (T.M.)		50
Kingswood Junction	Through Junction to Avonmouth Dock		15
Lawrence Hill Junction	Through Junction to Bristol (T.M.)		30
Lawrence Hill Junction	Through Junction to St. Philips		20
Bristol (T.M.) East	Through Junction		15
YATE M.L. JUNCTION AND THORNBURY. (Also see note on page B248)			
	Maximum permissible speed in each direction		30
Yate M.L. Junction	Through Junction and over curve to and from Thornbury		15
YATE SOUTH JUNCTION AND WESTERLEIGH WEST JUNCTION			
	Maximum permissible speed in each direction		25
Yate South Junction	Over curve and through Junction to Yate		15
Westerleigh West Junction	Through Junction		20
MANGOTSFIELD NORTH JUNCTION AND STATION JUNCTION AND BATH GREEN PARK. (Also see note on page B248)			
	Maximum permissible speed between Mangotsfield North Junction and Mangotsfield South Junction		20
	Maximum permissible speed between Mangotsfield and Bath Green Park		65
Mangotsfield North Junction	Through Junction from Bath Green Park		20
Mangotsfield Station Junction	Through South Junction from Bath Green Park		20
Mangotsfield Station Junction	Through Junction to Bath Green Park		20
Mangotsfield Station Junction	Through South Junction to and from Bristol (T.M.)		30
Mangotsfield Station Junction	Through South Junction to Gloucester		20
Bath Green Park	Through Junction to Templecombe		20
Bath Green Park	Down Sidings to Up Main Line		5
Bath Green Park	Through Crossover Road on Mangotsfield side of Station Box when leaving Bath Green Park on Arrival Line		10
BATH GREEN PARK TO TEMPLECOMBE JUNCTION			
DOWN LINE			
	Maximum permissible speed	Bath Green Park to Cole	60
		Cole to Templecombe Junction	70
Bath Junction	Through Junction		20
Bath Junction	Single Line Junction	Radstock North	55
Midford	Single Line	Down Line	35
Radstock North 'A' Signal Box	Between 9¾ m.p. and 10¼ m.p. (through Station)		40
Radstock North 'B' Signal Box	Radstock North	Masbury	50
Masbury	Over curve between 19m. 42ch. and 19m. 70ch.		40
Evercreech Junction North	Between 25¼ m.p. and Evercreech Junction		45
Evercreech Junction North	Through Junction		25
Evercreech Junction	Over Wyke curve between 28 m.p. and 28½ m.p.		45
Cole	Over curves between 32m. 10ch. and 32m. 70ch.		40
TEMPLECOMBE JUNCTION TO BATH GREEN PARK			
UP LINE			
	Maximum permissible speed	Templecombe Junction to Cole	70
		Cole to Bath Green Park	60
Cole	Over curves between 32m. 70ch. and 32m. 10ch.		40
Evercreech Junction	Over Wyke curve between 28½ m.p. and 28 m.p.		45
Evercreech Junction North	Through Junction		25
Evercreech Junction North	Between Evercreech Junction and 25¼ m.p.		45
Evercreech Junction North	25¼ m.p.	Shepton Mallet, Charlton Road	50
Shepton Mallet, Charlton Road	Shepton Mallet, Charlton Road	Masbury	55
Masbury	Over curve between 19m. 70ch. and 19m. 42ch.		40
Midsomer Norton South	Through Station		40
Midsomer Norton South	Midsomer Norton South	Bath Junction	55
Radstock North 'A' Signal Box	Between 10¼ m.p. and 9¾ m.p. (Through station)		40
Midford	Up Line	Single Line	40
Bath Junction	Through Junction		20
HIGHBRIDGE FOR BURNHAM-ON-SEA AND EVERCREECH JUNCTION			
	Maximum permissible speed in each direction		40

ENGINE RESTRICTIONS

STEVENTON TO WOOTTON BASSETT JUNCTION. Route Colour—'Double Red'.

Permitted Engines.—All classes 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 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 following Goods Running Loops may also be utilised by these engines, subject to a speed restriction of 5 m.p.h. When using these loops, 60XX ('King'), B.R. Standard Class 8 (4-6-2) engines and Gas Turbine Locomotive No. 18000 must not be coupled to any other engine except that in the event of one of these engines being unable to move under its own power it may be drawn or propelled into the authorised Goods Running Loop by an engine of other than these classes in order to clear the Main line. In such cases the speed should not exceed 5 m.p.h. and 2 steam engines should not be coupled chimney to chimney.

Ashbury Crossing and Knighton Crossing.
Up Loop .. .. 71m. 10ch. to 69 m.p.

Ashbury Crossing and Shrivenham.
Down Loop .. 71m. 7ch. to 71m. 33ch.

Marston Crossing.
Up Loop .. .. 74m. 19ch. to 73m. 53ch.
Down Loop .. 73m. 59ch. to 74m. 21ch.

Swindon East and Highworth Junction.
Up Loop .. .. 77m. 6ch. to 76m. 29ch.

Rushey Platt Junction and Swindon West.
Up Loop .. .. 78m. 40ch. to 77m. 38ch.

Hay Lane.
Up Loop .. .. 80m. 1ch. to 79m. 37ch.
Down Loop .. .. 79m. 37ch. to 80m. 1ch.

Trigger Cock Gear Lever to be removed from 61XX class engines.

LOCAL RESTRICTIONS

Stations	Connections and Sidings	Engines Prohibited
Steventon	Loading Dock and Cattle Pens	47XX class.
Wantage Road	Goods Shed Platform on Crossover from Down Relief Line	47XX class.
Challow	Goods Shed Platform (on Scissors Crossover)	47XX class.
Uffington	Loading Bank	47XX class.
	Branch Platform	
	Milk Platform	
	Back of Up Main Platform	
	Goods Dock-Up Platform	
	Milk Platform on Branch	61XX class not to pass Milk Platform on Branch.
Shrivenham	Goods Shed Platform	47XX class.
	Loading Bank, Up Side	
Swindon Junction	Highworth Bay	47XX class.
	Badminton Bay	
	Short Loading Bank	
	Adjoining Down Gloucester Line (from No. 4 Siding)	
	Milk Loading Bank (adjoining Down Gloucester Line)	
Wootton Bassett	Cattle Pens	47XX class.
	Loading Bank at Back of Up Platform	
	United Dairy Siding	B.R. Standard classes 6 and 7 (4–6–2), class 4 (4–6–0) and class 5 (4–6–0), 68XX, 78XX, 49XX, 59XX, 69XX, 79XX, 47XX, 4073, 50XX, 70XX, 10XX classes.

WOOTTON BASSETT JUNCTION TO PATCHWAY AND FILTON JUNCTIONS (via Badminton). Route Colour—'Double Red.'

Permitted Engines.—All classes 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 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 following Goods Running Loops may also be utilised by these engines, subject to a speed restriction of 5 m.p.h. When using these loops, 60XX ('King'), B.R. Standard Class 8 (4–6–2) engines and Gas Turbine Locomotive No. 18000 must not be coupled to any other engine except that in the event of one of these engines being unable to move under its own power it may be drawn or propelled into the authorised Goods Running Loop by an engine of other than these classes in order to clear the Main line. In such cases the speed should not exceed 5 m.p.h. and 2 steam engines should not be coupled chimney to chimney.

B.R. Standard Class 9F (2–10–0) (92XXX) Locomotives are prohibited in the Down direction from Chipping Sodbury to Yate via Westerleigh East Loop.

Wootton Bassett West to Wootton Bassett East
Up Loop .. .. 83m. 28ch. to 83m. 4ch.

Hullavington.
Up Loop .. .. 94m. 61ch. to 94m. 28ch.
Down Loop .. 93m. 70ch. to 94m. 27ch.

Stoke Gifford.
Up Loop .. .. 111m. 73ch. to 111m. 35ch.
Down Loop .. .. 111m. 35ch. to 111m. 79ch.

Trigger Cock Gear Lever to be removed from 61XX class engines.

LOCAL RESTRICTIONS

Stations	Connections and Sidings	Engines Prohibited
Brinkworth	Cattle Pens and Loading Bank	47XX class.
Little Somerford	Lead to Mileage Siding	B.R. Standard classes 6 and 7 (4–6–2), class 4 (4–6–0) and class 5 (4–6–0), 68XX, 78XX, 49XX, 59XX, 69XX, 79XX, 47XX, 4073, 50XX, 70XX, 10XX classes.
Little Somerford	Goods Dock-Up Platform	47XX class.
Hullavington	Cattle Pens	47XX class.
Badminton	Cattle Pens	47XX class.
	Crossover to Down Platform	
Chipping Sodbury	High Loading Bank	47XX class.
	Goods Shed on Crossover Road ..	
	Crossover to Down Platform	
Wapley Common Depot	.. ..	All 4-6-0, 2-8-0 and 2-8-2T classes prohibited from entering the Depot.
Coalpit Heath	Goods Dock-Up Platform	47XX class.
Winterbourne	Goods Shed Platform	47XX class.
Stoke Gifford	Pugsley's Sidings	'Red' and 'Blue' Engines not to go beyond gate.

ENGINE RESTRICTIONS—*continued*

WOOTTON BASSETT JUNCTION TO BRISTOL (TEMPLE MEADS) (via Box) Route Colour—'Double Red'.

Permitted Engines.—All classes 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 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. They may also run up to the Up Bay Line, London end of Bath Station, but the speed must not exceed ten miles per hour.

Trigger Cock Gear Lever to be removed from 61XX class engines.

The following Goods Running Loops may also be utilised by these engines, subject to a speed restriction of 5 m.p.h. When using these loops, 60XX ('King'), B.R. Standard Class 8 (4–6–2) engines and Gas Turbine Locomotive No. 18000 must not be coupled to any other engine except that in the event of one of these engines being unable to move under its own power it may be drawn or propelled into the authorised Goods Running Loop by an engine of other than these classes in order to clear the Main line. In such cases the speed should not exceed 5 m.p.h. and 2 steam engines should not be coupled chimney to chimney.

Between Wootton Bassett East and Wootton Bassett West.
Down Loop .. .. 82m. 77ch. to 83m. 30ch.

Bathampton.
Up Loop .. .. 105m. 29ch. to 104m. 53ch.
Down Loop .. .. 104m. 58ch. to 105m. 6ch.

Bath Goods.
Down Loop .. 107m. 20ch. to 107m. 45ch.

Keynsham East and Keynsham West.
Down Loop .. 113m. 7ch. to 113m. 49ch.

East Depot.
No. 2 Up Loop .. 117m. 41ch. to 116m. 77ch.

Kingsland Road.
No. 1 Down Siding 117m. 53ch. to 118m. 1ch.

The speed of Gas Turbine Locomotive No. 18100 must not exceed sixty-five miles per hour over the Down and Up Lines between Bathampton and Bath Spa, 105½ m.p. and 106¾ m.p.

LOCAL RESTRICTIONS

Stations	Connections and Sidings	Engines Prohibited
Dauntsey	Bay Platform	47XX class.
Chippenham	Down Sidings to Loading Bank East	B.R. Standard classes 6 and 7 (4–6–2) class 4 (4–6–0) and class 5 (4–6–0) 68XX, 78XX, 49XX, 59XX, 69XX 79XX, 47XX, 4073, 50XX, 70XX' 10XX classes.
Chippenham	Crossover between Loading Bank and Up Platform	47XX class.
	Loading Bank, Down Side (on Weighbridge Road)	
	Goods Shed Platform on Crossover (London end)	
Corsham	Crossover to Up Platform	
	Loading Bank, Up Side	
	Loading Bank, and Stone Wharf (Down Side)	47XX class.
	Goods Shed Platform	
Box	Pictor's Wharf	
	Bath Stone Firm's Wharf (on Crossover Bristol end)	47XX class.
Bath Spa	Up Fish Dock	Diesel Cars.
Bath Goods	Cattle Pens and Grain Shed	All except 0-4-2T 14XX and 58XX, 0-6-0T Types, 0-6-0T Diesel Electric Shunting Engines, 0-6-0 22XX and 32XX.
Keynsham and Somerdale	Loading Bank (Up Side)	47XX class.
	Goods Shed Platform	
	Messrs. Fry & Sons' Siding	Diesel Cars.
	Curved Loading Bank	
Bristol East Depot	Nos. 10 to 15 Up Sidings	B.R. Standard classes 6 and 7 (4–6–2) class 4 (4–6–0) and class 4 (4–6–0) 68XX, 78XX, 49XX, 59XX, 69XX 79XX, 47XX, 4073, 50XX, 70XX 10XX classes.
	Lysaght's and I.C.I. Sidings	
	Through Slip Roads of double compound leading to Sidings Nos. 9 to 17 Down Side Bristol end.	All 4-6-0 and 2-8-0 classes to use the Slip Roads at 'dead slow' speed.
Kingsland Road, Bristol	Coal Road and Back of Coal Road ..	B.R. Standard classes 6 and 7 (4–6–2), class 4 (4–6–0) and class 5 (4–6–0), 68XX, 78XX, 49XX, 59XX, 69XX, 79XX, 47XX, 4073, 50XX, 70XX, 10XX classes.
	No. 4 Inside Section of Silverthorne Lane	
Bristol (Temple Meads)	Old Station	47XX class.
Bristol (Temple Meads) Goods	All Waterside and Shed Roads ..	All except 77XX and 0-6-0 Diesel Electric Shunting Engines.
	No. 1 Harbour Road (High Level) ..	
	Over and beyond Balance Bridges into Goods Shed	All except 0-6-0T 57XX Class and W.R. and B.R. Diesel Electric Shunting Locomotives.

BRISTOL TO HIGHBRIDGE WEST. Route Colour—'Double Red.'

Permitted Engines.—All classes 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 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.

These engines may also work into any of the platforms or other lines in Temple Meads Station and over the Engine Siding between Bath Road Shed and Bristol West, and also into Malago Vale Sidings for the normal purpose of picking up coaches.

The following Goods Running Loops may also be utilised by these engines, subject to a speed restriction of 5 m.p.h. When using these loops, 60XX ('King'), B.R. Standard Class 8 (4-6-2) engines and Gas Turbine Locomotive No. 18000 must not be coupled to any other engine except that in the event of one of these engines being unable to move under its own power it may be drawn or propelled into the authorised Goods Running Loop by an engine of other than these classes in order to clear the Main line. In such cases the speed should not exceed 5 m.p.h. and 2 steam engines should not be coupled chimney to chimney.

Parson Street Junction and West Depot.
Up Loop .. .. 120m. 66ch. to 120m. 30ch.
Down Loop .. 120m. 30ch. to 120m. 66ch.

Yatton East.
Down Loop .. 129m. 56ch. to 130m. 20ch.

Claverham.
Up Loop .. .. 129m. 8½ch. to 128m. 58½ch.

Huish Crossing.
Down Loop .. 131m. 75ch. to 132m. 10½ch.

BRISTOL TO HIGHBRIDGE WEST. Route Colour—'Double Red'—*continued*

LOCAL RESTRICTIONS

Yatton West.
Up Loop .. .. 130m. 52ch. to 130m. 35ch.

The speed of these engines must not exceed twenty miles per hour at any point on Weston-super-Mare Loop.

Trigger Cock Gear Lever to be removed from 61XX class engines.

B.R. Standard Class 9F (2–10–0) (92XXX) Tender Locomotives, including those fitted with Franco-Crosti boilers, and 1600 h.p. (4–8–4) Diesel Mechanical Locomotive, FELL System No. 10100 may work between Bristol Temple Meads East and West Depot, subject to the observance of all service restrictions.

Ex-L.M.R. class 2(4–4–0) (40332–40700) Engines may work between Bristol (T.M.) and Highbridge and over the connection to the former S. & D. Line.

Stations	Connections and Sidings	Engines Prohibited
Bristol (Pylle Hill)	Junction to Shed Road and No. 1 Dingle Junction to Provision Road	B.R. Standard classes 6 and 7 (4–6–2), class 4 (4–6–0) and class 5 (4–6–0), 68XX, 78XX, 49XX, 59XX, 69XX, 79XX, 47XX, 4073, 50XX, 70XX, 10XX classes.
Yatton	Clevedon Bay Line .. .. .. Down Platform (from Clevedon Branch) Cheddar Valley Platform and Crossover in Platform	47XX class.
Weston-super-Mare	Loading Bank near Permanent Way Inspector's Office (Taunton Side) .. Goods Shed Platforms, Up and Down	47XX class.
Highbridge	Connections to ex S. and D. from Down Western Region Main Line	All engines except 36XX, 37XX, 46XX, 77XX, 87XX, 96XX, 97XX, 14XX, 58XX classes.

BRISTOL (TEMPLE MEADS) TO PATCHWAY. Route Colour—'Double Red.'

Permitted Engines.—All classes 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 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 following Goods Running Loop may also be utilised by these engines at a speed not exceeding 5 m.p.h.:—

Filton Incline to Filton Junction.
Up Loop .. .. 4m. 55ch. to 4m. 21ch.

When using this Loop, 60XX ('King'), B.R. Standard Class 8 (4–6–2) engines and Gas Turbine Locomotive No. 18000 must not be coupled to any other engine except that in the event of one of these engines being unable to move under its own power it may be drawn or propelled into the authorised Goods Running Loop by an engine of other than these classes in order to clear the Main line. In such cases the speed should not exceed 5 m.p.h. and 2 Steam engines should not be coupled chimney to chimney.

These engines may also work into any of the platforms or other lines in Temple Meads Station and over the Engine Siding between Bath Road Shed and Bristol West. They may also work into Dr. Day's Bridge Sidings for the normal purpose of picking up coaches.

Trigger Cock Gear Lever to be removed from 61XX class engines.

B.R. Standard Class 9F (2–10–0) (92XXX) Locomotives are prohibited over the Up and Down Relief Lines between Stapleton Road and Filton Junction.

LOCAL RESTRICTIONS

Stations	Connections and Sidings	Engines Prohibited
Dr. Day's Bridge Siding	No. 2 Siding	B.R. Standard classes 6 and 7 (4–6–2), class 4 (4–6–0) and class 5 (4–6–0), 68XX, 78XX, 49XX, 59XX, 69XX, 79XX, 47XX, 4073, 50XX, 70XX, 10XX classes, Gas Turbine Locomotive No. 18000.
Lawrence Hill	Nos. 2, 3 and 6 to 11 Sidings .. .. No. 4 Siding past Clearance Point ..	B.R. Standard classes 6 and 7 (4–6–2), class 4 (4–6–0) and class 5 (4–6–0), 68XX, 78XX, 49XX, 59XX, 69XX, 79XX, 47XX, 4073, 50XX, 70XX, 10XX classes.
Lawrence Hill	Two Sidings to Goods Shed	47XX.
Stapleton Road	Back Road and No. 4 Road	B.R. Standard classes 6 and 7 (4–6–2), class 4 (4–6–0) and class 5 (4–6–0), 68XX, 78XX, 49XX, 59XX, 69XX, 79XX, 47XX, 4073, 50XX, 70XX, 10XX classes.
Stapleton Road	Up and Down Clifton Lines	47XX.
Filton Junction	No. 1 Shed Road .. .. .. No. 3 Mileage Road	B.R. Standard classes 6 and 7 (4–6–2) class 4 (4–6–0) and class 5 (4–6–0), 68XX, 78XX, 49XX, 59XX, 69XX, 79XX, 47XX, 4073, 50XX, 70XX, 10XX classes.

PATCHWAY TO SEVERN TUNNEL JUNCTION. Route Colour—'Double Red.'

Permitted Engines.—All classes except 47XX class and Gas Turbine Locomotive No. 18000.

60XX ('King') and B.R. Standard Class 8 (4–6–2) (71XXX) engines may use the following Goods Running Loop at a speed not exceeding 5 m.p.h.

Patchway Junction and Patchway Tunnel.
Down Loop .. 5m. 62ch. to 6m. 6ch.

When using this Loop, 60XX ('King') and B.R. Standard Class 8(4–6–2) engines must not be coupled to any other engine except that in the event of one of these engines being unable to move under its own power it may be drawn or propelled into the authorised Goods Running Loop by an engine of other than these classes in order to clear the Main line. In such cases the speed should not exceed 5 m.p.h. and 2 Steam engines should not be coupled chimney to chimney.

Trigger Cock Gear Lever to be removed from 61XX class engines.

YATE BRANCH AND WESTERLEIGH LOOP. Route Colour—'Dotted Red.'

Permitted Engines.—All classes except 60XX ('King'), B.R. Standard Class 8 (4–6–2) (71XXX), 47XX and Gas Turbine Locomotive No. 18000, subject to a speed restriction of twenty miles per hour for all 'Red' Group engines.

Trigger Cock Gear Lever to be removed from 61XX class engines.

B.R. Standard Class 9F (2–10–0) (92XXX) Locomotives are prohibited in the Down direction between Chipping Sodbury and Yate via Westerleigh East Loop.

ENGINE RESTRICTIONS—*continued*

STAPLETON ROAD TO AVONMOUTH DOCK (via Clifton Down). Route Colour—'Red.'

Permitted Engines (Western Region).—All classes except 60XX ('King'), 47XX classes, Gas Turbine Locomotive No. 18000 and B.R. Standard Class 8 (4–6–2) (71XXX), subject to the following restrictions:—

'10XX class engines not to exceed a speed of sixty miles per hour.'
Trigger Cock Gear Lever to be removed from 61XX class engines.

Permitted Engines (London Midland Region.)
Class 4 (0-6-0) Freight Tender (Diagram No. 167).
Class 5 (2-6-0) Mixed Traffic Tender (Diagram No. 180).
Class 5 (4-6-0) Mixed Traffic Tender (Diagram No. 178).

Permitted Engines (Southern Region).—S.R. 'West Country' Class engines, subject to the observance of service restrictions. (This includes permission to work to St. Andrew's Road Station and into Avonmouth Town Goods Loop).

LOCAL RESTRICTIONS

Station	Connections and Sidings	Engines Prohibited
Montpelier	Coal Yard over Bridge No. 5	Permitted Engines to proceed at 'dead slow' speed.

FILTON JUNCTION AND STOKE GIFFORD JUNCTION TO FILTON WEST JUNCTION. Route Colour—'Double Red.'

Permitted Engines.—All classes except Gas Turbine Locomotive No. 18000

60XX ('King') and B.R. Standard Class 8 (4–6–2) (71XXX) engines may work over only 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.

These engines must not work into any Goods Running Loops.

Trigger Cock Gear Lever to be removed from 61XX class engines.

FILTON WEST JUNCTION TO AVONMOUTH DOCK (via Henbury). Route Colour—'Red.'

Permitted Engines—All classes except 60XX ('King'), 47XX classes, B.R. Standard Class 8 (4–6–2) (71XXX) and Gas Turbine Locomotive No. 18000.

Trigger Cock Gear Lever to be removed from 61XX class engines.

LOCAL RESTRICTIONS

Stations	Connections and Sidings	Engines Prohibited
Henbury	Sidings and Back Road	78XX, 28XX, 30XX, 49XX, 59XX, 69XX, 79XX, 4073, 50XX, 70XX, 68XX, 10XX classes. B.R. Standard, classes 6 and 7 (4-6-2) 5 (4-6-0) and 4 (4-6-0).
Henbury	Cattle Pen and Mileage Sidings	Diesel Cars.
Hallen Marsh Junction	National Smelting Works Sidings	Diesel Cars.

HALLEN MARSH JUNCTION TO PILNING JUNCTION. Route Colour—'Red.'

Permitted Engines.—All classes except 60XX ('King'), 47XX classes, B.R. Standard Class 8 (4–6–2) (71XXX) and Gas Turbine Locomotive No. 18000, subject to the following restrictions:—

'All "Red" Group engines must not exceed a speed of fifteen miles per hour.'

Trigger Cock Gear Lever to be removed from 61XX class engines.

BRISTOL EAST DEPOT AND NORTH SOMERSET JUNCTION TO BRISTOL WEST (via St. Philip's Marsh) (BRISTOL RELIEF LINE). Route Colour—'Double Red.'

Permitted Engines.—All classes except Gas Turbine Locomotive No. 18000, subject to the following restrictions:—

60XX ('King') and B.R. Standard Class 8 (4–6–2) (71XXX) engines must not exceed a speed of twenty miles per hour.

These engines may work only over Main and Relief Lines. They must not use 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 following 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) engines must not be coupled to any other engine except that in the event of one of these engines being unable to move under its own power it may be drawn or propelled into the authorised Goods Running Loop by an engine of other than these classes in order to clear the Main line. In such cases the speed should not exceed 5 m.p.h. and 2 Steam engines should not be coupled chimney to chimney.

East Depot.
No. 2 Up Loop .. 117m. 41ch. to 116m. 77ch.

Kingsland Road.
No. 1 Down Siding 117m. 53ch. to 118m. 1ch.

Trigger Cock Gear Lever to be removed from 61XX class engines.

LOCAL RESTRICTIONS

Stations	Connections and Sidings	Engines Prohibited
Bristol West	Siding at rear of Bath Road Loco. to Turntable	60XX, B.R. Standard Class 8 (4–6–2).
St. Phillip's Marsh Goods	All Mileage and Goods Sidings .. Junctions to Nos. 6 and 7 and Robinson's	B.R. Standard, classes 6 and 7 (4-6-2), class 4 (4-6-0) and class 5 (4-6-0), 68XX, 78XX, 49XX, 59XX, 69XX, 79XX, 47XX, 4073, 50XX, 70XX, 10XX classes.

NORTH SOMERSET JUNCTION TO DR. DAY'S BRIDGE JUNCTION (Bristol Loop). Route Colour—'Double Red.'

Permitted Engines.—All classes.

Trigger Cock Gear Lever to be removed from 61XX class engines.

RELIEF LINES NORTH SOMERSET JUNCTION TO BRISTOL EAST DEPOT. Route Colour—'Red.'

Permitted Engines.—All classes except 60XX ('King'), B.R. Standard Class 8 (4–6–2) (71XXX) and Gas Turbine Locomotive No. 18000.

'King' class engines may use East Depot No. 2 Up Loop in an emergency—speed not to exceed five miles per hour. In such circumstances these engines must not be assisted by any other engine.

Trigger Cock Gear Lever to be removed from 61XX class engines.

ENGINE RESTRICTIONS—*continued*

BRISTOL (TEMPLE MEADS) TO WAPPING WHARF. Route Colour—'Red.'

Permitted Engines.—All classes except 60XX ('King'), B.R. Standard Class 8 (4–6–2) (71XXX), 47XX classes, and Gas Turbine Locomotive No. 18000.

Trigger Cock Gear Lever to be removed from 61XX class engines.

LOCAL RESTRICTIONS

Stations	Connections and Sidings	Engines Prohibited
Bristol (Temple Meads) Goods	All Waterside and Shed Roads .. No. 1 Harbour Road High Level ..	B.R. Standard classes 6 and 7 (4–6–2), class 4 (4–6–0) and class 5 (4–6–0), 68XX, 78XX, 49XX, 59XX, 69XX, 79XX, 47XX, 4073, 50XX, 70XX, 10XX classes.
Redcliff Wharf	Nos. 3, 4 and 5 Sidings	B.R. Standard classes 6 and 7 (4–6–2), class 4 (4–6–0) and class 5 (4–6–0), 68XX, 78XX, 49XX, 59XX, 69XX, 79XX, 47XX, 4073, 50XX, 70XX, 10XX classes.
Wapping Wharf	No. 5 Siding to Chard's Junction opposite St. Raphael's Church .. .. .. Junction to Coal Road .. .. .. Junction to Quayside Warehouses ..	B.R. Standard classes 6 and 7 (4–6–2), class 4 (4–6–0) and class 5 (4–6–0), 68XX, 78XX, 49XX, 59XX, 69XX, 79XX, 47XX, 4073, 50XX, 70XX, 10XX classes.
Wapping Wharf	Line adjoining the Quayside	All engines.

WAPPING WHARF JUNCTION TO ASHTON BRIDGE JUNCTION. Route Colour—'Uncoloured'

Permitted Engines.—All uncoloured engines, 2251, 45XX, 57XX ('Yellow') and B.R. Standard Class 2 (2–6–0) (78XXX).

LOCAL RESTRICTIONS

Stations	Connections and Sidings	Engines Prohibited
Cumberland Sidings	All Sidings	2251 and 57XX classes.
Ashton Swingbridge	Corporation Cattle Pens	Engines with Outside Cylinders.

ASHTON JUNCTION TO CANONS MARSH. Route Colour—'Uncoloured.'

Permitted Engines.—All uncoloured engines, 2251, 45XX, 57XX ('Yellow') and B.R. Standard class 2 (2-6-0) (78XXX), 84XX and 94XX (single, coupled together, or coupled to any other permitted engine).

BRISTOL CANONS MARSH DOCK SIDE

57XX (0-6-0T) Class engines are permitted to work into Bristol Canons Marsh Dock Side subject to the following stipulations:—

1. To work with A.T.C. apparatus clipped up.
2. Not to negotiate the curved track at the stopblock ends of "A" Shed, "Shute Road" and "Oil Road".

READING GENERAL TO CASTLE CARY. Route Colour—'Double Red.'

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

60XX ('King') and 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 Cross-over 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.

These engines may utilise the following Goods Running Loops at a speed not exceeding 5 m.p.h. When using these Loops, 60XX ('King'), B.R. Standard Class 8 (4–6–2) engines and Gas Turbine Locomotive No. 18000 must not be coupled to any other engine except that in the event of one of these engines being unable to move under its own power it may be drawn or propelled into the authorised Goods Running Loop by an engine of other than these classes in order to clear the Main line. In such cases the speed should not exceed 5 m.p.h. and 2 Steam engines should not be coupled chimney to chimney.

Westbury North and Westbury South.
Up Loop .. .. 110m. 19ch. to 109m. 28ch.
Down Loop .. 109m. 51ch. to 110m. 16ch.

Witham.
Up Loop .. .. 121m. 35¾ch. to 121m. 0ch.
Down Loop .. 121m. 7¼ch. to 121m. 43¼ch.

Castle Cary.
Up Loop .. .. 129m. 41¾ch. to 129m. 5½ch.
Down Loop .. 129m. 12¾ch. to 129m. 54½ch.

In an emergency, Gas Turbine Locomotive No. 18000 may proceed through Frome Down Platform at a speed not exceeding 5 m.p.h.

Trigger Cock Gear Lever to be removed from 61XX class engines when working beyond Westbury.

LOCAL RESTRICTIONS

Stations	Connections and Sidings	Engines Prohibited
Savernake (Low Level)	Marlborough Bay Platform, Short length near Buffer Stops	47XX class.
Pewsey	Cattle Pen at Junction leading to Down Main Line	47XX class.
Woodborough	Crossover to Up Platform	47XX class.
Patney and Chirton	Troop Platform between Buffer Stop at London end and Junction leading thereto	47XX class.
Edington and Bratton	Goods Shed Platform	47XX class.
Westbury (Upside)	Nos. 1, 2, 3 and 4 Warflat and Ambulance Sidings	'Red' Group engines.
Westbury	Goods Shed Platform	47XX class.
Frome	New Loading Dock opposite Radstock Bay Goods Shed Platform via Crossover from Up Line London end. Loading Bank Goods Shed and Station. Platform inside Goods Shed Coal Stage and Cattle Pen Sidings	47XX class.
	Dairy Siding	All engines, except 20XX and 2251 classes.
	Passenger Bay Line	Diesel Cars
	Loading Bank	Diesel Cars
Alford Depot	—	All Engines, except 'Blue,' 'Yellow' and 'Uncoloured' Tank Engines, prohibited beyond entrance gate in B.T.C.'s boundary fence. Speed of Engines working over the main through road over the second connection, also the Loop line, must not exceed 5 m.p.h.

ENGINE RESTRICTIONS—*continued*

THINGLEY JUNCTION TO WESTBURY. Route Colour—'Red.'

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

60XX ('King') class, B.R. Standard Class (4–6–2) (71XXX) engines and Gas Turbine Locomotive No. 18000 are authorised to work in case of emergency or on occasional trains at a speed not exceeding thirty miles per hour. These engines 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 and Relief Lines and Sidings adjacent to Main or Relief Lines as far as Catchpoints only, for the purpose of putting off vehicles in cases of emergency. These engines must not work into any Goods Running Loop with the exception of the following, and these may be used in cases of emergency only, the speed not to exceed five miles per hour. When using these Loops, 60XX ('King'), B.R. Standard Class 8 (4–6–2) engines and Gas Turbine Locomotive No. 18000 must not be coupled to any other engine except that in the event of one of these engines being unable to move under its own power it may be drawn or propelled into the authorised Goods Running Loop by an engine of other than these classes in order to clear the Main line. In such cases the speed should not exceed 5 m.p.h. and 2 Steam engines should not be coupled chimney to chimney.

Between Bradford Junction South and Trowbridge.—Goods Loop—Down 104m. 56ch. to 105m. 41ch.

Westbury.—Down Goods Loop 109m. 51ch. to 110m. 16ch. Up Goods Loop 110m. 19ch. to 109m. 28ch.

In cases of emergency only, 'King' class engines may work between Thingley Junction and Bathampton via Bradford-on-Avon, subject to the observance of service restrictions. In such cases, speed not to exceed 30 m.p.h. between Thingley Junction and Holt Junction and 40 m.p.h. between Holt Junction and Bradford Junction.

LOCAL RESTRICTIONS

Stations	Connections and Sidings	Engines prohibited
Melksham	Connection from Down Line to Goods Shed	60XX class, B.R. Standard Class 8 (4–6–2) (71XXX).
Melksham	Down Platform on crossover from Goods Shed	47XX class.
Melksham	Grain Shed Platform	47XX class.
Melksham	Goods Shed Platform on crossover	47XX class.
Melksham	C.W.S. Siding Down Line to Up Siding near Goods Shed Dairy Siding	All engines with outside cylinders.
Holt Junction	Goods Shed Platform	47XX class.
Holt Junction	'Back Road' Siding	All except the following:— 0–6–0T. 13XX, 15XX, 16XX, 20XX, 54XX, 64XX, 74XX, 34XX, 84XX, 94XX, 36XX, 37XX, 46XX, 57XX, 67XX, 77XX, 87XX, 96XX, 97XX. 0–4–2T. 14XX, 58XX. 0–6–2T. 56XX, 66XX. 2–6–2T. 45XX, 55XX. 0–6–0. 22XX, 32XX. 0–6–0. Diesel Electric Shunting Locomotives. B.R. Standard classes 2–9 (inclusive).
Staverton	Siding	B.R. Standard Classes 6, 7 and 8 (4-6-2), B.R. Standard, Class 5 (4-6-0), 60XX, 10XX, 4073, 50XX, 70XX, 49XX, 59XX, 69XX, 79XX, 47XX, 28XX, 38XX, and 'Austerity' classes.
Trowbridge	Crossover Up to Down Line at London end of Platform	60XX class and B.R. Standard Class 8 (4-6-2) to travel 'dead slow' through single slip connection in Up Line.
Trowbridge	Crossover Up to Down Through single slip in long crossover Up to Down Sidings at 105m. 42ch. (opposite old Locomotive Turntable)	60XX class, and B.R. Standard Class 8 (4-6-2).
Trowbridge	Siding to Cattle Pens	All engines with outside cylinders.
Trowbridge	Platform outside Goods Shed	47XX class.
Trowbridge	Up Bay—Crossover at Buffer Stop	Diesel Cars.
Westbury (Up Side)	Nos. 1, 2, 3 and 4 Warflat and Ambulance Sidings	'Red' Group engines.

CHELTENHAM (LANSDOWN JUNCTION) TO ANDOVERSFORD JUNCTION. Route Colour—'Dotted Red.'

Permitted Engines.—All classes except 60XX ('King'), B.R. Standard Class 8 (4–6–2) (71XXX), 47XX, and Gas Turbine Locomotive No. 18000. 'Red' engines, subject to a speed NOT exceeding 20 m.p.h.

S.R. 2-6-0 engines of the 'N' and 'U' classes (Diagrams Nos. 14, 14A, 29, 28A, 29D and 29G).

LOCAL RESTRICTIONS

Stations	Connections and Sidings	Engines Prohibited
Cheltenham Leckhampton Andoversford	Alongside Cattle Loading Dock Alongside Coal Shed and Goods Shed on Cattle Dock Sidings	28XX, 30XX, 38XX, 45XX, 49XX, 51XX, 53XX, 55XX, 68XX, 10XX, B.R. Standard Class 5 (73XXX), and 2–8–0 'Austerity' S.R. 'N' and 'U' classes.

Note.—Engines of the 78XX class are permitted to work over the running lines ONLY.

ENGINE RESTRICTIONS—*continued*

ANDOVERSFORD JUNCTION TO ANDOVER JUNCTION (including Rushey Platt Curve and Wolfhall Loop). Route Colour—'Blue'.

Permitted Engines.—All 'Yellow' uncoloured engines and 'Blue' engines, B.R. Standard class 4 (4–6–0), 9700 to 9710, inclusive, B.R. Standard class 2 (2–6–0), 'Austerity' (2–8–0), S.R. 2–6–0 'N' and 'U' T.9 (4–4–0), 700 (0–6–0) and Q (0–6–0) classes, and ex-L.M.R. Standard class 4 (2–6–0) Mixed Traffic.

In addition to the observance of the lesser speed restrictions, the speed of 'Blue' Group Engines and B.R. Standard Class 3 (2–6–2T) and S.R. 2–6–0 'N' and 'U' T.9 (4–4–0), 700 (0–6–0) and Q (0–6–0) class engines must not exceed thirty miles per hour when passing in either direction over the undermentioned bridges between Withington and Grafton:—

Near Savernake (H.L.) Bridge at	16m. 20¾ch.
Bridge at	15m. 59½ch.
Over K. and A. Canal	13m. 53ch.
Near Rushey Platt Bridge over W.R. Main Line at	32m. 55ch.
Near Cricklade Bridge at	40m. 32½ch.
Near Withington Bridge at	56m. 26ch.

The speed of S.R. Q (0–6–0) engines not to exceed 20 m.p.h. between 27m. 66½ch. and 28 m.p. near Chiseldon.

Any 'Blue' Group and S.R. 2–6–0 'N' and 'U' T.9 (4–4–0), 700 (0–6–0) and Q (0–6–0) classes authorised to work over the above sections may work double-headed, subject to strict observance of the permanent restriction of speed of thirty miles per hour when passing over the above-mentioned bridges, but the speed must not exceed fifteen miles per hour when passing over the following three bridges:—

At 32m. 55ch. near Rushey Platt Bridge over W.R. Main Line.
At 13m. 53ch. over K. and A. Canal near Savernake High Level Station.
At 13m. 58ch. over B. and H. Line near Savernake High Level Station.

Refer to Section 'K' Working Time Table for engine working restrictions for the Section Lansdown Junction to Andoversford.

Trigger Cock Gear Lever to be removed from 61XX class engines.

LOCAL RESTRICTIONS

Stations	Connections and Sidings	Engines Prohibited
Swindon Town	Down Dock nearest Main Line	28XX, 38XX, 43XX, 53XX, 63XX, 73XX, 51XX, 41XX, 61XX, 81XX, 78XX, B.R .Standard, classes 4 (2-6-0), 4 (2-6-4T), 'Austerity', and S.R. (2-6-0) 'N' and 'U' classes.
Swindon Town	Down Dock furthest from Main Line ..	43XX, 53XX, 63XX, 73XX, 51XX, 41XX, 16XX, 81XX, 78XX, B.R. Standard classes 4 (2-6-0), 4 (2-6-4T) and S.R. (2-6-0) 'N' and 'U' classes.
Swindon Town	Corporation Siding	78XX, B.R. Standard class 4 (4-6-0) and S.R. (2-6-0) 'N' and 'U' classes.
Chiseldon	Up Siding Loading Bank	45XX, 55XX, 78XX, B.R. Standard, class 4 (4-6-0), B.R. Standard, classes. 4 (2-6-0), 4 (2-6-4T), B.R. Standard, class 2 (2-6-0), B.R. Standard, class 2 (2-6-2) B.R. and Standard class 3 (2-6-2) and S.R. (2-6-0) 'N' and 'U' classes.
Chiseldon	Down Siding beyond catchpoint .. .. Up Refuge Siding beyond engine length over catchpoint	43XX, 28XX, 38XX, 43XX, 53XX, 63XX, 73XX, 51XX, 'Austerity', 41XX, 61XX, 81XX, 78XX, B.R. Standard, class 4 (4-6-0), B.R. Standard, classes 4 (2-6-0), 4 (2-6-4T), and S.R. (2-6-0) 'N' and 'U' classes.
Ogbourne	Down Loading Bank	28XX, 38XX, 43XX, 53XX, 63XX, 73XX, 78XX, B.R. Standard class 4 (4–6–0), B.R. Standard classes 4 (2–6–0), 4 (2–6–4T), 'Austerity' and S.R. (2–6–0) 'N' and 'U' classes.
Savernake (High Level)	Cattle Pen Sidings	28XX, 38XX, 51XX, 41XX, 61XX, 81XX, 57XX, 67XX, 77XX, 87XX, 97XX, 37XX, 36XX, 46XX, 96XX, 78XX, B.R. Standard, class 4 (4-6-0), B.R. Standard, classes 4 (2-6-0), 4 (2-6-4T), 'Austerity' and S.R. (2-6-0) 'N' and 'U' classes.
Marlborough (High Level)	Dead End Siding off Goods Shed	78XX, B.R. Standard classes 4 (4-6-0), 4 (2-6-4T), and S.R. (2-6-0) 'N' and 'U' classes.
Ludgershall	Up Platform Line	28XX, 38XX, 51XX, 41XX, 61XX, 81XX, 78XX, B.R. Standard, classes 4 (4-6-0), 4 (2-6-4T), 'Austerity' and S.R. (2-6-0) 'N' and 'U' class engines are subject to a speed restriction of five miles per hour when passing alongside this Platform.
Ludgershall	Down Side Back Road and Spur leading therefrom	28XX, 38XX, 43XX, 53XX, 63XX, 73XX, 78XX, B.R. Standard, classes 4 (4-6-0), 4 (2-6-4T), 'Austerity', and S.R. (2-6-0) 'N' and 'U' classes.
Weyhill	Tank Road Bank nearer Red Posts ..	28XX, 38XX, 43XX, 53XX, 63XX, 73XX, 51XX, 41XX, 61XX, 81XX, 78XX, B.R. Standard classes 4 (4-6-0), 4 (2-6-4T), 'Austerity', and S.R. (2-6-0) 'N' and 'U' classes.
Weyhill	Goods Shed Siding from Tank Road	
Weyhill	Mileage Siding from Tank Road ..	
Weyhill	Western Dock Siding	
Andover Junction	Siding North of Coal Stage at S.R. Engine Shed	45XX, 55XX.

HEYWOOD ROAD JUNCTION WEST AND HAWKERIDGE JUNCTION. Route Colour—'Double Red.'

Permitted Engines.—All classes except Gas Turbine Locomotive No. 18000. Trigger Cock Gear Lever to be removed from 61XX class engines.

60XX ('King') Class engines are authorised to work between Hawkeridge Junction and Heywood Road Junction **in cases of emergency only,** subject to the observance of service restrictions. In such cases speed must not exceed 5 m.p.h.

ENGINE RESTRICTIONS—*continued*

BATHAMPTON TO BRADFORD JUNCTION SOUTH AND BRADFORD JUNCTION NORTH.

Route Colour—'Red.'

Permitted Engines.—All engines except 60XX ('King'), B.R. Standard Class 8 (4–6–2) (71XXX) and Gas Turbine Locomotive No. 18000. Trigger Cock Gear Lever to be removed from 61XX class engines.

Southern Region 'West Country' and 'King Arthur' class engines.

B.R. Standard Class 9F (2–10–0) (92XXX) Locomotives are prohibited in the Down direction between Freshford and Bathampton.

In cases of emergency only, 'King' class engines may work between Thingley Junction and Bathampton via Bradford-on-Avon, subject to the observance of service restrictions. In such cases, speed not to exceed 30 m.p.h. between Bradford Junction and Bathampton.

LOCAL RESTRICTIONS

Stations	Connections and Sidings	Engines Prohibited
Limpley Stoke	Goods Dock Up Platform	47XX class.
Limpley Stoke	Up Goods Platform	Diesel Cars.
Bradford-on-Avon	Goods Shed	47XX class.

PATNEY AND CHIRTON TO HOLT JUNCTION. Route Colour—'Red.'

Permitted Engines.—All classes except 60XX ('King'), B.R. Standard Class 8 (4–6–2) (71XXX) and Gas Turbine Locomotive No. 18000. Trigger Cock Gear Lever to be removed from 61XX class engines.

ALL 'RED' GROUP ENGINES TO REDUCE SPEED AS SPECIFIED WHEN PASSING OVER THE FOLLOWING BRIDGES:—

Mileage of Bridge	Maximum Speed	Mileage of Bridge	Maximum Speed
87m. 35ch.	40 m.p.h.	89m. 14ch.	30 m.p.h.
88m. 17ch.	40 m.p.h.	93m. 40ch.	30 m.p.h.

LOCAL RESTRICTIONS

Stations	Connections and Sidings	Engines Prohibited
Devizes	Sidings	'Red' Engines, 78XX class and B.R. Standard, class 4 (4-6-0), except may use Straight Siding adjoining Main Line Up Side Holt Junction end.
	Curve entering from Main Line into Mileage Sidings beyond the end of the Cattle Pens on the Up side	All except 13XX, 54XX and 57XX.
Bromham and Rowde	Sidings	'Red' Engines.
Seend	Sidings	'Red' Engines.

BRISTOL (T.M.) TO YATE SOUTH JUNCTION VIA MANGOTSFIELD

Permitted Engines:—

All W.R. engines except 60XX ('King') and 47XX (2–8–0) classes.

All Diesel Locomotives.

All L.M.R. Locomotives except the following:—

Type	Class
L.M.R. 4–6–2	46200–46212, 46220–46257
L.M.R. 0–6–0	2E and 3H } Ex Cal.
L.M.R. 0–4–4T	2K and 2L } Ex Cal.
L.M.R. 0–6–0T	2R and 3Y } Ex Cal.

YATE SOUTH JUNCTION TO CHARFIELD

Permitted Engines:—All except W.R. 60XX ('King'), 47XX (2–8–0), B.R. Standard Class 8 (4–6–2) (71XXX) and the following L.M.R. Locomotives.

Type	Class
4–6–2	46200–46212 46220–46257
0–6–0	2E and 3H } Ex Cal.
0–4–4T	2K and 2L } Ex Cal.
0–6–0T	2R and 3Y } Ex Cal.

W.R. Engines must not pass under old M.R. Gauges.

The following W.R. and B.R. Standard Engines only are permitted to work over connections and turntable to Goods Shed at Yate:—

Type	Class
0–4–2T	14XX
0–6–0T	13XX, 16XX, 20XX, 54XX, 57XX
2–6–0T	45XX, 55XX.
0–6–0	22XX.
2–6–0	B.R. Standard Class 2 (78XXX).
2–6–2T	B.R. Standard Class 2 (84XXX).

All engines are prohibited over the Coal Shutes Siding and Wagon Turntable at Charfield.

ENGINE RESTRICTIONS—*continued*

BRISTOL CARRIAGE SIDINGS

Permitted Engines.—

All B.R. Standard Classes except:—

Type	Class
4–6–2	Class 8 (71XXX).
2–6–2T	Class 3 (82XXX).
2–6–0	Class 3 (77XXX).

W.R. Engines:—

0–6–0	22XX.
2–6–0	43XX.

All L.M.R. Engines except:—

L.M.R. 4–6–2	46200–46212 46220–36257
L.M.R. 4–6–0	46170
L.M.R. 2–8–0	53800–53810
L.M.R. 2–6–2T	40001–40209
L.M.R. 0–6–0	2E and 3H } Ex Cal.
L.M.R. 0–4–4T	2K and 2L } Ex Cal.
L.M.R. 0–6–0T	2R and 3Y } Ex Cal.

All Diesel Locomotives except:—

10000 and 10001 } As single and double units.
10201, 10202 and 10203 } As single and double units.
10100 (Fell Diesel Mechanical Locomotive).

MANGOTSFIELD AND BATH GREEN PARK

Engines Authorised	Prohibitions
W.R.—22XX, 36XX, 43XX, 45XX, 55XX, 57XX, 84XX, and W.D. (2–8–0) Austerity Locomotives. Diesel Cars 19–38. B.R. Standard Locomotives—All except Class 8 (4–6–2) (71XXX) Diesel Locomotives—All except 10000, 10001, 10201, 10202 and 10203 (as single and double units), 10100 (Fell Diesel Mechanical Locomotive). L.M.R.—All except 46170 (4–6–0), 46200–46212, 46220–46257 (4–6–2), 2E, 3H, 2K, 2L, 2R and 3Y (ex Cal.).	**Bath Weston** 22XX, 36XX, 84XX and W.D. (2–8–0) Austerity prohibited from Brewery and Long Sidings. **Bath Green Park** 22XX, 36XX, 84XX and W.D. (2–8–0) Austerity prohibited from (a) Boat Road Siding. (b) Cattle Dock Siding. (c) Customs House Siding.

BATH GREEN PARK AND TEMPLECOMBE JUNCTION

Engines Authorised	Prohibitions
W.R.—22XX, 36XX, 84XX and W.D. (2–8–0) Austerity Locomotives. S.R.—Class L1, N(a), N1(a), U(a), U1(a), M7, O2, Q, Q1, T9, V(ab), 700, 'West Country' and 'Battle of Britain' including modified locomotives. B.R. Standard—Class 2 (78XXX, 84XXX), Class 3 (77XXX, 82XXX), Class 4 (75XXX, 76XXX(a), 80XXX(a)), Class 5 (73XXX(a)), Class 6 (72XXX(a)), Class 9F (92XXX(c)). L.M.R.—58052–58087 (0–4–4T), 40332–40700 (4–4–0), 43000–43049(a), 43112–43121(a), (2–6–0), 43180–43629, 43800–44606, (0–6–0), 47200–47681 (0–6–0T), 42050–42686(a) (2–6–4T), 44658–45499(a) (4–6–0), 53800–53810 (2–8–0).	**Writhlington Colliery** 22XX and W.D. (2–8–0) Austerity not to work beyond inlet gate. 36XX and 84XX not to pass under empty tram gantry over Outgoing Road. **Radstock** 22XX, 36XX, 84XX and W.D. (2–8–0) Austerity prohibited from Co-op Siding and Wagon Repair Siding. **Binegar** W.D. (2–8–0) Austerity prohibited from Dead-end Sidings to Loading Dock and Old Goods Shed. **Evercreech New** 22XX, 36XX, 84XX and W.D. (2–8–0) Austerity prohibited from Goods Shed. **Evercreech Junction** W.D. (2–8–0) Austerity prohibited from short Dead-end Siding north end of Cattle Pens.

(a) Speed restriction of 45 m.p.h. over the following bridges:—
No. 1 at 0m. 13½chs. (Twerton Viaduct) near Bath Green Park.
No. 3 at 0m. 31chs. (over Bristol Main Line) near Bath Green Park.
No. 72 at 18m. 45chs. between Masbury Halt and Shepton Mallet, Charlton Road.

(b) Restrictions as above with 50 m.p.h. restriction over other portions of the line except where lower speeds are in operation.

(c) 45 m.p.h. restriction throughout except where lower speeds are in operation.

EVERCREECH JUNCTION TO HIGHBRIDGE FOR BURNHAM-ON-SEA

Permitted Engines:—

Western Region
22XX and 57XX subject to a speed restriction of 20 m.p.h. through the platforms at Glastonbury & Street in respect of 57XX engines.

Southern Region
Class M7 (a) and O2.

B.R. Standard

2–6–2T	Class 3 (82XXX), Class 2 (84XXX)
2–6–0	Class 4 (76XXX), Class 2 (78XXX)

L.M.R.

0–4–4T	58052–58087
4–4–0	40332–40700
0–6–0	43180–43629, 43800–44606 (a), 52095–52527
0–6–0T	47200–47681
2–8–0	53800–53810 (a)

(a) 30 m.p.h. speed restriction throughout.

ENGINE RESTRICTIONS—*continued*

Branches

Section of Line	Route Colour	Engines Authorised	Local Prohibitions
Faringdon Branch	'Uncoloured'	'Uncoloured' engines without outside cylinders.	B.R. Standard, class 2 (2-6-0) prohibited.
Highworth Branch	'Uncoloured'	'Uncoloured,' 14XX, 58XX, classes. 36XX, 37XX, 46XX, 57XX, 67XX, 77XX, 87XX, 96XX and 9711 to 9799 (inclusive) 'Yellow' and 9700 to 9710 (inclusive) 'Blue' engines may work between Highworth Junction and South Marston Factory and Up Side Sidings 0m. 28ch. 45XX and 55XX, 'Yellow' classes may work between Highworth Junction and No. 4 Supply Reserve Depot and Up Side Sidings at 0m. 28ch. B.R. Standard, class 2 (2-6-0) may work to ½ m.p. only.	**No. 4 Supply Reserve Depot.** 36XX, 37XX, 46XX, 57XX, 67XX, 77XX, 87XX, 96XX, 97XX, 45XX, 55XX, 14XX and 58XX classes not to pass Water Column at Highworth Junction end of low platform adjoining No. 4 Siding. **Highworth Goods Shed.** 14XX and 58XX classes not to pass beyond Shed at loading bank end.
Malmesbury Branch	'Uncoloured'	All 'Uncoloured' engines and B.R. Standard, class 2 (2-6-0).	
Calne Branch	'Yellow' ..	'Uncoloured' and 'Yellow' engines and B.R. Standard, class 2 (2-6-0).	**Black Dog Loading Bank.** 'Yellow' Group engines not to work into Black Dog Loading Bank Siding.
Radstock Branch (Marsh Junction to Frome)	'Dotted Blue'	'Uncoloured,' 'Yellow' and 'Blue' engines subject to the following restrictions:— (i) All 'Blue' engines not to exceed speed of twenty-five miles per hour at any place on Branch. (ii) B.R. Standard Class 4 (4–6–0 75XXX) and 78XX class engines must not exceed five miles per hour alongside Up and Down Platforms at Mells Road Halt. (iii) 84XX and 94XX class engines, which are in the 'Red' classification, are specially permitted at a speed not exceeding 20 m.p.h. throughout.	**Pensford.** 28XX, 30XX, 'Austerity,' 41XX, 51XX, 61XX, 81XX, 45XX, 55XX, 43XX, 53XX, 63XX, 73XX, B.R. Standard, classes 4 (4-6-0) and (2-6-0), class 3 (2-6-2), class 2 (2-6-0) and (2-6-2) and 78XX classes not to enter Goods Shed Siding and Up Dock. **Clutton.** 28XX, 38XX, 'Austerity,' 43XX, 53XX, 63XX, B.R. Standard, class 4 (2-6-0) and 73XX classes not to enter Goods Lock-up Siding. **Hallatrow.** 28XX, 38XX, 41XX, 51XX, 61XX, 81XX, 'Austerity,' 43XX, 53XX, 63XX, 73XX, 45XX, 55XX, 78XX, and B.R. Standard, class 4 (4-6-0) and (2-6-0), class 3 (2-6-2) and class 2 (2-6-0) and (2-6-2) not to enter Cattle Pen Siding. **Old Mills.** 78XX and B.R Standard, class 4 (4-6-0) classes not to enter Two Sidings, Frome end, and Outer Siding, Bristol end. **Radstock West.** 28XX, 38XX, 41XX, 51XX, 61XX, 81XX, and 2-8-0 R.O.D. engines not to enter Siding in Yard. 28XX, 38XX, 41XX, 51XX, 61XX, 81XX, 43XX, 53XX, 63XX, 73XX, 2-8-0 R.O.D. and B.R. Standard, class 4 (2-6-0) not to enter Up Loading Dock Siding. 45XX, 55XX classes not to enter Engine Shed. **Mells Road.** B.R. Standard, class 4 (4-6-0) and 78XX classes not to enter Down Side Stone Loading Dock, and must not exceed five miles per hour alongside Up and Down Platforms. **Frome.** B.R. Standard, class 4 (4-6-0) and 78XX classes not to enter Market Siding, Timber Stage, Bristol end. 20XX, 36XX, 37XX, 46XX, 57XX, 67XX, 77XX, 87XX, 96XX, 97XX classes are the only engines allowed to work into the Somerset Quarry Siding. 20XX, 2251 classes are the only engines allowed to work into the Dairy Siding.

Engines in Steam Coupled together. (Radstock Branch).

(i) Any two permitted engines in the 'Blue,' 'Yellow' and 'Uncoloured' groups may work coupled together.

(ii) An engine of the 84XX and 94XX class ('Red' group) may only be coupled to an engine in the 'Blue', 'Yellow' or 'Uncoloured' groups. Two engines of the 84XX and 94XX class must not work coupled together.

(iii) The speed of all engines coupled together must not exceed 15 m.p.h. over the River Avon Bridge at 22m. 70ch. near Brislington.

ENGINE RESTRICTIONS—*continued*

Branches

Section of Line	Route Colour	Engines Authorised	Local Prohibitions
Portishead Branch	'Dotted Red' Parson Street Junction and West Depot to Clifton Bridge.	**Parson Street Junction and West Depot to Clifton Bridge.** All classes except 60XX ('King'), 47XX, B.R. Standard Class 8 (4-6-2) and Gas Turbine Locomotive No. 18000.	
	'Yellow' Clifton Bridge to Portishead	All 'Red' engines not to exceed twenty miles per hour between Parson Street Junction and West Depot to Clifton Bridge. Southern Region 'West Country' and 'King Arthur' class engines may work between Parson Street Junction and Clifton Bridge, subject to the following stipulation:—'King Arthur' class engines must not exceed 20 m.p.h. (This includes permission for two engines of either class to work coupled together or coupled to any other permitted engine.) Trigger Cock Lever to be removed from 61XX class engines. **Clifton Bridge to Portishead.** 'Uncoloured' and 'Yellow' engines and B.R. Standard, class 2 (2-6-0). 84XX and 94XX (singly, coupled together, or coupled to any other permitted engine.)	**Ashton Sawmills Siding.** All engines not to work into Sidings in Timber Yard beyond the road Level Crossing. **Clifton Bridge.** Great care to be exercised in working B.R. Standard, class 4 (4-6-0), class 5 (4-6-0), classes 6 and 7 (4-6-2), and 68XX, 78XX, 49XX, 59XX, 69XX, 79XX, 4073, 50XX, 70XX, 10XX classes into Down Side Loading Bank Portishead end of Station.
Clevedon Branch	'Dotted Red'	All classes except 60XX ('King'), B.R. Standard class 8 (4-6-2), 47XX and Gas Turbine Locomotive No. 18000. All 'Red' engines not to exceed a speed of twenty miles per hour. Trigger Cock Gear Lever to be removed from 61XX class engines.	
Wrington Branch	'Uncoloured'	'Uncoloured' and B.R. Standard, class 2 (2-6-0), also ex-L.M.R. 412XX engines.	**Congresbury.** B.R. Standard, class 4 (4-6-0) and 78XX classes not to work into Goods Shed Road.
Wells Branch (Yatton to Witham)	'Dotted Blue'	'Uncoloured' and 'Yellow' classes and B.R. Standard, class 2 (2-6-0). 'Blue' engines in 43XX, 53XX, 61XX (with trigger cock lever removed), 63XX, 73XX and 78XX classes, B.R. Standard, class 4 (4-6-0) and B.R. Standard, class 4 (2-6-0), subject to the following restrictions:— 43XX, 53XX, 61XX, 63XX, 73XX classes:— Speed not to exceed twenty-five miles per hour over bridge at 24m. 40½ch. near Axbridge. 78XX class:— Speed not to exceed twenty-five miles per hour at any place on Branch. Speed not to exceed five miles per hour alongside Congresbury Down Platform.	**Sandford and Banwell.** B.R. Standard, class 4 (4-6-0) and 78XX classes not to work into:— Goods Shed Road. Loading Bank Road. Mileage Siding. Quarry Side, past gate. **Axbridge.** B.R. Standard, class 4 (4-6-0) and 78XX classes not to work into Goods Shed Road and Cattle Pen Roads. **Cheddar.** B.R. Standard, class 4 (4-6-0) and 78XX classes not to work into Goods Shed Road. **Draycott.** 43XX, 53XX, 63XX, 73XX, 78XX, B.R. Standard, class 4 (4-6-0) and B.R. Standard, class 4 (2-6-0) not to work into Truck Turntable. **Lodge Hill.** B.R. Standard, class 4 (4-6-0) and 78XX classes not to work into:— Goods Shed Road. Dead End Siding 4 chains ahead of Junction to Stops. **Wookey.** 43XX, 53XX, 63XX, 73XX, 78XX, B.R. Standard, class 4 (4-6-0) and B.R. Standard, class 4 (2-6-0), must not work into Sidings. **Wells (Tucker Street).** 43XX, 53XX, 63XX, 73XX, 78XX, B.R. Standard, class 4 (4-6-0), and B.R. Standard, class 4 (2-6-0) not to work into:— Goods Shed Road. Straight Road between Goods Shed and Main Line. **Wells (Priory Road).** 43XX, 51XX, 53XX, 63XX, 73XX, 78XX, B.R. Standard, class 4 (4-6-0) and B.R. Standard, class 4 (2-6-0) not to work into Sidings. All engines prohibited from working into Loading Bank Siding.

ENGINE RESTRICTIONS—*continued*

Branches

Section of Line	Route Colour	Engines Authorised	Local Prohibitions
Wells Branch (Yatton to Witham)—*continued* ..			**Wells (East Somerset).** 43XX, 53XX, 63XX, 73XX, 78XX, B.R. Standard, class 4 (4-6-0), and B.R. Standard, class 4 (2-6-0), not to work into any Yard Sidings except Up Loop. 61XX not to work into Petrol Dock Siding alongside Dock Wall. **Dulcot.** 61XX not to work into Sidings. **Shepton Mallet.** 43XX, 53XX, 63XX, 73XX, 78XX, B.R. Standard, class 4 (4-6-0), and B.R. Standard, class 4 (2-6-0) not to work over:— Last 4 chains of Up Outer Siding. Cattle Pen Road from Main Line and past pens. **Cranmore.** 43XX, 53XX, 63XX, 73XX, 78XX and B.R. Standard, class 4 (4-6-0) classes not to work into Cattle Pen and No. 1 Road. 43XX, 53XX, 63XX, 73XX, 45XX, 55XX, 78XX and B.R. Standard, class 4 (4-6-0), B.R. Standard, class 3 (2-6-2), class 2 (2-6-0), and class 2 (2-6-2) not to work into:— Doulting Siding. Mendip Mountain Quarries Sdg. **Morehead Quarry Siding.** B.R. Standard, class 4 (4-6-0) and 78XX classes not to work into this Siding. **Wanstrow.** 43XX, 53XX, 63XX, 73XX, 45XX, 55XX, 78XX and B.R. Standard, class 4 (4-6-0), B.R. Standard, class 3 (2-6-2), class 2 (2-6-0), and class 2 (2-6-2) not to work into:— Cattle Pen Road.

Engines in Steam Coupled together. Yatton to Witham (Wells Branch).

Any two of the engines authorised to work over this Section may work in steam coupled together subject to the speed restrictions shewn.

GENERAL STIPULATION

Engines must not enter Sidings beyond the point at which Stopboards are erected.

ENGINE RESTRICTIONS—ROUTE AVAILABILITY

B.R. STANDARD ENGINES

Class 8 (4–6–2) (71XXX)	As for 'King' Class.
Class 7 (4–6–2) (70XXX)	As for 'Castle' Class.
Class 5 (4–6–0) (73XXX)	Prohibited on all 'BLUE,' 'YELLOW' and 'UNCOLOURED' Routes. Restrictions—As for W.R. 4–6–0 49XX ('HALL') Class Engines.
Class 4 (4–6–0) (75XXX)	As for 'MANOR' Class.
Class 4 (2–6–0) (76XXX) 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, 82035, 82036, 82037, 82038, 82039, 82040, 82041, 82042, 82043 and 82044, when working over 'YELLOW' or specially authorised 'UNCOLOURED' routes, must not be coupled to another Engine of the same class.
Class 2 (2-6-0) (78XXX)	'UNCOLOURED' group for route purposes.
Class 9F (2–10–0) (92XXX)	including those fitted with Franco Crosti boiler:—
	'DOUBLE RED' and 'RED' Routes .. As for 2–8–0 28XX and 47XX Class Engines.
	'BLUE' Routes .. .. As for 2–8–0 28XX Class Engines. Speed not to exceed 50 m.p.h.
	'DOTTED BLUE' Routes .. .. As for 2–8–0 28XX Class Engines. Speed not to exceed 25 m.p.h.
	'YELLOW' and 'UNCOLOURED' Routes PROHIBITED.

(Subject to clearance tests to determine restrictions necessary in respect of sidings and crossovers)

ENGINE RESTRICTIONS—*continued*

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 laid down in the General Appendix) must be observed.

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

Swindon Shed and Swindon Factory	Up to and including three engines may work in steam coupled together between these points.
Severn Bridge	Two engines coupled together must not in any circumstances be run over the bridge.
Radstock Branch	See separate instructions on page B.265.
Ashton Junction to Canons Marsh	22XX, 45XX, 57XX (Yellow), B.R. Standard Class 2 (78XXX) and 84XX may work in steam coupled together or coupled to any other permitted engine.
Andoversford Junction to Andover Junction (including Rushey Platt Curve and Wolfhall Loop)	See separate instructions on page B.262.
Parson Street Junction and West Depot to Clifton Bridge	See separate instructions for S.R. 'West Country' and 'King Arthur' Class engines on page B.266.
Clifton Bridge to Portishead	Two 84XX class engines or an 84XX engine and any other permitted engine may work in steam coupled together.
Wells Branch (Yatton to Witham)	'Blue' engines specially authorised may work in steam coupled together, subject to the speed restrictions shewn on page B.266.
Westbury to Swindon via Melksham	See separate instructions on pages B.261 and 270.

1000 H.P. DIESEL HYDRAULIC LOCOMOTIVE—(to Diagram No. 55-655)

Engine Route Classification .. .. 'Yellow'

2000 H.P. DIESEL HYDRAULIC LOCOMOTIVES—North British Co.

Nos. D600—D604

Engine Route Classification .. .. 'Red'

Prohibitions:—

All **'Blue,' 'Yellow'** and **'Uncoloured'** routes.
Bristol Harbour Lines (except Bristol (T.M.) to Wapping Wharf).
Bath (Green Park) to Templecombe.
Evercreech Junction to Highbridge for Burnham-on-Sea.
These locomotives may work coupled together or coupled to a North British Co. 1,000 h.p. Diesel Hydraulic Locomotive.

2000 H.P. DIESEL HYDRAULIC LOCOMOTIVES—Type 4

Nos. D800—D802

Engine Route Classification .. .. 'Red'

Prohibitions:—

All **'Blue', 'Yellow'** and **'Uncoloured'** routes.
Bristol Harbour Lines (except Bristol (T.M.) to Wapping Wharf).
Bath (Green Park) to Templecombe.
Evercreech Junction to Highbridge for Burnham-on-Sea.

DIESEL SHUNTING ENGINES

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

350 h.p. Diesel Electric Shunting Engine—No. 15100

Engine Route Classification .. .. 'Yellow'

Restrictions

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

Charfield	Not to work over turntable to Goods Shed, into Brick & Tile Coy's Siding or over 'shoots' in Coal Sidings.
Moredon Sidings	Not to work into Power Station Sidings beyond siding gate.
Cheltenham (High Street)	Not to work in Ree's Siding, Electricity Works Siding or Gas Works Siding.

Weymouth Tramway.

350 h.p. Diesel Electric Shunting Engines—Nos. 15101-15107

Engine Route Classification .. .. 'Uncoloured'

Passage over the following Section is prohibited:—

Weymouth Tramway.

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.

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

Engine Route Classification .. .. 'Uncoloured'

These locomotives may work over all running lines, subject to the following prohibition:—

Bristol (Avonside).

L.M.R. ENGINES OVER W.R. LINES BETWEEN GLOUCESTER AND BRISTOL VIA THE SEVERN TUNNEL IN CASES OF EMERGENCY

The undermentioned types of L.M.R. engines may be allowed to work **in case of emergency over running lines between** Gloucester and Bristol via Severn Tunnel Junction, subject to the observance of the usual speed restrictions.

Standard class 6 (4–6–0) passenger.
Standard class 4 (4-4-0) passenger (compound).
Standard class 2 (4-4-0) passenger.
Standard class 5 (4-6-0) mixed traffic.
Standard class 8 (2-8-0) freight tender.
Standard class 7 (0-8-0) freight tender.
Standard class 4 (0-6-0) freight tender.
Standard class 5 (2-6-0) freight tender.
Ex-Mid class 3 (0-6-0) freight tender.

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

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

L.M.R. ENGINES BETWEEN BRISTOL (T.M.) WEST AND WESTON-SUPER-MARE

Subject to the observance of service restrictions, the following engines may be employed for through working from Bristol (T.M.) West to Weston-super-Mare.

Standard class 5	..	4-6-0 mixed traffic engine (Diagram 178M)
Standard class 5	..	2-6-0 freight traffic engines, parallel and taper-boiler types (Diagrams 180A and *181C)
Standard class 4	..	4-4-0 passenger tender engine (Compound) (Diagram 73 B)
Standard class 4	..	0-6-0 freight tender engine (Diagram 167 B)
Standard class 2	..	4-4-0 passenger tender engine (Diagram 69 C)
Standard class 6 P	..	4-6-0 passenger tender engine (Diagram *270 B)
Standard class 6	..	4-6-0 passenger tender engine, taper boiler (Diagram *176 L)
Standard class 6	..	4-6-0 passenger tender engine, parallel boiler (Diagram *173 E)
Standard class 6 P	..	4-6-0 passenger tender engine (Diagram *269 B and *272)

Engines marked * are subject to a maximum speed of 20 miles per hour over the Weston-super-Mare Loop.

WORKING OF EX-L.M.R. ENGINES—BRISTOL (T.M.) TO SEVERN BEACH VIA FILTON JUNCTION AND PILNING AND BRISTOL (T.M.) TO PORTISHEAD

The undermentioned ex-L.M.R. Engines are permitted to work over the above sections, subject to the observance of service restrictions:—

Standard class 3 (2-6-2T), M.T. Tank (Taper Boiler), *except* Nos. 40148, 40163, 40169 and 40203	Diagram No. 254
Standard class 2 (2-6-2T), M.T. Tank (Taper Boiler) (16-inch diameter Cylinders), Nos. 41200-41289	Diagram No. 275
Standard class 2 (2-6-2T), M.T. Tank (Taper Boiler), (16½-inch diameter Cylinders), No. 41290 onwards	Diagram No. 275

L.M.R. Class 5A (4–6–0) engines may work between Bristol (T.M.) and Clifton Bridge, subject to the observance of service restrictions and an overall speed restriction of 20 m.p.h. between Parson Street Jct. and Clifton Bridge.

L.M.R. ENGINES BETWEEN HIGHBRIDGE AND BRISTOL

The undermentioned engines are permitted to work between Highbridge Crossing Signal Box and Bristol East Signal Box subject to the observance of all service restrictions:—

L.M.R. Class 1 (0-4-4) Passenger Tank (Diagram ED82)
L.M.R. Class 3 (0-6-0) Freight Tender (Diagrams ED165 and ED165A)
L.M.R. Class 4 (0-6-0) Freight Tender (Diagram ED167A)

L.M.R. DIESEL ELECTRIC ENGINES

L.M.R. Diesel Electric Engines, Nos. 10,000 and 10,001 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 260 in respect of 47XX class engines and Diesel Cars.

All Sidings prohibited.

Down and Up Goods Loops at Westbury, Witham and Castle Cary may be used in an emergency subject to a speed restriction of 5 m.p.h.

L.M.R. DIESEL MECHANICAL LOCOMOTIVES

L.M.R. Diesel Mechanical Locomotive No. 10100 'Fell System' is permitted to work over the Main Line between Birmingham and Bristol (T.M.) via Charfield and between Bristol (T.M.) and Bristol West Depot, subject to the observance of service restrictions and the following prohibitions:—

Main Line Crossovers situated between platforms between Ashchurch and Yate must not be used.

This engine is also permitted to work between Stoke Works and Abbotts Wood Junction via Worcester, subject to the observance of service restrictions and the following stipulation:—

Speed not to exceed 20 m.p.h. over the Canal Bridge at 126m. 27ch. Droitwich.

WORKING OF ENGINES OVER THE SEVERN BRIDGE. SEVERN AND WYE SECTION

Only engines bearing the following numbers are permitted to work over the Severn Bridge:—

Western Region Engines:—

43XX (2-6-0) Yellow and Uncoloured Groups

L.M.R. Engines:—

Class 2 (2-6-2) Tank (Standard)
Class 2 (2-6-0) Tender (Standard)
Class 2F (0-6-0) Tender (Midland) bearing numbers 58115 to 58228.

B.R. Standard Class 4 (4–6–0) (75XXX), and Class 4 (2–6–0) (76XXX) with light tenders, i.e. coal capacity 6 tons, water capacity 3,500 gallons, may work between Lydney Junction and Berkeley Road (including Berkeley Loop) on running lines only.

Trains running over the Severn Bridge must not be worked by more than one engine in front.

Two engines coupled together must not in any circumstances be run over the bridge.

In the event of the failure of an engine at either end of the bridge and it is necessary for such engine to be taken to the opposite end, or if an engine fails on the bridge, arrangements must be made for the engine to be worked specially, and four wagons must be placed between the assisting engine and the disabled engine. A competent man must in all cases ride upon the disabled engine.

ENGINE RESTRICTIONS—*continued*

SOUTHERN REGION ENGINES WORKING BETWEEN WESTBURY AND SALISBURY

All Southern Region Engines are permitted to work between Westbury and Salisbury, subject to the following restrictions:—

'Lord Nelson', H.15, G.16, N.15 and S.15 classes must not exceed a speed of 40 miles per hour throughout.

'Merchant Navy', D.15, 'V' Schools and B.R. Standard, class 7 ('Britannia') must not exceed a speed of 55 miles per hour throughout.

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 (2-6-2T)
L.M. Region	Class 2 (2-6-2)

WORKING OF S.R. ENGINES BETWEEN WESTBURY AND SWINDON VIA MELKSHAM

S.R. 'WEST COUNTRY' AND CLASS 'U' ENGINES

The above-mentioned engines are permitted to work between Westbury and Swindon via Melksham subject to the local restrictions laid down for W.R. 60XX and 47XX class engines.

If required, two of these engines may work coupled together, or one of these engines may be coupled to any W.R. engine, except 60XX ('King') and B.R. Standard 8 (4–6–2) classes, subject to the instructions shown in the General Appendix.

WORKING OF S.R. LOCOMOTIVES BETWEEN SALISBURY AND YEOVIL JUNCTION VIA WESTBURY

'Merchant Navy' class engines Nos. 35001 to 35030 inclusive, Diesel Electric Locos Nos. 10201, 10202, 10203, 10,000 and 10,001, may be permitted to work between the above-mentioned points subject to the following:—

All Sidings **prohibited.**

Down and Up Goods Loops at Westbury, Witham and Castle Cary may be used in an emergency, subject to a maximum speed restriction of 5 m.p.h.

These engines (except where lower speed limits are in force) must not exceed the speeds shown when running between the undermentioned points:—

Between Salisbury and Westbury	55 m.p.h.
Between Castle Cary and Yeovil Junction	
140¾ m.p. to Yeovil (Pen Mill)	30 m.p.h.
Through Yeovil South Junction	15 m.p.h.
Yeovil Town to Yeovil Junction	40 m.p.h.

SOUTHERN REGION ENGINES WORKING BETWEEN WESTBURY AND BRISTOL

Southern Region 'West Country' and 'King Arthur' class engines may work between Westbury and Bristol via Bradford-on-Avon subject to the observance of service restrictions.

ROUTE AVAILABILITY OF DIESEL CARS

Suburban type 3-car Diesel Sets 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 and the following prohibition:—

Highworth Branch.

These Suburban type 3-car Diesel Sets will include the vehicles in the following group types:—

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.

6-car Inter City Express Diesel Sets to Drawings Nos. 140327 and 140543 and 3-car Cross Country Diesel Units to Drawing No. 140553B may work over running lines and sidings on the Western Region which are normally used by Coaching Stock, subject to the observance of service restrictions and the following prohibitions:—

Highworth Branch
Thornbury Branch
Bristol (Avonside)
Bristol Harbour Line

The vehicle numbers of the Diesel Cars forming the 6-car Inter City and 3-car Cross Country Sets are as under:—

6-car Inter City Sets	79083–79094 79440–79441 79470–79473
3-car Cross Country Sets	50647–50695 50696–50744 59255–59301

SHUNTING ENGINES

STATION	Engine	Starting and Finishing Times: Starting	Starting and Finishing Times: Finishing	AUTHORISED HOURS: Mon.	Tues.	Wed.	Thur.	Fri.	Sat.	Sun.	Total hours per Week	PARTICULARS OF WORK
				H. M.	H. M.	H. M.	H. M.	H. M.	H. M.	H. M.	H. M.	
Marston Sidings	1	8.40 p.m. **SX** 10.30 p.m. **SO**	5.45 a.m.	3 20	9 5	9 5	9 5	9 5	6 15	5 45	51 40	Engine to leave Swindon Shed at 8.40 p.m. **SX**, conveying gas-heated Brake Van No. 77 and arrive Marston Sidings at 8.50 p.m. Engine to leave Swindon Shed at 10.30 p.m. on Saturdays for Marston Sidings, calling at Swindon Transfer to attach Goods Brake Van and two Eastern Region Brake Vans for use on 5.32 and 6.0 a.m. Fish Trains ex Marston Sidings. To return to Swindon after despatch of last Fish Trains on Sunday mornings.
Swindon Jn.	1	6. 0 a.m. Sunday	6. 0 a.m. Monday	24 0	24 0	24 0	24 0	24 0	24 0	24 0	168 0	Down Side Pilot.
	2	6. 0 a.m. Saturdays excepted	6. 0 a.m.	24 0	24 0	24 0	24 0	24 0	—	—	120 0	Up Side Pilot.
		6. 0 a.m. Saturdays	4. 0 a.m. Sundays	—	—	—	—	—	18 0	4 0	22 0	
		6. 0 p.m. Saturdays excepted	4.30 a.m.	10 30	10 30	10 30	10 30	10 30	2 30	4 30	59 30	Shunts in Water Sidings from 6.0 p.m. **(SX)** and at West End of Station from approximately 9.30 p.m.
		9.30 p.m. Saturdays only										
	4	3. 0 p.m. Saturdays excepted	4.30 p.m.	1 30	1 30	1 30	1 30	1 30	—	—	7 30	Engine off 11.10 a.m. **(SX)** Dr. Day's Sidings Milk. Shunts in Water Siding.
	5	5.30 p.m. Saturdays excepted	7.30 p.m.	2 0	2 0	2 0	2 0	2 0	—	—	17 30	Relieves No. 4 Pilot in Water Siding, Saturdays excepted. Covers West End and Water Siding Shunting Saturdays only.
		2. 0 p.m. Saturdays only	9.30 p.m.	—	—	—	—	—	7 30	—		
	6	1. 0 p.m. Sunday	1. 0 a.m. Monday	1 0	—	—	—	—	—	11 0	12 0	Up Side Shunting.
	7	8.40 a.m.	1. 0 p.m.	4 20	4 20	4 20	4 20	4 20	4 20	—	26 0	Engine of 8.2 a.m. Kemble shunts in Water Siding.
Chippenham	1	6.20 p.m. **SX**	10. 0 p.m.	3 40	3 40	3 40	3 40	3 40	—	—	18 20	Engine off 5.55 p.m. Calne.
	2	4.30 p.m.	6.30 p.m.	2 0	2 0	2 0	2 0	2 0	2 0	—	12 0	Passenger shunting as required.
	3	9.45 a.m.	10.30 a.m.	0 45	0 45	0 45	0 45	0 45	0 45	—	4 30	9‖20 a.m. Light Engine ex Calne (arrives 9.35 a.m.). Shunts until 10.30 a.m.
	4	11. 0 a.m. Sunday	2.30 p.m. Sunday	—	—	—	—	—	—	3 30	3 30	Passenger shunting as required.
Bristol (T.M.) Station and Sidings	1	6. 0 a.m.	6. 0 a.m. next day	24 0	24 0	24 0	24 0	24 0	24 0	24 0	168 0	Down Side Pilot.
	2	6. 0 a.m.	12.30 p.m. Second day	18 0	12 30	12 30	12 30	12 30	12 30	7 0	177 30	At Dr. Day's Sidings Coach Shunting.
			7. 0 a.m. Sunday	—	18 0	18 0	18 0	18 0	18 0	—		
	3	2.45 p.m.	2.45 p.m. next day 7. 0 a.m. Sunday	9 15	24 0	24 0	24 0	24 0	24 0	7 0	136 15	West Sidings Pilot.
	4	7. 0 a.m. Sunday	12.30 p.m. Monday	12 30	—	—	—	—	—	17 0	29 30	Dr. Day's Sidings Coach Shunting.
	5	7. 0 a.m. Sunday	2.45 p.m. Monday	14 45	—	—	—	—	—	17 0	31 45	West Sidings and general Shunting Pilot until relieved by No. 3 Pilot.
	6	10. 0 p.m.	1. 0 a.m.	3 0	3 0	3 0	3 0	3 0	*	—	15 0	West Sidings Pilot. *—On occasions when Pilot Engine required for late shunt on Saturdays nights in connection with theatrical traffic, Bristol (T.M.) Station Master to advise Motive Power Department specially as soon as requirements are known.
	7	5.15 a.m. **SX** 5.15 a.m. **SO** 5.15 a.m. Sundays	3.10 a.m. **MX** 4. 0 a.m. Sundays 3.10 a.m. **MO**	21 55	21 55	21 55	21 55	21 55	21 55	22 45	154 15	Bristol Carriage Sidings. Shunting.

SHUNTING ENGINES—*continued*

STATION	Engine	Starting and Finishing Times: Starting	Starting and Finishing Times: Finishing	AUTHORISED HOURS: Mon.	Tues.	Wed.	Thur.	Fri.	Sat.	Sun.	Total hours per Week	PARTICULARS OF WORK
				H. M.	H. M.	H. M.	H. M.	H. M.	H. M.	H. M.	H. M.	
Malago Vale Sidings	1	7.30 a.m. **SX** 6.30 a.m. **SO**	2. 0 a.m.	16 30 —	2 0 16 30	2 0 16 30	2 0 16 30	2 0 16 30	2 0 17 30	— 2 0	112 0	Shunts coaches as required.
	2	7. 0 a.m. Sunday	1. 0 a.m. Monday	1 0	—	—	—	—	—	17 0	18 0	Shunts coaches as required.
Marsh Pond	1	8.30 a.m.	10. 0 p.m.	13 30	13 30	13 30	13 30	13 30	13 30	—	81 0	Shunts coaches as required.
	2	7.25 a.m. (Sundays)	2. 0 p.m.	—	—	—	—	—	—	6 35	6 35	
Weston-s.-Mare Gen.	1	6. 0 a.m.	7.45 a.m.	1 45	1 45	1 45	1 45	1 45	1 45	—	10 30	Engine works 8.20 a.m. Weston-super-Mare.
	2	5.45 a.m.	8.30 a.m.	2 45	2 45	2 45	2 45	2 45	2 45	—	16 30	Engine off 4.40 a.m. **SX**, 3.30 a.m. **SO** West Depot.
	3	9.30 a.m. (Saturdays excepted)	11.15 a.m.	1 45	1 45	1 45	1 45	1 45	11 0	—	19 45	Shunts as required.
		9.30 a.m. (Saturdays only)	8.30 p.m.							—		
	4	11. 0 a.m. (Saturdays excepted)	6. 0 p.m.	7 0	7 0	7 0	7 0	7 0	—	—	35 0	Shunts as required.
	5	6. 0 p.m.	7. 0 p.m.	1 0	1 0	1 0	1 0	1 0	1 0	—	6 0	Shunts as required.
	6	6.15 p.m. (Saturdays excepted)	7.45 p.m.	1 30	1 30	1 30	1 30	1 30	—	—	7 30	Engine off 4.30 p.m. Henbury **SX.**
	7	7.30 p.m.	8.30 p.m.	1 0	1 0	1 0	1 0	1 0	1 0	—	6 0	Shunts as required.
	8	7.30 a.m. (Sundays)	1.30 p.m.	—	—	—	—	—	—	6 0	6 0	Shunts as required.
	9	1. 0 p.m. (Sundays)	2.20 p.m.	—	—	—	—	—	—	1 20	1 20	Engine off 11.0 a.m. North Filton.
	10	1.30 p.m. (Sundays)	3.30 p.m.	—	—	—	—	—	—	2 0	2 0	Shunts as required.
	11	5. 0 p.m. (Sundays)	7.15 p.m.	—	—	—	—	—	—	2 15	2 15	Shunts as required.
Westbury ..	1	5.30 a.m. (Saturdays excepted)	1. 0 a.m.	19 30	19 30	19 30	19 30	19 30	—	—	97 30	
		5.30 a.m. (Saturdays)	2.30 a.m. (Sundays)	—	—	—	—	—	18 30	2 30	21 0	Shunting.
		7.30 a.m. (Sundays)	11.30 a.m.	—	—	—	—	—	—	4 0	4 0	Shunting.
		10.40 a.m. (Sundays)	1. 0 p.m.	—	—	—	—	—	—	2 20	2 20	Shunting. Engine off 10.2 a.m., Chippenham due 10.36 a.m.
		4. 0 p.m. (Sundays)	9.30 p.m.	—	—	—	—	—	—	5 30	5 30	Shunting.

BANK ENGINES RUNNING LIGHT

POINT-TO-POINT TIMES

	No. of Minutes
Corsham to Box	8
Cranmore to Witham	15
Mells Road to Frome	15
Filton Junction to Dr. Day's	10
Filton Junction to Stapleton Road	8
Warminster to Westbury	11
Upton Scudamore to Westbury	8
Brewham to Westbury	28
Brewham to Castle Cary	14
Thingley Junction to Trowbridge	25
Wootton Bassett Station to Trowbridge	47
Pilning Junction to Severn Tunnel East Box	4

	No. of Minutes
Severn Tunnel East Box to Severn Tunnel West Box	8
Severn Tunnel West Box to Severn Tunnel Junction and shunting clear	3
Patchway to Pilning Junction	7
Wootton Bassett Incline to Trowbridge	43
Trowbridge to Westbury	9
Westbury to Trowbridge	9
Savernake (Low Level) to Westbury	55
Devizes to Holt Junction	18
Trowbridge to Bradford-on-Avon	8
Andoversford to Charlton Kings	13

REFUGE SIDINGS AND LOOPS

Station	Refuge Sidings	Running Loops	Number of Wagons Siding or Loop holds in addition to Engine and Van
DOWN			
Didcot (Foxhall)	—	1	245F
Milton	—	1	92
Milton	—	1	261K
Wantage Road		1A	88
Wantage Road	1	—	65
Challow	—	1A	65
Uffington	1	—	42
Ashbury Crossing	—	1	57L
Shrivenham	—	1A	54
Marston	—	1	80
Swindon, Highworth Junction	—	1	190
Swindon, Hay Lane	—	1	118
Wootton Bassett	—	1	74
Little Somerford	—	1A	92
Hullavington	—	1	100
Badminton	—	1A	75
Chipping Sodbury	—	1A	43
Wapley Common	—	1Z	79
Charfield	—	1	69
Yate	1	—	65
Mangotsfield	1	—	42
Coalpit Heath	—	1A	48
Stoke Gifford	—	1	135
Stoke Gifford	—	1	71
Dauntsey	1	—	44
Langley Crossing	1	—	58
Chippenham	1	—	44
Thingley Junction	1	—	51
Bathampton	1	—	42
Bathampton	—	1	65
Bath Goods	—	1	56
Keynsham	—	1	102
Bristol, West Depot	—	3S	340
Patchway	—	1	67
Pilning Junction	1	—	64
Pilning Junction	—	1N	325
Pylle Hill	—	1	43
Flax Bourton	—	1	66
Nailsea	1	—	45
Yatton	—	1	117R
Huish Crossing	1	—	25
Uphill Junction	1	—	58
Brent Knoll	1	—	46
Highbridge	—	1	60
Bridgwater	—	1	63

Station	Refuge Sidings	Running Loops	Number of Wagons Siding or Loop holds in addition to Engine and Van
UP			
Bridgwater	—	1	60
Highbridge	1	—	60
Brent Knoll	1	—	60
Worle Junction	1		60
Claverham	—	1	71
Nailsea	1	—	42
Flax Bourton	—	1	68
Bristol, West Depot	—	1	163
Pylle Hill	—	1	57
Bristol, East Depot	—	1	158B
Bristol, East Depot	—	1	168C
Bristol, East Depot	—	1	172C
Severn Tunnel East	—	1W	221
Pilning Junction	1	—	35
Pilning Station	—	1	63
Patchway	1	—	57
Filton Junction	—	1	57
Keynsham (No. 1)	—	1	63
Keynsham (No. 2)	—	1	63
Bath Goods	1	—	57
Bathampton	—	1	63
Box	1	—	57
Thingley Junction	1	—	47
Langley Crossing	1	—	43
Dauntsey	1	—	48
Stoke Gifford	—	1	96
Coalpit Heath	—	1A	45
Charfield	—	1	70
Wapley Common	—	1	79
Chipping Sodbury	—	1A	85
Badminton	—	1A	61
Hullavington	—	1	86
Little Somerford	—	1A	92G
Wootton Bassett	—	1	57
Wootton Bassett	1	—	43
Swindon, Hay Lane	—	1	118
Swindon, Rushey Platt Junction to Rodbourne Lane	—	1	63
Swindon, Rushey Platt Junction to Swindon West	—	1	227
Swindon (Loco Yard)	—	1	63
Swindon East to Goods Yard	—	1	68H
Swindon Goods Yard to Highworth Junction	—	1	96
Highworth Junction	—	1	111
Marston	—	1T	80
Shrivenham	1	—	34
Shrivenham	—	1A	139
Ashbury Crossing	—	1	479M
Uffington	1	—	60
Challow	1	—	57
Challow	—	1A	85
Wantage Road	—	1A	60
Steventon	—	1	274P
Milton	—	1	87
Milton	—	1	242Q

For notes see following page

REFUGE SIDINGS AND LOOPS—*continued*

BEDWYN, WESTBURY AND CASTLE CARY

Station	Refuge Sidings	Running Loops	Number of Wagons Siding or Loop holds in addition to Engine and Van	Station	Refuge Sidings	Running Loops	Number of Wagons Siding or Loop holds in addition to Engine and Van
DOWN				**UP**			
Savernake (L.L.)	I	—	40	Castle Cary	I	—	39
Woodborough	—	I	80	Castle Cary	—	I	80
Thingley Junction	I	—	51	Witham	—	I	88
Lacock	—	IV	65	Westbury	—	I	193
Freshford	—	I	85	Freshford	—	I	95
Trowbridge	—	I	174	Lacock	—	I	62
Westbury	I	—	50	Lavington	—	I	80
Westbury	—	I	74	Woodborough	—	I	89
Frome North	I	—	68	Savernake (L.L.)	I	—	42
Witham	—	I	91				
Bruton	I	—	60				
Castle Cary	—	I	135‡				

CHELTENHAM SPA, SWINDON AND ANDOVER JUNCTION

Ludgershall	I	—	38	Withington*	—	I (a)	60
Weyhill	I	—	40	Foss Cross*	—	I (a)	60
				Cirencester W.*	—	I (a)	60
				South Cerney	—	I (a)	60
				Cricklade	—	I (a)	60
				Rushey Platt	—	I	60
				Swindon Town	—	I (a)	67 (b)
				Chiseldon	—	2 (d)	— (d)
				Ogbourne	—	I (a)	65
				Marlborough	—	I (a)	57
				Savernake H.L.	I	—	42
				Collingbourne	I	—	35
				Ludgershall	I	—	15

A—Platform Loop.
C—From Bristol Loop to outlet at top of yard.
G—To outlet at disc.
J—Up or Down Loop on Up Side.
L—Ashbury Crossing to Shrivenham.
N—Pilning Junction to Severn Tunnel East.
Q—Milton to Foxhall.
S—One Down Loop on Up Side.
V—On Up Side.
Z—On Up Side.
(a)—Crossing Loops.
(d)—Up Platform Loop 28, Up Loop 37, both Up Loops combined 79.
*****—Length of each Loop 400 yards.

B—From connection with Up Main to outlet at top of yard.
F—Foxhall to Milton.
H—From Gloucester Line.
K—Milton to Steventon.
M—Ashbury Crossing to Knighton Crossing.
P—Steventon to Milton.
R—Yatton East to Yatton West.
T—On Down Side.
W—Severn Tunnel East to Pilning Station.

(b)—One Loop for Up or Down Trains.

‡—First exit—68 wagons, Intermediate exit—106 wagons, Final exit—135 wagons.

DIMENSIONS OF PASSENGER FITTED VEHICLES OVER 21-ft. IN LENGTH

Codes of Vehicles	Maximum length over buffers ft.	in.	Codes of Vehicles	Maximum length over buffers ft.	in.	Codes of Vehicles	Maximum length over buffers ft.	in.
B	43	I	**C C T**	31	0½	Parcels Vans	31	II
B	51	I	**C C T**	32	I	Pasfruits **C**	25	5
B	51	7	**C C T**	33	II	Pasfruits **D**	31	II
B G	43	I	Giants	53	7	**S C V**	29	5
B G	60	0	Hymac WK	34	6	Siphons	31	0½
B G	60	I	Insixfish	34	5	Siphons **C**	32	I
B G	60	6½	Lowmac WT	28	II	Siphons **F**	43	7
B G	63	4½	Lowmac WV	31	II	Siphons **G**	53	7
B G	63	6½	Monsters	53	7	Siphons **H**	53	7
B G	73	I	Monsters	53	8	Siphons **J**	53	7
Bloaters	31	II						

POINT-TO-POINT RUNNING TIMES FOR PLYMOUTH OCEAN SPECIALS

Via CASTLE CARY and FROME and WESTBURY AVOIDING LINES

'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
B.R. STANDARD CLASS 7 ENGINES / 'CASTLE' CLASS ENGINES	Up to 215 tons	Over 215 tons to 315 tons	Over 315 tons to 350 tons	Over 350 tons to Standard Load
		NON-STOP		
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 0
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	0 57 C 1 0
Exeter	1 18 1 21	1 19 1 22	1 23 1 26	1 26 1 29
Taunton	1/55	1/57	2/ 1	2/ 5
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 4 minutes for R.O.S. Recovery Time, Newbury to Reading General.
B—Includes 4 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 times shown above will apply, allowing an additional 3 minutes for the start from Taunton.

MAXIMUM LOADS FOR EMPTY STOCK TRAINS

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.'

MAXIMUM LOADS FOR SPECIAL TRAINS CONVEYING TROOPS

CHELTENHAM, SWINDON TOWN, ANDOVER JUNCTION AND SOUTHAMPTON TERMINUS

The following maximum loads may be applied to these trains when worked by 43XX and 78XX type engines, providing point-to-point running times, as shown below, are arranged:—

Cheltenham to Southampton Terminus via Savernake (High Level)	*380 tons
Southampton Terminus to Cheltenham via Savernake (High Level)	380 tons

*—352 tons unassisted Cheltenham to Andoversford.

If it is necessary for special troop trains to run via Low Level Station at Savernake, loads must not exceed 352 tons in either direction.

POINT-TO-POINT RUNNING TIMES REQUIRED FOR TROOP SPECIALS WORKED BY 43XX TYPE ENGINES CONVEYING THE ABOVE MAXIMUM LOADS

	Mins.		Mins.
Cheltenham (St. James')	—	Southampton Terminus	—
Andoversford	29	Romsey	22
Cirencester (Watermoor)	28	Andover Junction	33 stop
Rushey Platt	25	Ludgershall	16
Swindon Town	6 stop	Marlborough	28
Marlborough	23	Ogbourne	9
Ludgershall	28	Swindon Town	17 stop
Andover Junction	15 stop	Cirencester (Watermoor)	28
Romsey	31	Andoversford	30
Southampton Terminus	22	Cheltenham (St. James')	17
	203		197

TRAIN REPORTING NUMBERS

The following numbers will apply to all Empty Stock movements between the points shewn:—

From	To	Number
Bristol (TM) (via any route)	Lawrence Hill Junction	3281
Bristol (TM) (via any route)	Dr. Day's Bridge Sidings	3289
Bristol (TM) (via any route)	Malago Vale	3290
Bristol (TM) (via any route)	Marsh Junction, St. Philip's Marsh	3291
Bristol (TM) (via any route)	Marsh Pond	3292
Lawrence Hill Junction	Bristol (TM)	3272
Dr. Day's Bridge Sidings	Bristol (TM)	3270
Malago Vale	Bristol (TM)	3274
Marsh Junction / St. Phillip's Marsh / Marsh Pond	Bristol (TM) (via N. Somerset)	3277
	Bristol (TM) (via Bristol West)	3274