

WEEKDAYS

OXLEY SIDINGS TO BORDLESLEY JUNCTION

	F	H S	C	D	D	K	F	K	D	C	F	K	C	F	C	E S	H	C	E S	D	C
UP																					
Oxley North OXLEY SIDINGS	8	7060	815 pm Oxley Sidings to Paddington SX, Banbury SO	810 pm Oxley Sidings to Banbury SX	810 pm Oxley Sidings to Paddington Victoria Basin 7.10 pm Banbury to Barnstoke	8	9513	8	5032	5015	9513	8	5032	5015	9513	8	5032	5015	9513	8	5032
Victoria Basin	dep																				
Stafford Road Junction	arr																				
Cannock Road Junction	dep																				
WOLVERHAMPTON (L.L.)	arr																				
Stow Heath	dep																				
Priestfield	dep																				
Bilston West	arr																				
Princes End	dep																				
Tipton (Five Ways)	arr																				
Dudley	arr	9 3																			
Blowers Green	arr	9 30																			
Blowers Green Siding	arr	9 36																			
Round Oak	arr	9 41																			
KINGSWINFORD JN.	dep																				
Brettell Lane	dep																				
STOURBRIDGE JN.	arr																				
Bilston Central	arr																				

[illegible]

WEEKDAYS

OXLEY SIDINGS TO BORDESLEY JUNCTION

	C	D	D	D	K	C	K	D	K	E§	F	K	K	H	D									
UP	Oxley Sidings 9.15 pm Bristol T.M.	6.0 pm SO Salsney	6.40 pm SX Salsney	To West Bromwich SX	9.45 pm FSX Oxley Sidings to Tavistock Jn.	To Bordesley Jn.	5.50 pm (Sats.) Birkenhead to Banbury	No. 15 Bank Pilot Trip SX 10.15 pm Oxley Sidings to Westbury	To Swindon				To Pontypool Road SX	8.50 pm SX Manchester (London Road)										
	4220	5824	5824	5824	4402	9513	5825	15	6201§	6241	9554	7506§	5826											
	PM	SO	SX	SX	FSX	PM	SO	SX	PM	PM	PM	PM	SX	PM	SX									
	arr	10 7 10 12	10 17 10 22	10 35			11 0 11 4			11 10		11 30		10 25	11 47 11 52									
	dep						12 25																	
	arr						To page 70					Via Wolverhampton												
	arr																							
	dep																							
	arr																							
	arr																							
Stow Heath	dep																							
Priestfield	arr																							
	dep																							
Bilston West	arr																							
Princes End	dep																							
Tripton (Five Ways)	arr																							
Dudley	arr																							
Blowers Green	dep																							
Blowers Green	arr																							
Blowers Green Siding	dep																							
Round Oak	arr																							
KINGSWINFORD JN.	arr																							
Brettrell Lane	dep																							
STOURBRIDGE JN.	arr																							
Bilston Central	arr																							
	dep																							
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23

See
page
48No. 0548
From Sheld to
PriestfieldVia
WolverhamptonTo
page
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OXLEY SIDINGS TO BORDLESLEY JUNCTION

Up

UP	K	K	H	F	K	D	F	D	F	D	D	F	H	F	K	D	F	D	D	F	K	H	F	F		
Oxley North OXLEY SIDINGS	9.40 pm (Sats.) Dunley	9.54	8.57	6.21	9.54	5.50 pm (Sats.) Birkenhead to Oxley Sidings	5.15 pm (Sats.) Birkenhead to Banbury	6.15 pm (Sats.) Oxley Sidings to Banbury	6.45 pm (Sats.) Ellersmere Port to Rowley Regis	10.25 pm (Sats.) Norton Jn. L.M.R.	7.15 pm (Sats.) Manchester (London Road)	11.10 pm (Sats.) Bordesley Jn.	Stoke Gifford to	11.10 pm (Sats.) Oxley Sidings to Swindon	12.5 am Crewe to Worcester	5.21	7.45 pm (Sats.) Birkenhead				8.25 pm (Sats.) Rowley Regis to Banbury	9.50	8.58		11.5 pm (Sats.) Hereford	6.78
Victoria Basin Stafford Road Junction Cannock Road Junction WOLVERHAMPTON (L.L.)	dep arr dep arr dep	9.51	8.57	6.21	9.54	12.25 From page 68	am	am	am	am	am	am	1.25	1.40	2.15	2.30	2.36	2.47	2.52	2.57	2.58	3.02	am	am	3.32 3.37 3.44	
Stow Heath Priestfield	dep arr dep arr dep	9.54	8.57	6.21	9.54	12.31	12.42	12.49	12.54	12.59	1.00	1.05	1.10	1.15	1.20	1.25	1.30	1.35	1.40	1.45	1.50	1.55	2.00	2.05	2.10	
Bilston West Princes End Tipton (Five Ways) Dudley	arr dep arr dep	9.54	8.57	6.21	9.54	12.31	12.42	12.49	12.54	12.59	1.00	1.05	1.10	1.15	1.20	1.25	1.30	1.35	1.40	1.45	1.50	1.55	2.00	2.05	2.10	
Blowers Green Blowers Green Siding Round Oak	dep arr dep	9.54	8.57	6.21	9.54	12.31	12.42	12.49	12.54	12.59	1.00	1.05	1.10	1.15	1.20	1.25	1.30	1.35	1.40	1.45	1.50	1.55	2.00	2.05	2.10	
KINGSWINFORD JN.	dep arr dep	9.54	8.57	6.21	9.54	12.31	12.42	12.49	12.54	12.59	1.00	1.05	1.10	1.15	1.20	1.25	1.30	1.35	1.40	1.45	1.50	1.55	2.00	2.05	2.10	
Brettell Lane STOURBRIDGE JN.	dep arr dep	9.54	8.57	6.21	9.54	12.31	12.42	12.49	12.54	12.59	1.00	1.05	1.10	1.15	1.20	1.25	1.30	1.35	1.40	1.45	1.50	1.55	2.00	2.05	2.10	
Bilston Central	arr dep	9.54	8.57	6.21	9.54	12.31	12.42	12.49	12.54	12.59	1.00	1.05	1.10	1.15	1.20	1.25	1.30	1.35	1.40	1.45	1.50	1.55	2.00	2.05	2.10	

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
Wedsbury Central	arr	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2 47	...	...	...	...
Dudley	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Great Bridge South	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Swan Village Basin	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Swan Village	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Swan Village Junction	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
West Bromwich	arr	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
STOURBRIDGE JN.	dep	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Lye	arr	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Cradley Heath and C.	arr	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Old Hill	arr	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Rowley Regis and B.	arr	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Oldbury and Langley	arr	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Green	arr	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Smethwick West	arr	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Handsworth Junction	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Handsworth and Smethwick	arr	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Queen's Head	arr	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Hockley	arr	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Birmingham (Snow Hill)	arr	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Birmingham (Moor Street)	arr	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Bordesley	arr	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
BORDESLEY JN.	arr	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Tyseley	dep	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Banbury	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...

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OXLEY SIDINGS TO BORDESLEY JUNCTION

UP																									
K								F			H			C		F									
	2.0 am Round Oak							2.30 am Greave			3.0 am Crewe			1.0 pm Birkenhead Meat to Action		To Basingstoke									
	9545							6884			7857			4026		6067									
	am							am 4 53 4 57			am 5 32 5 37			PM 4 11 4ELW14		PM									
	dep													4ELW45		9 30									
	Victoria Basin	dep																							
	Stafford Road Junction	arr																							
	Cannock Road Junction	dep																							
	WOLVERHAMPTON (LL)	arr																							
	Stow Heath	dep												4 50		9 36									
	Priestfield	dep																							
		arr																							
		dep																							
	Bilston West	arr																							
	Princes End	dep																							
	Tipton (Five Ways)																								
	Dudley	arr																							
	Blowers Green	dep																							
	Blowers Green Siding	arr																							
	Round Oak	dep																							
	KINGSWINFORD JN.	arr																							
	Brettell Lane	dep																							
	STOURBRIDGE JN.	arr																							
	Bilston Central	dep																							
		arr																							
		dep																							
			1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23

Wednesbury Central ... arr
... dep

Dudley ...
Great Bridge South ...
Swan Village Basin ...

Swan Village ...
Swan Village Junction ...
West Bromwich ... arr
... dep

STOURBRIDGE JN. dep
Lye ... arr
... dep

Cradley Heath and C. ... arr
... dep
Old Hill ... arr
... dep

Rowley Regis and B. ... arr
... dep
Oldbury and Langley ... arr
Green ... dep
Smethwick West ... arr
... dep

Handsworth Junction ...
Handsworth and Smethwick ... arr
... dep

Queen's Head ... arr
... dep
Hockley ... arr
... dep

Birmingham (Snow Hill) ...
Birmingham (Moor Street) ... arr
... dep
Bordesley ... arr
... dep

BORDESLEY JN. ... arr
... dep

Tyseley ...
Banbury ...

Cox's Lane
arrive 2.40 am
depart 2.45 am

WEEKDAYS

BIRMINGHAM AND LEAMINGTON SPA TO STRATFORD-UPON-AVON

DOWN

	K	H	K	H		H	H	H	C	H	H	H	H	F	F	F	H
	To Hall Green	To Honeybourne	To Stratford-upon-Avon	To Banbury Jn. to Severn Tunnel Jn.		To Swindon	To Henley-in-Arden			To Stoke Gifford FSX	To Stoke Gifford FX	To Banbury O.L.C. to Cardiff	To Banbury O.L.C. to Cardiff	To Stoke Gifford FX	To Stoke Gifford FX	To Stoke Gifford FX	To Banbury O.L.C. to Cardiff
	9529	8836	9556	7516		7220	9532			8836	7243	7619	7621	7622	7245	6080	6845
	am	am	am	SX		SX	am			FSX	FX	SX	SX	SX	FX	SX	SX
BIRMINGHAM (Snow Hill)																	
BIRMINGHAM (Moor Street)																	
Bordesley Junction	arr																
Bordesley Junction	arr																
Small Heath North	dep	5:30	5:50			9:5	10:0			11:15	11:15				7:33	7:45	
Small Heath South	dep						10:5										
Small Heath South	dep																
TYSELEY	arr																
Hall Green	dep	5:36	5:56			9:25	10:23			11:22	11:22				1:18	1:27	
Shirley	dep						10:41										
Shirley	dep						11:10										
Earlswood Lakes	dep						11:21										
Earlswood Lakes	dep						11:50										
Henley-in-Arden	dep						12:0										
Henley-in-Arden	dep						12:19										
Bearley North Junction	arr																
Bearley North Junction	dep	6:43				10:40				12:53	12:12				2:15	2:43	
LEAMINGTON SPA (GENERAL)	arr																
Warwick	dep		5:15	6:35													
Warwick	dep			6:42													
Hatton	dep		5:37	6:47													
Hatton	dep		5:37	6:47													
Hatton West Junction	arr		6:30	7:27													
Hatton West Junction	dep		6:34	7:31													
Claverdon	arr		6:39														
Claverdon	dep		6:57														
Bearley	arr		7:10	7:45													
Bearley	dep		7:48														
Bearley West Junction	arr																
Bearley West Junction	dep	6:45	7:50	7:47		10:42											
Wilmcote	arr	6:51	7:54														
Wilmcote	dep	7:58	8:19														
Stratford Goods Junction	arr																
Stratford Goods Junction	dep																
STRATFORD-UPON-AVON	arr	7:15	8:27	7:58		10:53											
STRATFORD-UPON-AVON	dep	7:50		8:18		10:58											
S. and M. Junction	arr																
S. and M. Junction	dep																
	N																

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WEEKDAYS BIRMINGHAM AND LEAMINGTON SPA TO STRATFORD-UPON-AVON

DOWN										H	C	D	C	H	H	F	H	H	H		
To Moreton Cutting or Swindon										7051	4301	5015	5502	4220	7607	9.15 pm (Sats.) Oxley Sidings to Bristol T.M.	10.30 pm (Sats.) Bantry O.L.C. to Cardiff	10.15 pm (Sats.) Oxley Sidings to Westbury	11.10 pm (Sats.) Oxley Sidings to Swindon	7242	7312
BIRMINGHAM (Snow Hill)										SO	SO	SO	PM	PM	PM	am	am	am	am	am	
BIRMINGHAM (Moor Street)										PM	PM	PM	PM	PM	PM	am	am	am	am	am	
Bordesley	arr	8.45	8.54	9.04	9.14	9.24	9.34	9.44	9.54	10.04	10.14	10.24	10.34	10.44	10.54	11.04	11.14	11.24	11.34	11.44	11.54
Bordesley Junction	arr	8.45	8.54	9.04	9.14	9.24	9.34	9.44	9.54	10.04	10.14	10.24	10.34	10.44	10.54	11.04	11.14	11.24	11.34	11.44	11.54
Small Heath North	arr	8.45	8.54	9.04	9.14	9.24	9.34	9.44	9.54	10.04	10.14	10.24	10.34	10.44	10.54	11.04	11.14	11.24	11.34	11.44	11.54
Small Heath South	arr	8.45	8.54	9.04	9.14	9.24	9.34	9.44	9.54	10.04	10.14	10.24	10.34	10.44	10.54	11.04	11.14	11.24	11.34	11.44	11.54
TYSELEY	arr	8.51	9.01	9.11	9.21	9.31	9.41	9.51	10.01	10.11	10.21	10.31	10.41	10.51	11.01	11.11	11.21	11.31	11.41	11.51	12.01
Hall Green	arr	8.51	9.01	9.11	9.21	9.31	9.41	9.51	10.01	10.11	10.21	10.31	10.41	10.51	11.01	11.11	11.21	11.31	11.41	11.51	12.01
Shirley	arr	8.51	9.01	9.11	9.21	9.31	9.41	9.51	10.01	10.11	10.21	10.31	10.41	10.51	11.01	11.11	11.21	11.31	11.41	11.51	12.01
Earlswood Lakes	arr	8.51	9.01	9.11	9.21	9.31	9.41	9.51	10.01	10.11	10.21	10.31	10.41	10.51	11.01	11.11	11.21	11.31	11.41	11.51	12.01
Henley-in-Arden	arr	8.51	9.01	9.11	9.21	9.31	9.41	9.51	10.01	10.11	10.21	10.31	10.41	10.51	11.01	11.11	11.21	11.31	11.41	11.51	12.01
Bearley North Junction	arr	8.51	9.01	9.11	9.21	9.31	9.41	9.51	10.01	10.11	10.21	10.31	10.41	10.51	11.01	11.11	11.21	11.31	11.41	11.51	12.01
LEAMINGTON SPA (GENERAL)	arr	9.38	9.48	9.58	10.08	10.18	10.28	10.38	10.48	10.58	11.08	11.18	11.28	11.38	11.48	11.58	12.08	12.18	12.28	12.38	12.48
Warwick	arr	9.38	9.48	9.58	10.08	10.18	10.28	10.38	10.48	10.58	11.08	11.18	11.28	11.38	11.48	11.58	12.08	12.18	12.28	12.38	12.48
Hatton	arr	9.38	9.48	9.58	10.08	10.18	10.28	10.38	10.48	10.58	11.08	11.18	11.28	11.38	11.48	11.58	12.08	12.18	12.28	12.38	12.48
Hatton West Junction	arr	9.38	9.48	9.58	10.08	10.18	10.28	10.38	10.48	10.58	11.08	11.18	11.28	11.38	11.48	11.58	12.08	12.18	12.28	12.38	12.48
Claverdon	arr	9.38	9.48	9.58	10.08	10.18	10.28	10.38	10.48	10.58	11.08	11.18	11.28	11.38	11.48	11.58	12.08	12.18	12.28	12.38	12.48
Bearley	arr	9.38	9.48	9.58	10.08	10.18	10.28	10.38	10.48	10.58	11.08	11.18	11.28	11.38	11.48	11.58	12.08	12.18	12.28	12.38	12.48
Bearley West Junction	arr	9.40	9.50	10.00	10.10	10.20	10.30	10.40	10.50	11.00	11.10	11.20	11.30	11.40	11.50	12.00	12.10	12.20	12.30	12.40	12.50
Wilmcote	arr	9.40	9.50	10.00	10.10	10.20	10.30	10.40	10.50	11.00	11.10	11.20	11.30	11.40	11.50	12.00	12.10	12.20	12.30	12.40	12.50
Stratford Goods Junction	arr	9.40	9.50	10.00	10.10	10.20	10.30	10.40	10.50	11.00	11.10	11.20	11.30	11.40	11.50	12.00	12.10	12.20	12.30	12.40	12.50
STRATFORD-UPON-AVON	arr	9.51	10.01	10.11	10.21	10.31	10.41	10.51	11.01	11.11	11.21	11.31	11.41	11.51	12.01	12.11	12.21	12.31	12.41	12.51	13.01
S. and M. Junction	arr	9.51	10.01	10.11	10.21	10.31	10.41	10.51	11.01	11.11	11.21	11.31	11.41	11.51	12.01	12.11	12.21	12.31	12.41	12.51	13.01

WEEKDAYS

STRATFORD-UPON-AVON TO LEAMINGTON SPA AND BIRMINGHAM

UP	Ruling Gradient 1 in	H	D	G	D	F	H	D	E	C	C	H	H	C	D	K	F
S. and M. Junction STRATFORD-UPON-AVON	196 R 143 R	7851	5801	0064	5804	6842	7801	5808	6885	4820	4906	7856	7862	4801	5912	9064	6855
Stratford Goods Junction	arr	12 55	MX	MX	MX	MX	MO	MX	MX	MX	MSX	MX	MX	Q	SO	am	MX
Wilmore	dep	1 25	1W35	2130	2W43	3010	4 13	4W35	4817	5W15	5W32	6W28	7W12	6 22	7W54	8 50	9W17
Bearley West Junction	arr	1 39	1AE45	2 43	2AE53	3 26	4 19	4AE50	4T832	5W25	5AC42	7AC238	8AE5	..	..	..	9AE37
Bearley	dep	1 41	..	2 45	..	..	..	..	..	..	..	7 39	8 19	..	..	9 2	..
Claverdon	dep	1 43	..	..	..	..	..	..	4 49	5 37	5 54	7 58	9 43	..	..	10 39	..
Hatton West Junction	dep	1 45	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Hatton	dep	1 47	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Warwick	dep	1 49	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
LEAMINGTON SPA (GENERAL)	dep	1 51	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Bearley North Junction	arr	1 53	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Henley-in-Arden	dep	1 55	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Earlswood Lakes	arr	1 57	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Shirley	dep	1 59	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Hall Green	dep	2 01	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
TYSELEY	dep	2 03	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Small Heath South	arr	2 05	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Small Heath North	arr	2 07	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Bordesley Junction	dep	2 09	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Bordesley	dep	2 11	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
BIRMINGHAM (Moor Street)	arr	2 13	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
BIRMINGHAM (Snow Hill)	arr	2 15	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..

H77

STRATFORD-UPON-AVON TO LEAMINGTON SPA AND BIRMINGHAM

H78[illegible]

SUNDAYS

STRATFORD-UPON-AVON TO LEAMINGTON SPA AND BIRMINGHAM

UP		F	H	H	H	D	D	D	F	D	D	D
3.25 pm (Sat.) Marnham to Banbury		6885	7851	7876	5808	5804	6842	5912	5.5 pm (Sat.) Marston to Crews			
S. and M. Junction STRATFORD-UPON- AVON		am	am	am	am	am	am	am	am	am	am	am
Stratford Goods Junction		121200	1255	1110	2050	3115	3023	7051				
Wilmore		AE	125	1145	3A5	3A20	343	8*22				
Bearley West Junction		dep	dep	dep	dep	dep	dep	dep				
Bearley West Junction		dep	dep	dep	dep	dep	dep	dep				
Bearley		10	139	20	316	331	354	8*36				
Claverdon		12	141	22				8*50				
Haxton West Junction		dep	dep	dep	dep	dep	dep					
Haxton		1*19	D	217								
Warwick		1*36	25									
LEAMINGTON SPA		1053	238	232								
(GENERAL)		215										
Bearley North Junction		arr	arr	arr	arr	arr	arr	arr	arr	arr	arr	arr
Henley-in-Arden		dep	dep	dep	dep	dep	dep	dep	dep	dep	dep	dep
Earlswood Lakes		arr	arr	arr	arr	arr	arr	arr	arr	arr	arr	arr
Shirley		dep	dep	dep	dep	dep	dep	dep	dep	dep	dep	dep
Hall Green		arr	arr	arr	arr	arr	arr	arr	arr	arr	arr	arr
TYSELEY		arr	arr	arr	arr	arr	arr	arr	arr	arr	arr	arr
Small Heath South		dep	dep	dep	dep	dep	dep	dep	dep	dep	dep	dep
Small Heath North		arr	arr	arr	arr	arr	arr	arr	arr	arr	arr	arr
Bordesley Junction		dep	dep	dep	dep	dep	dep	dep	dep	dep	dep	dep
Bordesley		arr	arr	arr	arr	arr	arr	arr	arr	arr	arr	arr
BIRMINGHAM (Moor Street)		arr	arr	arr	arr	arr	arr	arr	arr	arr	arr	arr
BIRMINGHAM (Snow Hill)		arr	arr	arr	arr	arr	arr	arr	arr	arr	arr	arr

H79

H80

WEEKDAYS

STRATFORD-UPON-AVON TO
FENNY COMPTON

SUNDAYS

Worked by Electric Train Staff between Fenny Compton and Clifford Sidings. Crossing Stations are Kineton and Ettington.

Mileage		UP	Ruling Gradient 1 in	F	F		F	K	H		F	F	F	F	F	F
				2.0 pm FX Rogstone to Woodford Empties	3.25 pm Cardiff to Woodford Empties		10.15 am FX Llandilo to Woodford Empties	7.20 am Broom Junction	To Blisworth		6.35 pm FSX Gloucester to Woodford Empties	8.40 pm FSO Gloucester D.B.S. to Woodford Empties	12.45 pm FSX Alex Dock Jn. to Woodford Empties	2.0 pm (Sats.) Rogstone to Woodford Empties	3.25 pm (Sats.) Cardiff to Woodford Empties	10.15 am (Sats.) Llandilo to Woodford Empties
				6878	6879		6880	9557	7880		6881	6882	6883	6878	6879	6880
M.	C.			MSX	MX		MSX				FSX	FSO	FSX			
—	—	Stratford-upon-Avon	arr.	am	am		am	am	am		PM	PM	PM	am	am	am
—	57	Clifford Sidings	dep.	12 18	2126 3*26	..	4 27	7 52	8 45	..	10 26 11*2	11*22 11*40	11*22 11*40	12 18	2126 3*26	4 27
5	12	Ettington	arr.	12 22	3 31	..	4 30	..	8 49	..	11 6	11 44	11 44	12 22	3 31	4 30
9	13	Kineton	arr.	..	..	..	..	..	9 3	..	..	..	..	..	..	..
12	8	Burton Dassett	arr.	..	4 1	..	5 0	..	9 23	..	..	..	..	..	..	..
15	43	Fenny Compton	arr.	12 51	..	..	..	..	9 37	..	..	..	..	..	..	..
			dep.	1 8	4 18	..	5 17	..	9 52	..	11 38	12 16	12 16	12 51	4 1	5 0
			dep.	1 8	4 18	..	5 17	..	10 4	..	11 55	12 33	12 33	1 8	4 18	5 17

BANBURY (MERTON STREET)
(PENETRATING LINE)

DOWN (WEEKDAYS ONLY)		K	G	UP (WEEKDAYS ONLY)		K	F
		6.30 am Svanbourne Sidings	EBV† ex Blechley			To Svanbourne Sidings	To Northampton
		256				256	
M.	C.						
D9	34½	BANBURY (MERTON STREET)	arr.	am	ThFO	BANBURY (MERTON STREET)	dep.
				10 5	PM 3†32		am 10 27
							PM 7 33

D—Distance from Brackley Station Box.

WEEKDAYS

FENNY COMPTON TO
STRATFORD-UPON-AVON

SUNDAYS

Mileage		DOWN	Ruling Gradient 1 in	H	H	K		K		H	H		H	H	H
				1.30 am MX Woodford to South Wales	2.13 am MSX Woodford to South Wales	To Broom Jn.		9.25 am SX, 8.55 am SO Blisworth		7.20 pm FSX Woodford to South Wales	8.50 pm Woodford to South Wales		9.50 pm FX Woodford to South Wales	1.30 am Woodford to South Wales	2.15 am Woodford to South Wales
				7509†	7511†	9321		7881		7500†	7502†		7503†	7509†	7511†
M.	C.			MX	MSX			PM		FSX	PM	PM	FX	am	am
		Fenny Compton	arr.	am	am	am		12 39							
3	35	Burton Dassett	dep.	2 1	2 44	..	..	1 9	..	8 12	9 19	..	10 19	2 1	2 44
			dep.	No. 7611	No. 7613	..	..	1 19	..	No. 7602	No. 7603	..	No. 7606	No. 7611	No. 7613
6	30	Kineton	arr.	when to Cardiff	when to Cardiff	..	..	1 34	..	when to Cardiff	when to Cardiff	..	when to Cardiff	when to Cardiff	when to Cardiff
			dep.	2 17	3 0	..	..	1 44	..	8 28	9 35	..	10 35	2 17	3 0
10	31	Ettington	arr.	..	..	..	..	2 4	..	..	..	..	..	..	..
			dep.	..	..	..	..	2 15	..	..	..	..	..	..	..
14	66	Clifford Sidings	arr.	..	..	..	..	..	..	..	..	..	..	..	..
			dep.	2 37	3 22	..	..	2 27	..	8 48	9 55	..	10 56	2 37	3 22
15	43	Stratford-upon-Avon	arr.	2142	3*25	..	..	2 33	..	8W53	10W 0	..	11W 0	..	3*25
			dep.	2144	3*32	6 30	..	..	..	8W58	10W*28	..	11W*24	2 40	3*32

WEEKDAYS

KINGSWINFORD AND OXLEY SIDINGS VIA WOMBOURN

DOUBLE LINE—Kingswinford Junction South and Baggeridge Junction.
SINGLE LINE—Baggeridge Junction to Oxley Branch Junction
DOUBLE LINE—Oxley Branch Junction to Oxley North and Middle

Worked by Electric Train Staff between Baggeridge Junction and Oxley Branch Junction.

Sundays

Mile Post Mileage	DOWN	C	D	E	F	D	K	F	K	D	F	C	D	F	Mile Post Mileage
142	16	85 R	12A10	am	8.55 am SX	12.55 am MSX	9.50	6.35	9.50	5.13	6.42	4.90	5.00	6.48	142
144	15	85 R	12A10	am	8.55 am SX	12.55 am MSX	9.50	6.35	9.50	5.13	6.42	4.90	5.00	6.48	144
144	31	73 R	12*18	am	10.20 pm SX	10.20 pm SX	9.50	6.35	9.50	5.13	6.42	4.90	5.00	6.48	144
145	38	80 F	12*24	am	10.20 pm SX	10.20 pm SX	9.50	6.35	9.50	5.13	6.42	4.90	5.00	6.48	145
147	2	100 F	12 31	am	10.20 pm SX	10.20 pm SX	9.50	6.35	9.50	5.13	6.42	4.90	5.00	6.48	147
148	75	100 F	12 31	am	10.20 pm SX	10.20 pm SX	9.50	6.35	9.50	5.13	6.42	4.90	5.00	6.48	148
150	59	100 R	12 39	am	10.20 pm SX	10.20 pm SX	9.50	6.35	9.50	5.13	6.42	4.90	5.00	6.48	150
155	9	385 F	12 39	am	10.20 pm SX	10.20 pm SX	9.50	6.35	9.50	5.13	6.42	4.90	5.00	6.48	155
155	47	dep	12 39	am	10.20 pm SX	10.20 pm SX	9.50	6.35	9.50	5.13	6.42	4.90	5.00	6.48	155
156	0	111 R	12 49	am	10.20 pm SX	10.20 pm SX	9.50	6.35	9.50	5.13	6.42	4.90	5.00	6.48	156
156	32	dep	12 49	am	10.20 pm SX	10.20 pm SX	9.50	6.35	9.50	5.13	6.42	4.90	5.00	6.48	156
143	13	100 R	12 55	am	10.20 pm SX	10.20 pm SX	9.50	6.35	9.50	5.13	6.42	4.90	5.00	6.48	143
145	38	80 F	12*24	am	10.20 pm SX	10.20 pm SX	9.50	6.35	9.50	5.13	6.42	4.90	5.00	6.48	145
147	2	100 F	12 31	am	10.20 pm SX	10.20 pm SX	9.50	6.35	9.50	5.13	6.42	4.90	5.00	6.48	147
148	75	100 F	12 31	am	10.20 pm SX	10.20 pm SX	9.50	6.35	9.50	5.13	6.42	4.90	5.00	6.48	148
150	59	100 R	12 39	am	10.20 pm SX	10.20 pm SX	9.50	6.35	9.50	5.13	6.42	4.90	5.00	6.48	150
155	9	385 F	12 39	am	10.20 pm SX	10.20 pm SX	9.50	6.35	9.50	5.13	6.42	4.90	5.00	6.48	155
155	47	dep	12 39	am	10.20 pm SX	10.20 pm SX	9.50	6.35	9.50	5.13	6.42	4.90	5.00	6.48	155
156	0	111 R	12 49	am	10.20 pm SX	10.20 pm SX	9.50	6.35	9.50	5.13	6.42	4.90	5.00	6.48	156
156	32	dep	12 49	am	10.20 pm SX	10.20 pm SX	9.50	6.35	9.50	5.13	6.42	4.90	5.00	6.48	156
143	13	100 R	12 55	am	10.20 pm SX	10.20 pm SX	9.50	6.35	9.50	5.13	6.42	4.90	5.00	6.48	143
145	38	80 F	12*24	am	10.20 pm SX	10.20 pm SX	9.50	6.35	9.50	5.13	6.42	4.90	5.00	6.48	145
147	2	100 F	12 31	am	10.20 pm SX	10.20 pm SX	9.50	6.35	9.50	5.13	6.42	4.90	5.00	6.48	147
148	75	100 F	12 31	am	10.20 pm SX	10.20 pm SX	9.50	6.35	9.50	5.13	6.42	4.90	5.00	6.48	148
150	59	100 R	12 39	am	10.20 pm SX	10.20 pm SX	9.50	6.35	9.50	5.13	6.42	4.90	5.00	6.48	150
155	9	385 F	12 39	am	10.20 pm SX	10.20 pm SX	9.50	6.35	9.50	5.13	6.42	4.90	5.00	6.48	155
155	47	dep	12 39	am	10.20 pm SX	10.20 pm SX	9.50	6.35	9.50	5.13	6.42	4.90	5.00	6.48	155
156	0	111 R	12 49	am	10.20 pm SX	10.20 pm SX	9.50	6.35	9.50	5.13	6.42	4.90	5.00	6.48	156
156	32	dep	12 49	am	10.20 pm SX	10.20 pm SX	9.50	6.35	9.50	5.13	6.42	4.90	5.00	6.48	156
143	13	100 R	12 55	am	10.20 pm SX	10.20 pm SX	9.50	6.35	9.50	5.13	6.42	4.90	5.00	6.48	143

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WEEKDAYS

OXLEY SIDINGS AND KINGSWINFORD VIA WOMBOURN

SUNDAYS

UP	Ruling Gradient 1 in	D	F	E	F	C	F	F	F	H	K	C	F	E	H	K	K	D
		11.30 pm FSX Crews to Stoke Gifford	12.5 am MSX Crews to Worcester	1.35 am MSX Crews to Reading West In.	12.10 am SO Crews to Worcester	3.0 am TO South Fork to Swindon	Worcester to MX	Worcester to MO	2.30 am WFO Salisbury to Bridgewater	4.50 am MO Crews to Worcester	8.30 am SX	12.45 PM FSX	12.0 noon SX Crews	11.0 am SX Elsternra Park to Rowley Regis Fuel Oil	5.30 pm Crews Newydd to Worcester	11.30 pm (Sats.) Oxley Sidings	12.5 am Crews to Worcester	
OXLEY SIDINGS	dep	5230	6860	6012	6860	4201	6861	6331	8860	9500	4300	6889	6828	8857	9554	5840		
Oxley North...	dep	MX	MSX	MSX	SO	TO	MX	WFO	MO	SX	FSX	SX	SX	PM	PM	am		
Oxley Branch Junction	190 F	1 2 1 4	2 13 21*16	3 32 3135	2 59 31 3	4 53 41*57	5 15 5*20	6 2 6*16	8 10 8114	8 30	12 45	2 37 2141	3 4 3145	10 38 10142	11*40	1 37 1141		
Courtaulds Sidings	dep	11 9	21*36	31*40	31*43	51*35	5*35	6 35	8 19	8 35	12*56	2146	3150	10147	11*50	1146		
Tettenhall	385 R	..	..	..	..	..	..	..	9 3	9 6	..	..	..	..	..	..		
Wombourne	100 F	1W25	3W52	3W52	5W50	5W50	..	6W34	9 31	9 44	..	3* 3	4W 6	..	..	1W52		
Himley	264 R	1W30	2 48	3W57	3 57	6W 0	5 47	6W39	10 40	10 40	..	3*10	4W*11	..	11 2	1W57		
Baggeridge Junction	100 R	..	..	..	..	..	..	..	11 8	11 8	..	..	..	..	..	..		
Pennett Box	102 R	1 38	2 58	4 7	4 7	..	5 57	6 58	8 46	11 16	1 18	3 25	4 23	..	11 14	2 7		
Bromley	140 R	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..		
KINGSWINFORD JN.	arr	..	3 7	..	4 16	..	6 5	..	8 54	..	..	3035	4 30	..	11 22	2 15		
Stourbridge Junction	184 R	1 43 1 49	4* 7 4 15	4 14 4 20	5 0 5 12	6 15 6 40	6 23 6 30	7 10 7 25	9 15 9 25	..	1 25 1 30	4 0 4 45	4* 11	..	11*40 11 53	2 45 2 56		
South Fork to Swindon N to follow 3.0 am to																		

2 - To follow 3.0 am to
South Fork to Swindon

OLDBURY AND LANGLEY AND OLDBURY

H83

SINGLE LINE.—Worked by Electric Train Token between Oldbury and Langley Green (Middle) and Oldbury Goods Signal Boxes.

DOWN	G		K		K		UP	K		K		K	
	L E		Local Trip		11.20 am SX Bordeley Jn.			Local Trip SO		Local Trip SX		To Bordeley Jn. SX	
	0546		9546		9546			9545		9545		9513	
Oldbury and Langley Green dep	6:30		8 30		12 50		Oldbury Goods..... dep	SO PM 1 10		SX PM 4 15		SX PM 6 10	
Oldbury Goods Box ... arr	P		P		P		Oldbury Goods Box	..	..	..	..	..	..
Stop Board.....	6:40		8 40		1 0		Oldbury and Langley Green arr	1 20		4 25		6 17	

BEARLEY AND ALCESTER

SINGLE LINE.

SERVICE SUSPENDED

WEEKDAYS

WINDMILL END BRANCH

SUNDAYS

DOWN	K		K		K		K		K		K		K	
	11.10 pm Bordeley Jn. to Round Oak	No. 15 Bank Pilot Trip MX	10.0 am SX Bordeley Jn. to Dudley	No. 6A Bank Pilot Trip	No. 31 Bank	No. 2 Bank Pilot Trip	No. 31 Bank Pilot Trip SX	No. 16 Bank Pilot Trip SX		8.22 pm SX Oldbury G. & Langley G. to Odey Sidings	9.22 pm SX Oldbury & Langley G.		11.10 pm (Sat.) Bordeley Jn. to Round Oak	
	9065	15	9521	6A	31	2	31	16		9547	9521		9065	
Old Hill	MX am 12 19	MX am 2 0	SX am 10 58	am 11 30	SO PM	PM 3 15	SX PM	SX PM 8 0		SX PM 10 5	SX PM 10 43		am 12 19	
Cox's Lane... .. arr	12 26	2 6	11 4	..	..	..	..	8 9		10 10	10 50		12 26	..
..... dep	12AE31	2AE11	11AE0	..	..	..	..	8AE*17		10AE20	11AE9		12AE31	..
Windmill End Junction ... arr	..	..	..	1 42	..	..	7 53	..		..	..		..	..
..... dep	..	..	..	11 45	..	..	7 55	..		..	..		..	..
Netherton Basin arr	..	..	..	11 50	..	..	..	..		..	..		..	..
..... dep	..	..	..	12 15	12 40	..	..	..		..	..		..	..
Blowers Green Junction ... arr	12 48	..	11 23	..	..	3 25	8 2	8 32		..	..		12 45	..
..... dep	1 19	..	12 15	12 25	12 56	..	8 15	8 47		10 32	11 12		1 19	..
Dudley	..	2 25	12 24	12 30	1 1	..	8 23	8 53		10 38	11 18		..	..
..... dep	..	..	..	..	..	..	..	..		11 0	..		..	..
UP	K		K		K		K		K		F		K	
	To Banbury MSX		2.40 am MX Round Oak to Bordeley		8.40 am SX Bilsen West to Banbury	No. 6A Bank Pilot Trip	No. 31 Bank Pilot Trip	No. 6A Bank Pilot Trip		8.15 pm Oxley Sidings to Paddington SX, Banbury SO	3.40 pm Santlow & T. to Oldbury & L.G. Fuel Oil		2.0 am Round Oak to Oldbury & Langley Green	
	9502		9513	9544	9502	6A	31	6A		6064	6894		9545	
Dudley	MSX am		MX am	am	SX am	am	am	PM		PM	PM		am	
..... arr	..	..	..	..	8 56	9 15	11 22	2 0		9 3	10 5		..	
..... dep	..	..	..	..	9 5	11 50	11 50	..		9 30	10 25		..	
Blowers Green	..	..	2 53	..	9P13	9P24	11 57	2P 6		9P36	10 33		2 13	..
..... arr	1 20	..	3 10	6 15	9 18	9 29	12 15	2 11		9 41	10 38		2 25	..
..... dep	..	..	..	..	..	..	12 23	..		..	..		..	..
Windmill End	..	..	..	6 25	..	..	12 25	..		..	..		..	..
..... arr	..	..	..	..	..	..	..	..		..	..		..	..
..... dep	..	..	..	..	..	..	..	..		..	..		..	..
Netherton Basin	..	..	..	6 30	..	..	12 30	..		..	..		..	..
Cox's Lane... .. arr	..	..	3AE22	..	9 33	9*43	..	2P33		9 51	10AE53		2 40	..
..... dep	..	..	3 32	..	9P38	10P*10	..	2*55		10P*28	10P58		2P45	..
Old Hill	..	..	..	..	9*55	10 22	..	3B11		..	..		..	..
..... arr	1 45	..	3 39	..	..	..	..	3B26		10 33	11 8		2 55	..
..... dep	..	..	..	..	..	..	..	..		..	..		..	..

H84

Worked by Electric Train Token between Old Hill and Halesowen Junction. Crossing Stations are Halesowen, Rubery and Halesowen Junction.

1012

[illegible]

Up

[illegible]

WEEKDAYS

OLD HILL, HALESOWEN AND NORTHFIELD

SUNDAYS

DOWN	K	K	K	K	G	H	F	F	H	H	G	K
	2.45 pm Bordesley Jn.	No. 16 Bank Pilot Trip SX	L.M.R. SO		No. 17 Bank Pilot Trip SX	L.M.R. SX	L.M.R. to Lawley Street SO	L.M.R. to Lawley Street SX	L.M.R. to Lawley Street SO	L.M.R. to Lawley Street SX	L.E. to Bourville	Water Oryon To
Old Hill	9528	16	70		17	70	42	42	70	70	70	44
Halesowen ..	PM	SX	SO		SX	SX	SO	SX	SO	SX	SX	PM
Hunnington ..	4 46 dep	PM	PM		PM	PM	PM	PM	PM	PM	PM	PM
Frankley Sidings ..	4 53 arr	5 15	5 30		5 45	5 50			6 31	8 0		
Rubery ..	dep		5 50			6 10			6 53	8 30		
Longbridge ..	arr	5 45				6 30			6 56	8 35	8 45	9 45
Halesowen Junction ..	dep						6 0	6 20	7 0		8 50	9 50
Northfield ..	arr						6 X 3	6 X 3				

WEEKDAYS

NORTHFIELD, HALESOWEN AND OLD HILL

SUNDAYS

UP	J	K	K	F	K	G	C
	6.10 pm ex Washwood Heath	No. 16 Bank to Dudley SX	No. 8 Bank to Queen's Head	No. 17 Bank to Stourbridge Jn. SX	Bourville L.M.R. 10.30 pm L.M.R. to Ligne Engine	4803	5.35 pm FSX Swindon
Northfield ..	PM	SX	PM	PM	PM	FSX	PM
Halesowen Junction ..	7 12 dep						
Longbridge ..	7 16 arr						
Rubery ..	dep						
Frankley Sidings ..	arr						
Hunnington ..	dep						
Halesowen ..	arr						
Old Hill ..	7 45 dep	7 45	9 10	10 10	10 45	11 14	11 14
	arr	7 55	9 18	10 20			

H85

WEEKDAYS LEAMINGTON SPA (AVENUE) AND LEAMINGTON SPA (MILVERTON)
(Penetrating Lines)

		Ruling 1 in															
DOWN		K	F	C	F	F	G	J	D	K	J	E	F	K			
M.	—		1.55 am MX Banbury to Three Spire Empties	9.50 pm SX Boston to Cardiff		Empties to Baddesley Sdgs. MO	Empties to Hawkesbury Lane MX	4.15 am B.V. Banbury to Nuneaton MX	To Coventry	To Nuneaton	10.5 am SO Blisworth	8.55 am SX Oxwell 8.30 am SX Wellam	7.35 am Yaxley to Horton	2.15 pm Southam & Long Itchington	7.50 am SX Blisworth		
C.	—	37	6843	4601				0043	45			6822					
		MX am	MX am 3W18	MX am		MO am	MX am	MX am 5 ¹ / ₀	am	am	SO PM	PM	PM	SO PM	SX PM		
—	—			3 37					8 20	9 0	2 25	2123	2 35	4 0			
		2 45	3W25	4 ¹ / ₁₀		4 30	4 35	5W10	8 25		2 30	2123 2 ¹ / ₄₀					
—	66								8 50								

—General Station departure via Bearley. —General Station departure via Leamington North.

SUNDAYS

		Ruling 1 in															
DOWN		K	F	G	K	F	G	J	D	K	J	E	F	K			
M.	—		4.0 pm SX Banbury to Oxwell Empties			5.10 pm L.E. Banbury to Oxwell											
C.	—	37	6862	0144	26												
		SO PM	SX PM 4W58	SX PM 5 ¹ / ₄₀	SX PM								SX PM				
—	—																
		4 20	5*10										11 35				
—	66																
		4 25															
—	—																
		4 55															

WEEKDAYS
LEAMINGTON SPA (MILVERTON) AND LEAMINGTON SPA (AVENUE)
(Penetrating Lines)

[illegible]

SUNDAYS

[illegible]

STOURBRIDGE JUNCTION BANK TRAINS

The Engine of each Bank Train bearing a Number will carry a Target corresponding with the Number allocated to it in this book.

No. 1.—BLOWERS GREEN AND BROMLEY EARLY SERVICE

	arr. a.m.	dep. a.m.		arr. a.m.	dep. a.m.
Stourbridge Engine Shed	—	7||35	Kingswinford Junction	10||10	10 35
Stourbridge Junction	7||40	8 20	Bromley	10 40A	p.m. 1 10
Brettell Lane	8 35	8 50	Kingswinford Junction	1 10	1 50
Kingswinford Junction... ..	8 55	9 10	Stourbridge Engine Shed Siding	1 58	To Shed
Blowers Green	9 27	10||0			
Round Oak	†R	—			

A—Shunt Basin and Private Sidings.

†—To call at Round Oak if required to clear empties.

No. 2.—HALESOWEN MORNING SERVICE

	arr. a.m.	dep. a.m.		arr. a.m.	dep. a.m.
Stourbridge Engine Shed	—	4 55	Take traffic for Halesowen. Assistant Engine and Van in front and train engine in rear to Old Hill.		
Stourbridge Junction	5||0	5 20			
Old Hill	5 40	5 45	Perform Yard shunting at Halesowen Junction and Basin Sidings, working trips as required.		
Halesowen	5 55	—	EB V.		
Halesowen	—	3||5			
Old Hill	3||10	3||15			
Blowers Green	3||25	3 50			
Round Oak	4 2	7 0	Shunt out traffic from Up Sidings.		
Stourbridge E.S.S.	7*12	7*20	To Shed.		
Stourbridge Junction	7 25	7 35			

STOURBRIDGE JUNCTION AND STOURBRIDGE GOODS SINGLE LINE STOURBRIDGE JUNCTION MIDDLE BOX AND STOURBRIDGE BASIN GOODS YARD

Worked by wooden staff, square in shape and coloured green. Subject to Special instructions issued.

No. 3.—STOURBRIDGE GOODS DEPOT ENGINE

	arr. a.m.	S X	dep. a.m.		arr. a.m.	S O	dep. a.m.
Stourbridge Engine Shed	—		6||30	Stourbridge Engine Shed	—		6||30
Stourbridge Junction	6||35		7 15	Stourbridge Junction... ..	6||35		7 15
Stop Board	7 20	P	7 25	Stop Board	7 20	P	7 25
Stourbridge Town Goods	7 30		10 30	Stourbridge Town Goods	7 30		10 30
Stourbridge Junction	10 40		12 45	Stourbridge Junction... ..	10 40		11 15
Stop Board	12 50	P	12 55	Stop Board	11 20	P	11 25
Stourbridge Town Goods	1 0		—	Stourbridge Town Goods	11 30		p.m. 2 20
Stourbridge Town Goods	—		3 10N	Stourbridge Junction... ..	2 30		2||40
Foster Street	3 15N		3 20	Stourbridge Engine Shed	2||50		—
Stourbridge Town Goods	3||25		6 0				
Foster Street	6 5		6 10				
Stourbridge Junction	6 15		6||25				
Stourbridge Engine Shed	6||35		—				

N—Q to Stourbridge Jn.

Stourbridge Junction Bank Trains—continued

No. 4.—LYE AND CRADLEY HEATH

	arr.	S	X	dep.		arr.	S	O	dep.
	p.m.			p.m.		p.m.			p.m.
Stourbridge Engine Shed Siding	—			1||50	Stourbridge Engine Shed Siding	—			2||25
Stourbridge Junction	1||55			2 5	Stourbridge Junction	2||30			2 50
Stourbridge Engine Shed Siding	2 10	A		4 10	Stourbridge Engine Shed Siding	2 55	A		4 10
Stourbridge Junction	4 15			4 48	Stourbridge Junction	4 15			4||30
Lye	4 54			5† 8	Cradley Heath...	4†40			5 25
Cradley Heath	5†13			5 43	Rowley Regis	5 45			6 5
Lye	5 48			6 5	Oldbury and Langley Green...	6 12	*		7 40±
Stourbridge Junction	6 12			6†20	Rowley Regis	7 50	P		8 32
Cradley Heath	6†30			—	Stop Board	8 37	P		8 42
Cradley Heath	6 30	B		10 0	Cradley Heath...	8 59	P		9 3
Cradley Heath	—			10|| 0	Stourbridge Junction	9 16			9||26
Stourbridge Engine Shed Siding	10||15			—	Stourbridge Engine Shed Siding	9||31			—

. ‡—Convey traffic for Stourbridge only.

A—Shunt Hall's Sidings.

B—Cradley Heath No. 2 Shunting engine.

No. 5.—ROWLEY REGIS SERVICE (SUSPENDED)

	arr.	M	X	dep.		arr.	M	X	dep.
	a.m.			a.m.		a.m.			a.m.
Kingswinford Junction	—			1 10	Rowley Regis	2 52			3 10
Stourbridge Junction	1*20			1*45	Oldbury and Langley Green	3 20			3||50
Lye... ..	1 50			2* 5					p.m.
Cradley	2 13			2 30	Rowley Regis	4|| 0			2|| 0N
						p.m.			
					Stourbridge Shed	2||30			—

Load from Kingswinford Junction with traffic for Lye, Cradley, Rowley, Oldbury and Langley Green and beyond.

A Brake Van to be formed at each end leaving Kingswinford to avoid train going into Stourbridge Junction Yard.

N—Rowley Regis No. 1 shunting engine.

No. 6.—CORNGREAVES SERVICE

	arr. a.m.	dep. a.m.		arr. a.m.	dep. a.m.
Stourbridge Engine Shed Siding	—	6||45	Corngreaves	—	11||15
Stourbridge Junction	6||48	7 2	Old Hill Goods	11||20	—
Cradley Heath	7 14	7 50		p.m.	p.m.
Old Hill Goods	7 58	8 26	Old Hill Goods	—	A 12||40
Corngreaves	8 30	—	Lye	12||45	1 40
		S X	Hayes Lane	1 45	2 40
Corngreaves	—	11 15	Lye	2 45	3 5
Cradley Heath	11 20	11 40	Timmis Siding	3 8	3 20
Lye	11 45	—	Stourbridge Junction	3 25	3 50
	p.m.	p.m.	Lye	3 56	—
Lye	—	1 30			
Timmis Siding	1 38	1 52			
Stourbridge Junction	1 57	2|| 0			
Stourbridge Engine Shed Siding	2|| 5	—			

Then becomes Lye No. 2 Shunting engine.

A—Old Hill Goods No. 1 Shunting engine.

No. 6A.—BLOWERS GREEN AND WINDMILL END BRANCH SERVICES

	arr.	dep.	
	a.m.	a.m.	
Stourbridge Engine House	—	8|35	
Dudley	8|50	9 15	Attach traffic for Rowley Regis.
Blowers Green	9 24	9 29	
Cox's Lane	9*43	10*10	
Rowley Regis	10 32	10 55	Detach.
Oldbury and Langley Green	11 4	11+20	
Windmill End Junction	11+42	11+45	
		p.m.	
Netherton	11+50	12 15+	‡—Runs direct to Dudley on Saturdays.
Blowers Green	—	12 25+	
		p.m.	
Dudley	12 30	2 0	
Blowers Green	2 6	P 2 11	
Cox's Lane	2 33	P 2 55	
Old Hill	3 11	R 3 26	
Rowley Regis	3 38	4 0	
Langley Green	4 7	4|15	To Shed.

Attach traffic for Rowley Regis.

Detach

‡—Runs direct to Dudley on Saturdays.

To Shed.

Stourbridge Junction Bank Trains—continued

No. 8.—HALESOWEN EVENING SERVICE

	arr. p.m.	dep. p.m.		
Engine House ...	—	12|45	...	...
Stourbridge Junction ...	12|50	1 10	...	...
Lye ...	1 18	1 25	...	...
Cradley ...	1 33*	1 45*	...	...
Old Hill ...	1 57	2 0	...	...
Halesowen ...	2 10	—	...	...
Halesowen Junction Sidings ...	p.m.	p.m.	...	...
Old Hill ...	—	9 10	...	...
Rowley Regis ...	9 26	9 28AE	...	...
Oldbury and Langley Green ...	9 35	9 55	...	...
Handsworth ...	10 5	10 25	...	...
Queen's Head ...	10 28	—	...	...
	M X	Suns.		
	a.m.	a.m.	arr.	dep.
Queen's Head ...	—	12 0	—	12 0
Handsworth ...	12 3	12 40	12 3	12 45
Oldbury and Langley Green ...	12 53	1 50	12 56	1 50
Rowley Regis ...	1 58	2 54*	1 58	2 35*
Stop Board ...	2 59 P	3 4	2P41	2 46
Cradley ...	3 18	3 23P	3 0	3P10
Lye ...	3 30	3 48	3 17	3 32
Stourbridge Junction ...	3 55	—	3 39	—

*—On Saturdays runs direct to Old Hill, arrive 1.30 p.m., depart 1.33 p.m., Halesowen arrive 1.43 p.m. To Old Hill for relief.

Assisted by No. 17 Bank SX, No. 14 Bank SO.

Maximum load between Oldbury and Langley Green and Queen's Head, when worked by Class "A" engine is 57 wagons Class 3 traffic or equivalent, provided not less than 3 vacuum-braked vehicles are coupled up next the engine.

Clear out all traffic for Stourbridge Extension and West Midland Line.

No. 9.—PRIESTFIELD AND OXLEY SDGS. SERVICE

	arr. a.m.	dep. a.m.		arr. p.m.	dep. p.m.
Stourbridge Junction ...	—	9 25	Oxley Sidings ...	—	12 30
Dudley ...	9 57	10 10	Wolverhampton ...	12 42	1 0
Bilston West ...	10 27	10 50	Priestfield ...	1 7	—
Priestfield ...	10 55	11 35	Dudley ...	1 22	—
Wolverhampton ...	11 41	—	Round Oak ...	1 35 P	1 40
Oxley Sidings ...	11 50	—	Kingswinford Junction ...	1 46	2 15
			Stourbridge Junction ...	2 26	—

No. 10.—HALESOWEN TO ROWLEY REGIS AND OLDBURY AND L.G.

(SUSPENDED)

	arr. p.m.	S X	dep. p.m.		arr. p.m.	S X	dep. p.m.
Stourbridge Engine House ...	—	—	6|5	Oldbury and Langley Green ...	8 26	—	9|30
Stourbridge Junction ...	6|8	—	6|10	Rowley Regis ...	9|35	—	—
Old Hill ...	6|25	—	6|35	Old Hill ...	9|40	—	—
Halesowen ...	6|46	—	7 10	Halesowen ...	9|50	—	10 0
Halesowen Junction Sidings ...	7 12	—	7 25	Old Hill ...	10 8	—	10 28
Old Hill ...	7 31	—	7 32	Rowley Regis ...	10 35	A E	10 45
Rowley Regis ...	7 37	—	8 15	Oldbury and Langley Green ...	10 52	—	—

Assisted by No. 14 Bank, Halesowen to Rowley Regis.

No. 11.—OLD HILL GOODS SERVICE

	arr. p.m.	S O	dep. p.m.		arr. p.m.	S O	dep. p.m.
Stourbridge Junction ...	—	—	12 30	Cradley Heath ...	—	—	1 0
Cradley Heath ...	12 40	—	—	Corngreaves ...	1 5	—	1 15
Cradley Heath ...	—	S X	1 10	Old Hill Goods ...	2 35	A	2 30
Corngreaves ...	1 15	A	1 25	Corngreaves ...	2 45	B	2 40
Old Hill Goods ...	1 30	A	3 45	Cradley Heath ...	5 48	—	5 43
Cradley Heath ...	3 55	—	4 5	Lye ...	6 12	—	6 5
Old Hill Goods ...	4 15	A	6 0	Stourbridge Junction ...	6|20	—	6|15
Cradley Heath ...	6 5	—	7 5	Stourbridge Engine Shed Siding ...	—	—	—
Stourbridge Junction ...	7 20	—	7|25				
Stourbridge Engine Shed Siding ...	7|30	—	—				

A—Old Hill Goods No. 2 Shunting engine.

B—Cradley No. 2 Shunting engine.

Stourbridge Junction Bank Trains—continued

No. 12.—KINGSWINFORD JN., DUDLEY AND PRIESTFIELD SERVICE

				S	X					M	X
				arr.	dep.					arr.	dep.
				p.m.	p.m.					a.m.	a.m.
Stourbridge Junction ...	...	...	...	—	10 10	Priestfield ...	...	...	...	—	3 30
Kingswinford Junction...	...	...	...	10 24	10 52	Dudley ...	...	...	...	3 48	4 25
Round Oak ...	...	...	...	11 2	11 50	Round Oak ...	...	...	...	4 2P	—
				a.m.	a.m.	Kingswinford Junction	...	...	...	4 32	—
Dudley ...	...	...	...	12 6	12 20						
Bilston West ...	...	...	...	12 31	12 45						
Priestfield ...	...	...	...	12 50	—						

No. 13.—LYE AND HAYES LANE SERVICE

				S	X					S	O
				arr.	dep.					arr.	dep.
				a.m.	a.m.					a.m.	a.m.
Stourbridge Engine House ...	...	...	...	—	5 45	Stourbridge Engine House ...	...	...	...	—	5 45
Stourbridge Junction ...	...	...	...	5 50	—	Stourbridge Junction ...	...	...	...	5 50	—
Lye ...	...	...	...	5 55	12 30	Lye ...	...	...	...	5 55	12 30
Stourbridge Shed ...	...	...	...	12 40	—	Stourbridge Junction ...	...	...	...	12 35	—
Stourbridge Junction ...	...	...	...	—	3 15	Stourbridge Engine House ...	...	...	...	12 40	1 0
Lye ...	...	...	...	3 25	3 45	Stourbridge Junction ...	...	...	...	1 5	1 20
Hayes Lane ...	...	...	...	3 50	4 40	Lye ...	...	...	...	1 25	—
Lye ...	...	...	...	4 45	—	Hayes Lane ...	...	...	...	—	—
Lye ...	...	...	...	—	—	Lye ...	...	...	...	—	—
Stourbridge Junction ...	...	...	...	—	—						

No. 14.—HALESOWEN AND CANAL BASIN AFTERNOON ENGINE

				arr.	dep.	
				a.m.	a.m.	
Engine House ...	...	...	...	—	6 30	Shunts Station Yard and Goods Shed until 2.0 p.m., then to Basin and perform Basin and Junction shunting. Work traffic from Basin for No. 8 Bank. Assist No. 16 Bank to Old Hill (SX) and return to assist No. 17 Bank thence to Shed. On Saturdays works trip at 6.35 p.m. Halesowen to Rowley Regis, returning engine and van to Halesowen to assist No. 8 Bank (9.10 p.m. ex Halesowen), thence to Shed.
Old Hill ...	...	...	...	6 50	7 15*	
Halesowen ...	...	...	...	7 10	—	

No. 15.—CRADLEY, ETC., NIGHT SERVICE

				S	X				
				arr.	dep.				
				p.m.	p.m.				
Stourbridge Engine House ...	...	...	...	—	11 0	Attach traffic for Lye. Attach Uphill traffic. Attach Uphill traffic, also traffic for Dudley and beyond.			
Stourbridge Junction ...	...	...	...	11 5	11 15				
Lye ...	...	...	...	11 20	11 30				
Cradley ...	...	...	...	11 36	11 50	Detach traffic for Dudley and beyond. Detach Attach traffic for Dudley and beyond.			
Rowley Regis ...	...	...	...	12 10	12 20				
Oldbury and Langley Green ...	...	...	...	12 27	1 15				
Rowley Regis ...	...	...	...	1 25	1 40	After detaching traffic at Dudley, L.E. and Guard to proceed (MSX) to Great Bridge, L.M.R. to work 3.17 a.m. (MSX) Great Bridge to Hatlebury.			
Stop Board ...	...	...	...	1P48	1P56				
Cox's Lane ...	...	...	...	2 6	2 11				
Dudley ...	...	...	...	2 25	—				

No. 16.—HALESOWEN, DUDLEY AND ROUND OAK SERVICE

				S	X				
				arr.	dep.				
				p.m.	p.m.				
Engine House ...	...	...	...	—	4 30	Assisted by No. 14. Bank to Old Hill.			
Halesowen ...	...	...	...	5 0	5 15				
Longbridge ...	...	...	...	5 45	6 15				
Halesowen ...	...	...	...	6 52	7 45				
Old Hill ...	...	...	...	7P55	8 0				
Cox's Lane ...	...	...	...	8 9AE	8 17				
Blowers Green ...	...	...	...	8 32	8 47				
Dudley ...	...	...	...	8 53	—				
Dudley ...	...	...	...	—	10 40				
Blowers Green Sidings ...	...	...	...	10 49	11 30				
Round Oak North ...	...	...	...	11P43	11 48				
Round Oak ...	...	...	...	11 56	12 10				
Stourbridge Junction ...	...	...	...	12 30	—				

No. 17.—HALESOWEN AND STOURBRIDGE JUNCTION

	arr.	SX	dep.
	p.m.		p.m.
Stourbridge Engine House	—		5:30
Halesowen	5:50		—
Halesowen	—		10 10
Old Hill	10P20		10 30
Cradley Heath	10 40		10 55
Stourbridge Junction	11 9		—

Work trips Basin Sidings to Halesowen Station for L.M.R. and return to Junction with traffic ex L.M.R. Assists to Rowley Regis 7.10 p.m. Halesowen to Bordesley Junction, also No. 8 Bank.

Assisted by engine for No. 14 Bank.

Exchange traffic.

Van to be sent to Halesowen daily on No. 8 Bank (1.10 p.m. ex Stourbridge).

No. 18.—KINGSWINFORD BRANCH SERVICES

	arr.	dep.
	a.m.	a.m.
Engine House	—	9:10
Kingswinford Junction	9:15	9 30
Pensnett	9 40	11 10
Baggeridge Junction	11 20	11 55
Pensnett	noon	p.m.
Kingswinford Junction	12 0	1 2
Pensnett	1 15	2 0
Baggeridge Junction	2 10	2 20
Pensnett	2 25	3 5
Kingswinford Junction	3 10	4 33
Kingswinford Junction	4 45	4:50

Dress the Cattle Dock Road, and then take Branch traffic. Shunt various Sidings as required. Detach traffic for various Sidings.

Clear traffic.

Take Branch traffic. Detach traffic. Clear outwards traffic. Clear outwards traffic. To Shed.

OXLEY SIDINGS BANK TRAINS

The Engine of each Bank Train bearing a Number will carry a Target corresponding with the Number allocated to it in this book.

No. 31.—BANK TRAIN

	arr.	dep.		arr.	SX	dep.		arr.	SX	dep.
	a.m.	a.m.		p.m.		p.m.		p.m.		p.m.
Oxley Sidings	—	9 45	Blowers Green Sidings... ..	11 57		12 15		11 57		12 15
Wolverhampton (L.L.)	9 58	10 25	Windmill End Junction	12 23		12 25		12 23		12 25
Priestfield	10 4	11 0	Netherton Basin	12 30		12 40		12 30		7 45
Bilston West	10 35	—	Windmill End Junction	12 50		7 53		7 53		7 55
Princes End	D	11 50	Blowers Green	12 56		8 2		8 2		8 15
Dudley	11 22	—	Dudley	1 1		8 23		8 23		—

On Saturdays engine returns light to Shed from Dudley 1:15 p.m.

To be assisted if required at 12.15 p.m. ex Blowers Green by Netherton No. 1 engine.

No. 33.—BANK TRAIN

	arr.	dep.		arr.	SX	dep.		arr.	SX	dep.
	a.m.	a.m.		a.m.		a.m.		p.m.		p.m.
Oxley Sidings	—	3:55	Great Bridge South	—		10 45		—		12 40
Priestfield	4:10	5 0	Swan Village Basin	10 55		11 24		—		—
Wednesbury Central	5 13 W	5 58	Swan Village Junction	11 29		11 31		12 50		12 52
Swan Village New Depot	6 3	8 45	Swan Village New Depot	11 36		7 17 A		12 57		1 50
Swan Village Junction	8 50	8 52	Wednesbury Central	7 27 A		8 0 A		1 55		2 40
Great Bridge South	9 2	—	Bilston Central	8 10 A		8 40 A		2 48		3:23
			Stow Heath	8 50 A		9:50 A		3 50		5:12
			Wolverhampton	10* 0 A		10:18 A		5 19		5:45
			Oxley Sidings	10 30 A		—		5 55		—

Not to convey traffic for West Bromwich. Load to be restricted to traffic for Swan Village and Great Bridge South and general goods for Wednesbury Central.

A—Worked by Engine of 5.45 p.m. (SX) Great Bridge South to Swan Village New Depot.

!—Oxley Sidings depart 4:10 a.m. MO, Priestfield arrive 4:16 a.m.

Oxley Sidings Bank Trains—continued

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No. 36.—BANK TRAIN

	arr. a.m.	dep. a.m.		arr. a.m.	dep. a.m.
Oxley Sidings ...	...	6 40	Wednesbury Central...	10 35	11 10
Wolverhampton (L.L.) ...	6*51	6*52			p.m.
Priestfield ...	7 15	7 48	West Bromwich ...	11 25	12 11
Bilston Central ...	7 56	8 6			
Wednesbury Central ...	8 16	8 56	Queen's Head ...	12 20	—
Swan Village ...	9 6	10 30			

*—Extended to Hockley when required.

LOCAL SERVICES AND EXCHANGE TRIPS

No. 26.—OXLEY SIDINGS—GAS SIDINGS TRIP

	arr. a.m.	dep. a.m.
Oxley Sidings ...	—	9 30
Dunstable Park ...	9 35	10 12
Oxley Sidings ...	10 15	—

Worked by engine off 4.50 a.m. (MX), 5.0 a.m. (MO) Pilot Trip Oxley Sidings to Victoria Basin.

No. 20.—VICTORIA BASIN AND OXLEY SIDINGS TRANSFER TRIPS, ETC.

	MX					A	E		B		Suns.
Victoria Basin ... dep.	a.m. 4 5	a.m. 8 45	a.m. 11 5	...	p.m. 3 25	p.m. 5 20	p.m. 7 10	p.m. 7 45	p.m. 8 10	p.m. 9 40	...
Oxley Sidings ... arr.	4 15	8 15	11 15	...	3 35	5 40	7 20	7 52	8 20	9 45	...

	MX D	MX C	E	MX							D
Oxley Sidings ... dep.	a.m. 12 40	a.m. 1 32	a.m. 4 50*	a.m. 5 30	a.m. 9 10	a.m. 11 30	p.m. 2 15	—	p.m. 4 15	p.m. 8 50	a.m. 12 40
Victoria Basin ... arr.	12 50	1 42	5 0*	5 40	9 20	11 40	2 25	—	4 25	9 0	12 50

A—Through train to Basingstoke. Train is drawn to Oxley Sidings Down Loop by Victoria Basin Steam shunting engine, train engine attached in rear (Vacuum uncoupled). B—Through train to Cardiff. C—11.20 p.m. Welshpool Empty Vans. D—Empty Vans. E—Through Train to Crewe. *—To leave Oxley Sidings 5.0 a.m. (MO), Victoria Basin arrive 5.10 a.m. †—Stafford Road Junction.

Transfer trips carry following Headcode:—By Day—One round disc on centre of buffer. By Night—Two white lights, one on centre of chimney and one on right-hand of buffer.

Victoria Basin Shunting Engine and Shunter works the following trips:—

11.5 a.m., 8.10 p.m., 10.30 p.m. ex Victoria Basin and 11.30 a.m., 8.50 p.m. and 10.55 p.m. trips ex Oxley Sidings. Engines off 4.50 a.m. and 5.30 a.m. (MX) Oxley Sidings to Victoria Basin to be available to Bank Trains as required. Engine off 5.20 p.m. Victoria Basin to Oxley Sidings to cross traffic from down to up side Oxley.

Goods Department, Victoria Basin, to advise loading and departure times of trips to the Control Office, who must arrange prompt acceptance into Oxley Sidings.

No. 27.—VICTORIA BASIN—STORES AND LOCAL TRIP

	arr. a.m.	SX dep. a.m.
Victoria Basin ...	—	10 0
Stafford Road Factory ...	10 4	10 15
Stafford Road Junction ...	10 17	10 25
Butler's Sidings ...	10 35	11 30
		p.m.
Old Shops ...	11 35	12 20
		p.m.
Stores ...	12 30	1 30
Butler's Siding ...		
Low Level ...		
Signal Department ...	1 40	4 12
P.W. Shops ...		
Butler's Siding ...		
Oxley Sidings ...	4 22	—

Formation:—
SX

Engine
Stafford Road Factory
Stores
Old Shops
P.W. Shops
Signal Department
Carriage Sidings (L.L.)
Butler's Siding

No. 22.—BORDESLEY JUNCTION—TRAFFIC FOR B.S.A. SIDING, SMALL HEATH

Bordesley Junction	...	...	...	...	arr. p.m.	dep. p.m.	arr. p.m.	dep. p.m.				
Small Heath B.S.A.	...	...	...	...	12 25	12 20	6|| 5	6|| 0				
					arr. p.m.	dep. p.m.	arr. p.m.	dep. p.m.	arr. p.m.	dep. p.m.		
Small Heath B.S.A.	...	...	...	...	—	12 50	—	1 10	—	—	6 25	—
Bordesley Junction	...	...	...	...	12 55	—	1 15	—	6 35	—		

CLEARANCE OF HANDSWORTH TRAFFIC TO QUEEN'S HEAD FOR THE NIGHT EXPRESS FREIGHT TRAINS

The Handsworth Shunting Engine leaves Handsworth Goods Yard for Queen's Head at 7.40 p.m.

No. 28.—OLDBURY AND LANGLEY GREEN AND CHEMICAL SIDINGS TRIPS

			Q			SX	SX			Q		SX	SX
			a.m.	a.m.	p.m.	p.m.	p.m.			p.m.	a.m.	p.m.	p.m.
Oldbury and Langley	...	...	6 40	8 45	2 0	4 45		Chemical Sidings	...	7 0	11 30	3 10	5 0
Green	...	...	6 45	8 50	2 5	4 50		Oldbury and Langley	...	7 5	11 35	3 15	5 5
Chemical Sidings	...	...						Green	...				

Conveys traffic to and from Messrs. Albright & Wilson and Messrs. Chance & Hunt's Sidings. Worked by Oldbury and Langley Green No. 1. Shunting Engine.

ASTROP LOOP TARGET ENGINE

A Target Engine is provided from 8.0 a.m. to 10.0 p.m., Mondays to Saturdays, at Banbury South to release engines of Banbury Junction Down terminating trains.

THROUGH FREIGHT TRAINS L.M.R. TO W.R. VIA DUDLEY

Train No.	Time	From	To	Due Dudley
WEEKDAYS				
INWARDS				
372	10.45 p.m. SX...	Norton Junction	Stourbridge Junction (C)	12. 5 a.m. MX
280	1. 5 a.m. MX	Great Bridge	Dudley	1.20 a.m. MX
196	11.40 p.m.	Essington Wood Sidings	Dudley	2.16 a.m. MX
280	2.20 a.m. MX	Great Bridge	Dudley	2.35 a.m. MX
238	12.25 a.m. MX	Hednesford	Dudley	3. 0 a.m. MX
128	1. 0 a.m. MX	Curzon Street	Dudley	3.25 a.m. MX
—	3.17 a.m. MX	Great Bridge	Hartlebury (A)	3.32 a.m. MX
224	3.17 a.m. MX (LE)	Great Bridge	Dudley (Banks A)	3.32 a.m. MX
224	11.30 p.m. SX...	Wichnor	Dudley†	3.50 a.m. MX
280	3.50 a.m. MX	Great Bridge	Dudley	4. 5 a.m. MX
366	2.55 a.m. MSX	Essington Wood Sidings	Hartlebury (H)	pass 4. 9 a.m. MSX
196	3.54 a.m. MSX (LE)	Great Bridge	Dudley (Banks H)	4. 9 a.m. MSX
226	5.14 a.m. MX	Great Bridge	Stourbridge Junction (K)	5.28 a.m. MX
196	5.14 a.m. MX (LE)	Great Bridge	Dudley (Banks K)	5.28 a.m. MX
300	5.10 a.m. MX	Bescot Old Yard	Dudley	6.10 a.m. MX
247	9.55 a.m.	Bescot Old Yard	Dudley	10.43 a.m.
300	10.35 a.m.	Dudley Port	Dudley	10.48 a.m.
364	8.50 a.m. SX	Hednesford	Hartlebury (D)	pass 11.55 a.m. SX
247	11.40 a.m. SX (LE)	Great Bridge	Dudley (Banks D)	11.55 a.m. SX
257	10.15 a.m. SX	Wichnor	Dudley	1.23 p.m. SX
247	1.20 p.m. SX	Great Bridge	Dudley	1. 52 p.m.

†—Extended to Round Oak, if required.

Local Services and Exchange Trips—continued

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Through Freight Trains L.M.R. to W.R. via Dudley—continued

Train No.	Time	From	To	Due Dudley
WEEKDAYS—continued				
336	11.20 a.m.	Wichnor Sidings	Dudley	2.55 p.m.
299	2.54 p.m.	Bescot Old Yard	Round Oak	pass 3.55 p.m.
255	5.30 a.m. SX	Barnetby...	Dudley	5.35 p.m. SX
255	2.15 p.m. SO	Wichnor...	Dudley	5.35 p.m. SO
—	6.41 p.m.	Great Bridge	Hartlebury (F)	6.55 p.m.
238	6.41 p.m. (LE)	Great Bridge	Dudley (Banks F)	6.55 p.m.
220	5.20 p.m. SO	Hednesford	Dudley	8.35 p.m. SO
280	8. 5 p.m.	Bescot Old Yard	Dudley	9.40 p.m.
270	7.45 p.m. SX	Anglesea Sidings	Dudley	10.30 p.m. SX
280	10.45 p.m.	Great Bridge	Dudley	11. 0 p.m.
280	11.50 p.m. (LE)	Great Bridge	Dudley (Banks C)	12. 5 a.m. MX
SUNDAYS				
372	10.45 p.m. SO	Norton Junction	Stourbridge Junction (G)	12.5 a.m. Suspended
270	11.40 p.m. SO	Norton Junction	Dudley	1. 0 a.m.
280	11.50 p.m. SO	Great Bridge	Dudley	12. 3 a.m.
337	1.45 a.m.	Wichnor Sidings	Dudley	4.33 a.m.
WEEKDAYS				
280	12.20 a.m. MX (LE)	Dudley	Great Bridge	12.20 a.m. MX
—	7.43 p.m. SX	Bristol	Bescot	1.16 a.m. MX
280	1.35 a.m. MX (EBV)	Dudley	Great Bridge	1.35 a.m. MX
280	2.45 a.m. MX (LE)	Dudley	Coneygree Siding	2.45 a.m. MX
—	2.50 a.m. MSX (LE)	Dudley	Great Bridge	2.50 a.m. MSX
—	2.55 a.m. MX	Dudley	Great Bridge	2.55 a.m. MX
226	3.40 a.m. MX (LE)	Dudley	Great Bridge	3.40 a.m. MX
—	11.59 p.m. SX	Gloucester	Bescot	3.40 a.m. MX
372	3.15 a.m. MX	Stourbridge Junction	Bescot	3.52 a.m. MX
224	4.10 a.m. MX (LE)	Dudley	Bescot Shed	4.10 a.m. MX
238	4.20 a.m. MX (EBV)	Dudley	Great Bridge	4.20 a.m. MX
196	4.35 a.m. MX (LE)	Dudley	Great Bridge	4.35 a.m. MX
128	5. 7 a.m. MX	Dudley	Bescot	5. 7 a.m. MX
196	5.32 a.m. MX (LE)	Dudley	Bescot	5.32 a.m. MX
366	7. 5 a.m. MSX (LE)	Hartlebury	Bescot Shed	8. 0 a.m. MSX
300	9.10 a.m.	Dudley	Dudley Port	9.10 a.m.
226	9.40 a.m. MX	Round Oak	Bescot	10.20 a.m. MX
300	11. 5 a.m. (EBV)	Dudley	Bescot Top Yard	11. 5 a.m.
247	11.15 a.m. (EBV)	Dudley	Great Bridge	11.15 a.m.
247	12.21 p.m. (LE)	Dudley	Great Bridge	12.21 p.m.
257	2.21 p.m.	Dudley (No. 236 SO)	Bescot New Yard	2.21 p.m.
364	2.14 p.m. SX	Kidderminster	Bescot New Yard	3.16 p.m. SX
336	3.10 p.m. (LE)	Dudley	Bescot Shed	3.10 p.m.
247	3.25 p.m. SX	Dudley	Bescot	3.25 p.m. SX
255	5.50 p.m. SO (LE)	Dudley	Bescot	5.50 p.m. SO
—	5.42 p.m. (LE)	Dudley	Great Bridge	5.42 p.m.
299	6.21 p.m. SO	Dudley	Bescot	6.21 p.m. SO
299	6.30 p.m. SX	Dudley	Bescot	6.30 p.m. SX
255	7.25 p.m. SX	Dudley	Bescot	7.25 p.m. SX
220	9. 3 p.m. SO (LE)	Dudley	Bescot	9. 3 p.m. SO
(Note: Is Class "F" when required.)				
238	8.21 p.m. SO	Dudley	Bescot Top Yard	8.21 p.m. SO
238	8.21 p.m. SX	Dudley	Walsall (Bridgman Place)	8.21 p.m. SX
280	10. 5 p.m. SX (EBV)	Dudley	Great Bridge	10. 5 p.m. SX
280	11.15 p.m. (EBV)	Dudley	Bescot	11.15 p.m.
270	11.20 p.m. SX	Dudley	Coneygree Siding and Dudley Port H.L.	11.20 p.m. SX
SUNDAYS				
280	12.20 a.m. (LE)	Dudley	Bescot Shed	12.20 a.m.
—	7.43 p.m. SO	Bristol	Bescot	1.16 a.m.
270	1.35 a.m.	Dudley	Bescot	1.35 a.m.
372	3. 5 a.m.	Stourbridge Junction	Bescot	3.42 a.m. Suspended
337	5. 0 a.m. (LE)	Dudley	Bescot	5.0 a.m. Suspended

Local Services and Exchange Trips—continued

BORDESLEY JUNCTION—EXCHANGE OF TRAFFIC WITH
LONDON MIDLAND REGION

The L.M.R. trains have been timed into and out of Bordesley Junction as follows, and every effort must be made to ensure the trains working to the booked times:—

‡—Duddeston Rd. Jn.

WEEKDAYS No. of Trip Engine ...	MX 26	MX 22		MX 23	MX 26	MO 23	SX 24		22	MX 23	MO 23	26	SX 24
Washwood Heath ... dep.	a.m. 12 35	a.m. 2 0	...	a.m. 3 35	a.m. 4 35	a.m. 6 5‡	a.m. 6 10	...	a.m. 7 20	a.m. 8 20	a.m. 9 15	a.m. 10 20	a.m. 11 3
Bordesley Junction ... arr.	1 20	2 38	...	4 10	5 20	6 28	6 41	...	7 53	8 52	10 0	11 4	11 45
WEEKDAYS No. of Trip Engine ...	22		23	26	SX 24	EBV† 27	22	25	23	26	22		23
Washwood Heath ... dep.	p.m. 12 35	...	p.m. 2 5	p.m. 2 55	p.m. 4 15	p.m. 4 32A	p.m. 5 5	p.m. 6 15	p.m. 7 10	p.m. 8 15	p.m. 9 47	...	p.m. 11 40
Bordesley Junction ... arr.	1 0	...	2 48	3 42	4 57	4 45	5 48	6 50	7 43	8 50	10 33	...	12 18 a.m.
SUNDAYS No. of Trip Engine ...				22				23					
Washwood Heath ... dep.	...	...	...	a.m. 1 44	...	...	...	a.m. 3 25	...	...	...	...	...
Bordesley Junction ... arr.	...	...	...	2 18	...	...	...	3 58	...	...	...	...	...
WEEKDAYS No. of Trip Engine ...		MX 23	MX 26	MX 22		MX 23	MX 26	MO 23	SX 24		22	23	26
Bordesley Junction dep. to L.M.R. Line ...	...	a.m. 1 38	a.m. 2 23	a.m. 3 9	...	a.m. 5 51	a.m. 7 9	a.m. 7 46	a.m. 8 20	...	a.m. 10 20B	a.m. 11 14	p.m. 12 12
WEEKDAYS No. of Trip Engine ...	SX 24	22		23		26	27	SX 24	22		23	26	22
Bordesley Junction dep. to L.M.R. Line ...	p.m. 1 5	p.m. 2 0	...	p.m. 4 19	...	p.m. 5 25	p.m. 6 0B	p.m. 6 15	p.m. 7 13		p.m. 9 22 SX 9 30 SO	p.m. 10 0	p.m. 11 49
SUNDAYS No. of Trip Engine ...		23		22			23						
Bordesley Junction dep. to L.M.R. Line ...	...	a.m. 1 38	...	a.m. 3 9	...	...	a.m. 4 45	...	...	...	...	...	...

A—Ex Saltley M.P.D.

B—To Lawley Street

Local Services and Exchange Trips—continued

EXCHANGE OF TRAFFIC AT BANBURY JUNCTION

FROM L.M. REGION

Trains are booked as under:—

Train	Train No.	Head Code	Banbury Junction arrive
WEEKDAYS.			
12.55 a.m. MSX (1.5 a.m. SO) ex Woodford ...	—	J	a.m.
8.20 p.m. ex York ...	—	C	1 30 MSX , 1.40 SO
3.24 a.m. MWFO (3.35 a.m. TThO) Woodford to Stoke Gifford ...	—	H	2 35 MSX , 5.0 SO
4.25 a.m. ex Woodford MX ...	—	F	4 15 SX
4.40 a.m. SX (4.45 a.m. SO) ex Woodford ...	—	J	4 48 MX
6.40 a.m. Woodford ...	—	J	5 15 SX , 5.20 SO
8.0 a.m. SX (8.10 a.m. SO) ex Woodford ...	—	J	7 15
8.40 a.m. Woodford to Stoke Gifford SX ...	—	F	8 35 SX , 8.45 SO
10.12 a.m. ex Woodford ...	—	J	9 5 SX
10.45 a.m. ex Woodford SX ...	—	J	10 47
5.30 a.m. Dringhouses ...	—	F	11 20 SX
5.55 a.m. ex Dringhouses ...	—	C	p.m.
3.50 a.m. ex York MX ...	—	C	12 26
1.35 p.m. ex Woodford ...	—	J	12 35
3.5 p.m. ex Woodford SX ...	—	J	1. 2 MX
5.15 p.m. ex Woodford ...	—	J	2 9
6.15 p.m. ex Woodford SX ...	—	J	3 40 SX
8.40 p.m. ex Woodford ...	—	J	5 50
7.5 p.m. ex Mansfield SX ...	—	D	6 50 SX
			9 15
			11 40 SX
SUNDAYS.			
12.40 a.m. ex Woodford ...	—	J	a.m.
8.20 p.m. ex York (Sats.) ...	—	C	1 15
4.40 a.m. ex Woodford ...	—	J	2 2
			5 15
			p.m.
			5 53
3.30 p.m. E.B.V. ex Annesley ...	—	G	

TO WOODFORD—L.M. REGION

Trains are booked as under:—

Train	Banbury Jn. depart	Train No.	Head Code	Balance
WEEKDAYS.				
Pilot ...	a.m.	—	F	7.5 p.m. ex Mansfield.
Pilot ...	12 40 MX	—	J	12.55 a.m. MX , 1.5 a.m. SO ex Woodford.
1.20 a.m. MX Oxford (Hinksey) to Woodford ...	{ 2 46 MX 3 2 SO }	—	F	4.25 a.m. MX Woodford to Banbury.
Pilot ...	6 25	—	J	4.40 a.m. SX , 4.45 a.m. SO ex Woodford.
Pilot ...	8 30	—	J	6.40 a.m. ex Woodford.
7.25 a.m. Didcot to Woodford MSX ...	9 17 MSX	—	F	—
Pilot ...	9 35	—	J	8.0 a.m. SX , 8.10 a.m. SO ex Woodford.
8.5 a.m. Didcot to Woodford MO ...	10 29 MO	—	F	—
Pilot ...	11 55	—	J	10.12 a.m. ex Woodford.
Pilot ...	p.m.	—	J	10.45 a.m. SX ex Woodford.
5.55 a.m. SX Stoke Gifford to Woodford ...	{ 12 13 SX 12 52 FSX 1 28 FO }	—	F	8.40 a.m. Woodford to Stoke Gifford SX .
Pilot ...	1 35	—	J	—
Pilot ...	3 25	—	J	1.35 p.m. ex Woodford.
Pilot ...	5 12 SX	—	J	3.5 p.m. SX ex Woodford.
Pilot ...	6 35	—	J	5.15 p.m. ex Woodford.
Pilot ...	8 5 SX	—	J	6.15 p.m. SX ex Woodford.
Fish Empties ...	8 55	—	C	—
Pilot ...	10 30	—	F	8.40 p.m. ex Woodford.
SUNDAYS.				
Pilot ...	a.m.	—	J	12.40 a.m. ex Woodford.
Pilot ...	2 25	—	J	4.40 a.m. ex Woodford.
6.55 p.m. Banbury to York ...	p.m. 6 55	—	C	3.40 p.m. E.B.V. ex Annesley.

LIST OF SIGNAL BOXES

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

BLETCHINGTON TO OXLEY SIDINGS									
M	C	Bletchington Cement Sidings	10.40 a.m.	10.40 a.m.	2.50 p.m.	T	—	—	Yes
—	38	Bletchington ...	6. 0 a.m.	—	—	—	—	5.50 a.m.	A Yes
4	13	Heyford	—	Continuously	—	—	—	—	Yes
2	76	Fritwell and Somerton	7.30 a.m.	7.30 a.m.	11.10 p.m.	A	—	—	Yes
2	11	Aynho Station	5.30 a.m.	—	—	—	—	5.50 a.m.	A Yes
—	54½	Aynho Junction	—	Continuously	—	—	—	—	Yes
1	40	King's Sutton Junction	10. 0 a.m.	10. 0 a.m.	5.50 p.m.	A M	W	—	Yes
1	39½	Astrop Siding...	5. 0 a.m.	—	—	—	—	5.50 a.m.	A Yes
1	79½	Banbury General	—	Continuously	—	—	—	—	No
—	24½	South ...	—	Continuously	—	—	—	—	Yes
1	4½	North ...	—	Continuously	—	—	—	—	Yes
—	40½	Junction ...	—	Continuously	—	—	—	—	Yes
1	79½	Ironstone Branch	6. 0 a.m.	—	—	—	—	5.50 a.m.	A Yes
2	31½	Cropredy ...	6. 0 a.m.	—	—	—	—	5.50 a.m.	A Yes
2	52	Claydon Crossing	—	Continuously	—	—	—	—	Yes
—	—	Fenny Compton	6. 0 a.m.	—	—	—	—	5.50 a.m.	A Yes
4	16	Knightcote I.B. Signals P	—	—	—	—	—	—	—
2	22½	Souham Road and Harbury	7. 0 a.m.	7. 0 a.m.	11. 0 p.m.	W	—	—	Yes
3	29½	Greaves Siding ...	—	Continuously	—	—	—	—	Yes
—	25	Station ...	5. 0 a.m.	—	—	—	—	10.50 p.m.	Yes
—	26	Fosse Road ...	—	Continuously	—	—	—	—	No
1	5½	Leamington Spa General	—	As required (Week days only)	—	—	—	—	Yes
—	52	South Junction ...	5. 0 a.m.	—	—	—	—	5.50 a.m.	Yes
—	68½	South ...	—	As required	—	—	—	—	Yes
1	8½	North ...	6. 0 a.m.	—	—	—	6.30 p.m.	5.50 a.m.	Yes
2	14	Budbrook ...	—	Continuously	—	—	—	9.15 p.m.	Yes
—	35	Hatton South...	7. 0 a.m.	5.30 a.m.	10.50 p.m.	W	—	—	Yes
3	67½	North Junction...	—	—	—	—	—	—	Yes
2	32	Rowington I.B. Signals Q	5. 0 a.m.	—	—	—	—	10.30 p.m.	B Yes
1	54½	Lapworth Station ...	6.45 a.m.	6.45 a.m.	11. 0 p.m.	—	—	—	Yes
—	37½	Knowle and Dorridge	—	Continuously	—	—	—	—	No
—	22½	Station ...	4.45 a.m.	Open only as required	—	—	—	5.50 a.m.	Yes
2	58½	Bentley Heath Crossing	6. 0 a.m.	6. 0 a.m.	9.50 p.m.	W	—	—	Yes
—	73½	Widney Manor ...	—	Continuously	—	—	—	—	No
—	26½	Solihull ...	7. 0 a.m.	7. 0 a.m.	10.50 p.m.	C	—	—	Yes
—	34½	Olton I.B. Signals R...	—	Continuously	—	—	—	—	No
—	38½	Acoccks Green ...	—	Continuously	—	—	—	—	No
—	48½	Tyseley	—	Continuously	—	—	—	—	No
—	41	Small Heath South	5. 0 a.m.	—	—	—	—	9.50 p.m.	Yes
—	35	Bordesley Junction	—	Continuously	—	—	—	—	No
—	42½	Small Heath North	—	Continuously	—	—	—	—	Yes
—	22½	Bordesley South	—	Continuously	—	—	—	—	No
—	40½	Bordesley North	—	Continuously	—	—	—	—	Yes
—	32½	Birmingham (Moor Street)...	5. 0 a.m.	—	—	—	—	—	Yes
—	44	Birmingham (Snow Hill)	5. 0 a.m.	—	—	—	—	—	No
—	38½	South ...	—	Continuously	—	—	—	—	No
—	33½	North ...	—	Continuously	—	—	—	—	No
—	66	Hockley South	—	Continuously	—	—	—	—	No
—	—	North ...	5. 0 a.m.	—	—	—	—	7.50 a.m.	Yes
—	—	Soho and Winslow Green	5. 0 a.m.	—	—	—	—	9.50 p.m.	Yes
—	—	Handsworth and Smethwick	—	—	—	—	—	—	Yes
—	—	Queen's Head ...	6. 0 a.m.	—	—	—	—	5.50 a.m.	A Yes
—	—	Station ...	6. 0 a.m.	—	—	—	—	5.50 a.m.	Yes
—	—	Junction ...	—	Continuously	—	—	—	—	No

NOTES

A—Or later on Control instructions. B—Or until 8.10 p.m. ex Paddington has cleared Bentley Heath Crossing. C—Or until 10.40 p.m. Freight Tyseley to Bordesley Junction has left the Goods Yard. D—Until number 33 Bank train or last freight service doing work has cleared. E—Closed on Saturdays at 6.35 p.m. F—Or until last train has cleared. G—Down Passenger trains stopping at Hockley to run over Down Relief Lines between Hockley South and Soho & Winslow Green, and Up and Down Goods trains, having traffic off at Hockley to be dealt with at the South End. H—During the time the Box is switched out Up Distant signal to be left at Caution. J—After clearance of last booked local branch freight train. L—Open as required by Hockley Goods, and ordered by Control. M—Tuesdays and Wednesdays 10.0 a.m. to 12.0 noon, 2.0 p.m. to 5.50 p.m., or later as required. N—Or until last Great Bridge Branch train has cleared. P—Knightcote I.B.S. Signals. Down I.B.S. Home Signal 21m. 21c. from Fenny Compton. 1m. 75c. from Greaves Siding. Up I.B.S. Home Signal 1m. 55c. from Greaves Siding, 2m. 41c. from Fenny Compton. Q—Rowington I.B.S. Signals: Down I.B.S. Home Signal 2m. 34½c. from Hatton North, 1m. 32½c. from Lapworth. Up I.B.S. Home Signal 2m. 26½c. from Lapworth, 1m. 41½c. from Hatton North. R—Olton I.B.S. Signals: Down I.B.S. Home Signal 1m. 75c. from Solihull, 63½c. from Acoccks Green. Up I.B.S. Home Signal, Main Line 74½c. from Acoccks Green, 1m. 63½c. from Solihull. Relief Line, 77½c. from Acoccks Green, 1m. 61c. from Solihull. T—Or after departure of 1.15 p.m. Banbury-Oxford (Hinksey). W—Open at week-ends as necessary. SO—Saturdays only. SX—Saturdays excepted.

List of Signal Boxes—continued

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Distance Box to Box	NAME OF BOX	TIMES DURING WHICH BOXES ARE OPEN					Whether provided with Switch		
		Weekdays		Sundays					
		Opened at		Closed at	Opened at	Closed at			
		Monday	Other Days						
BLETCHINGTON TO OXLEY SIDINGS—continued									
M 1	38½	West Bromwich	5. 0 a.m.	—	—	—	5.50 a.m.	Yes	
—	75	Swan Village Junction South	5.30 a.m.	5.30 a.m.	11.15 p.m.	N 11.40 a.m.	8.30 p.m.	N Yes	
—	16	North	—	Continuously	—	—	—	No	
—	14	West	6.45 a.m.	6.45 a.m.	11.15 p.m.	F 11.40 a.m.	8.20 p.m.	F No	
—	28	Basin	10.30 a.m.	10.30 a.m.	6.20 p.m.	DSX	—	Yes	
—	65	Great Bridge South	8.45 a.m.	8.45 a.m.	2.20 p.m.	DSO	—	Yes	
—	46	Wednesbury Central South	—	—	6. 0 p.m.	SX	—	Yes	
—	35	North	5. 0 a.m.	—	12.45 p.m.	SO	—	Yes	
—	64	Bilston Central	5. 0 a.m.	—	—	—	9.30 p.m.	7.50 a.m.	Yes
—	16	Priestfield Junction	—	Continuously	—	—	5.50 a.m.	5.50 a.m.	Yes
—	35½	Stow Heath	5. 0 a.m.	—	—	—	9.15 a.m.	11.30 a.m.	No
—	0½	Wolverhampton South	—	Continuously	—	—	—	5.50 a.m.	Yes
—	16½	North	—	Continuously	—	—	—	—	No
—	34½	Cannock Road Junction	—	Continuously	—	—	—	—	Yes
—	36	Dunstall Park... ..	5.40 a.m.	5.40 a.m.	12.50 p.m.	—	—	—	Yes
—	18	Oxley Sidings	—	Thurs.	Thurs.	—	—	—	—
—	13½	Stafford Road Junction	5. 0 a.m.	—	—	—	—	7.50 a.m.	Yes
—	25	Oxley South	—	Continuously	—	—	—	—	Yes
—	61½	Oxley Middle... ..	—	—	—	8. 0 p.m.	1.50 p.m.	—	Yes
—	52	Oxley Branch Junction	6. 0 a.m.	—	—	—	5.50 a.m.	A 5.50 a.m.	No
—	44	Oxley North Junction	6. 0 a.m.	—	—	—	5.50 a.m.	—	Yes
—	44	Victoria Basin	5. 0 a.m.	—	—	—	5.50 a.m.	—	No

BANBURY (MERTON STREET) STATION

9	34½	Banbury Station B ...	5.35 a.m.	5.35 a.m.	C 7.35 p.m.	C	—	—	No
---	-----	-----------------------	-----------	-----------	-------------	---	---	---	----

LEAMINGTON SPA (MILVERTON) AND LEAMINGTON SPA (AVENUE)

3	74½	Leamington Spa Avenue—	—	Open as	required	—	—	—	Yes
—	57½	G.W. Junction D ...	—	—	—	9.15 a.m.	5.50 a.m.	H	Yes
—	70½	Leamington Spa (Milverton)—	6. 0 a.m.	—	9.50 p.m.	—	—	—	Yes
—	70½	Warwick Milverton ...	—	—	—	—	—	—	Yes

FENNY COMPTON AND BROOM JUNCTION

6	69	Fenny Compton Station E ...	6. 0 a.m.	—	—	—	5.50 a.m.	A	No
3	47½	Kinecon—	—	—	—	—	—	—	Yes
2	59	Burton Dassett ...	7.50 a.m.	7.50 a.m.	1.45 p.m.	—	—	—	No
3	79	Station ...	7.30 a.m.	7.30 a.m.	2.30 p.m.	F	—	—	Yes
—	—	—	7.45 p.m.	7.45 p.m.	5.30 a.m.	F	5.30 a.m.	F	Yes
—	—	—	8.30 a.m.	8.30 a.m.	9.40 a.m.	—	—	—	Yes
—	—	—	and as required on Weekdays	—	—	—	—	—	Yes
4	36½	Stratford-upon-Avon O.T.—	7.30 a.m.	7.30 a.m.	2.40 p.m.	F	—	—	No
—	58½	Clifford Sidings ...	7.45 p.m.	7.45 p.m.	5.10 a.m.	F	5.10 a.m.	F	No
—	58½	Station ...	5.45 a.m.	—	—	—	4.30 a.m.	F	No

A—Or later on Control instructions. B—Distance from Brackley Station Signal Box. C—Opened Thursdays and Saturdays 5.50 a.m., closed Thursdays 8.10 p.m., Saturdays 10.55 p.m. D—Distance from Marton Junction Signal Box. E—Distance from Byfield Station Signal Box. F—Or until last train has cleared. H—Or earlier on Control instructions.

HALL GREEN AND LEAMINGTON SPA TO STRATFORD-UPON-AVON, S. and M. JUNCTION

1	22	Hall Green ...	5.30 a.m.	5.30 a.m.	9.20 p.m.	W	—	—	Yes
2	44	Shirley ...	5.15 a.m.	—	—	W	1.15 a.m.	—	Yes
3	79	Earlswood Lakes ...	—	Continuously	—	—	—	—	Yes
2	52½	Danzey (for Tanworth) ...	5.15 a.m.	5.15 a.m.	11.15 p.m.	—	—	—	Yes
2	75½	Henley-in-Arden ...	5. 0 a.m.	—	—	—	5.50 a.m.	—	Yes
—	—	—	—	—	—	10.30 a.m.	1.15 p.m.	—	Yes
—	—	Hatton West Junction§ ...	As required for traffic purposes	As required for traffic purposes	As required for traffic purposes	—	—	—	Yes
4	55½	Bearley East Junction ...	6.30 a.m.	6.30 a.m.	9. 0 p.m.	—	—	—	Yes
3	63½	North Junction ...	6.30 a.m.	6.30 a.m.	4.20 p.m.	—	—	—	Yes
—	44½	West Junction ...	—	As required	—	—	—	—	Yes
—	1	Wilmore ...	6. 0 a.m.	Continuously	—	—	5.50 a.m.	A	Yes
2	51	Stratford-upon-Avon East ...	—	Continuously	—	—	—	—	Yes
—	17	West ...	6.15 a.m.	5. 0 a.m.	10.45 p.m.	8. 0 a.m.	11.15 p.m.	—	Yes
—	27	Evesham Road Crossing ...	—	Continuously	—	—	—	—	No
—	9	L.M.R. Junction ...	—	As required for traffic purposes	—	—	—	—	Yes

†—Distance between Bearley East and Bearley West, 33½ c.
‡—Distance between Henley-in-Arden and Bearley North Junction. Distance between Bearley East and Bearley North Junction 39½ c.
§—Distance between Hatton West Junction and Hatton North Junction 32 c.

Distance Box to Box	NAME OF BOX	TIMES DURING WHICH BOXES ARE OPEN				Whether provided with Switch		
		Weekdays		Sundays				
		Opened at		Closed at	Opened at		Closed at	
Mondays	Other Days							
OLDBURY & LANGLEY GREEN AND OLDBURY								
—	71½	Oldbury and Langley Green Middle	5.15 a.m.	—	8.55 p.m. F	W	5.50 a.m. F	Yes
—	—	Oldbury Goods	6.15 a.m.	6.15 a.m.	—	W	—	No
SMETHWICK JUNCTION TO STOURBRIDGE JUNCTION AND OLD HILL JUNCTION TO BLOWERS GREEN JUNCTION								
—	59½	Smethwick Junction	Closed until further notice				—	Yes
—	58½	Oldbury and Langley Green	5.30 a.m.	—	—	W	5.50 a.m. F	Yes
—	37½	East	5.15 a.m.	—	—	W	5.50 a.m. F	Yes
—	14½	Middle	—	Continuously	—	—	—	No
—	19½	West Crossing	—	—	—	8.30 p.m.	5.50 a.m. A	Yes
—	31	Rowley Regis	4.30 a.m.	—	—	W	5.50 a.m. A	Yes
—	64½	Old Hill Junction	5.45 a.m.	—	—	W	2.0 a.m. F	No
—	31½	Cox's Lane	6.0 a.m.	6.0 a.m.	9.50 p.m.	W	—	Yes
—	—	Windmill End Junction	Closed Mondays, Tuesdays and Wednesdays 9.45 a.m. to 11.0 a.m.				—	Yes
—	47	Blowers Green Junction	5.30 a.m.	—	—	—	5.50 a.m. A	Yes
—	34½	Cradley Heath and Cradley	—	Continuously	—	—	—	No
—	23½	East	5.0 a.m.	5.0 a.m.	9.0 p.m. H	W	—	Yes
—	76½	West	5.0 a.m.	—	—	—	5.50 a.m. A	Yes
—	52	Lye	—	—	—	—	—	Yes
—	17½	Stourbridge Junction	—	Continuously	—	—	—	Yes
—	29½	South	—	Continuously	—	—	—	No
—	33½	Middle	—	Continuously	—	—	—	Yes
—	—	North	—	Continuously	—	—	—	No
—	—	Engine Shed	—	Continuously	—	—	—	Yes
OLD HILL TO HALESOWEN								
—	34½	Old Hill Junction	4.30 a.m.	—	—	W	5.50 a.m. A	Yes
—	—	Halesowen	5.30 a.m.	5.30 a.m.	10.30 p.m.	W	—	No
STOURBRIDGE JUNCTION AND STOURBRIDGE TOWN								
—	—	Stourbridge Junction Middle	—	Continuously	—	—	—	Yes
KINGSWINFORD AND OXLEY SIDINGS								
—	67	Kingswinford Junction South	5.0 a.m.	—	—	—	5.50 a.m. A	Yes
—	70	Bromley Basin	10.30 a.m.	10.30 a.m.	3.0 p.m.	—	—	Yes
—	69	Pensnett	9.0 a.m.	9.0 a.m.	4.10 p.m. J	—	—	Yes
—	47	Baggeridge Junction	6.0 a.m.	—	—	—	5.50 a.m. A	No
—	14	Wombourne	6.0 a.m.	—	—	—	5.50 a.m. A	No
—	—	Oxley Sidings Branch Junction	6.0 a.m.	—	—	—	5.50 a.m. A	No
BRETTELL LANE TO BILSTON WEST								
—	75½	Brettell Lane	6.20 a.m.	6.20 a.m.	1.30 p.m.	—	—	Yes
—	28	Kingswinford Junction	4.50 p.m.	4.50 p.m.	7.45 p.m. E	—	—	Yes
—	37	South	5.0 a.m.	—	—	—	5.50 a.m. A	Yes
—	54	North	—	Closed until further notice	—	—	—	Yes
—	41½	Round Oak	—	Continuously	—	—	—	Yes
—	32	South	6.0 a.m.	—	—	—	4.0 a.m. A	Yes
—	24	North	6.0 a.m.	—	—	—	5.50 a.m. A	Yes
—	72	Blowers Green	5.30 a.m.	—	—	—	5.50 a.m. A	Yes
—	23½	Sidings	—	—	—	—	—	Yes
—	14½	Junction	—	—	—	—	—	Yes
—	9½	Dudley	—	—	—	—	—	Yes
—	—	South	6.0 a.m.	—	—	—	5.50 a.m.	Yes
—	29½	North	6.0 a.m.	—	—	—	8.20 p.m.	Yes
—	66	East	6.0 a.m.	—	—	W	5.50 a.m. A	Yes
—	—	Tipton Five Ways	Open as required on Weekdays only * Down Distant to be left at Caution.				6.0 a.m.	Yes
—	29½	Prince's End and Coseley	9.30 a.m.	9.30 a.m.	4.20 p.m.	—	—	Yes
—	66	Bilston West	6.0 a.m.	6.0 a.m.	9.30 p.m. F	—	—	Yes

TIME ALLOWANCES FOR FREIGHT TRAINS

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

OPERATION	TIME ALLOWANCE	
	D and Inferior Headcode	C Headcode
(a) Stopping on Main Lines	Mins. 2	Mins. 1
(b) Starting on Main Lines	3	2
(c) Entering Running Loops	3	2
(d) Starting from Running Loop or Refuge Sidings	3	2
(e) Starting from Yards	3	2

DOWN

Point-to-Point Allowances				
C Head Code	D Head Code	E Head Code	F Head Code	H, J & K Head Code
Mins.	Mins.	Mins.	Mins.	Mins.

UP

Point-to-Point Allowances				
C Head Code	D Head Code	E Head Code	F Head Code	H, J & K Head Code
Mins.	Mins.	Mins.	Mins.	Mins.

ARDLEY AND BLETCHINGTON TO WOLVERHAMPTON, DUDLEY AND STOURBRIDGE JUNCTION

Ardley	7	7	9	11	13	Great Bridge South	—	—	—	—	5†
Aynho Junction	7	7	9	11	13	Swan Village Basin	—	—	—	—	7B
OXFORD	9	12	14	16	23	West Bromwich	8B	9B	11B	4	4
Cement Sidings	—	—	—	—	—	Stourbridge Junction	—	—	—	—	—
Bletchington	—	—	—	—	10	Lye	—	—	—	—	3
Heyford	—	—	—	—	5	Cradley Heath and C.	4	4	5	5	3
Fritwell & Somerton	—	—	—	—	2	Dudley	—	—	—	—	—
Aynho	14	15	19	23	2	Blowers Green	—	—	—	—	—
Aynho Junction	—	—	—	—	4	Windmill End Halt	—	—	—	—	6
King's Sutton	—	—	—	—	3	Cox's Lane	—	—	—	—	4
Astrop Siding	—	—	—	—	5	Old Hill High St. Halt	—	—	—	—	4
Banbury General	7	8	10	11	5	Old Hill	—	—	—	—	9
Banbury Junction	1	2	2	3	3	Rowley Regis and B.	11	12	14	16	8
Cropredy	—	—	—	—	7	Oldbury & Langley Gn.	—	—	—	—	4
Fenny Compton	—	—	—	—	13	Handsworth Junction	6	7	8	9	5
Greaves Siding	—	—	—	—	10	Handsworth & Smethwick	15	2	3	3	4
Southam Road	—	—	—	—	2	Hockley	3	3	4	4	4
Fosse Road	—	—	—	—	8	Birmingham (Snow Hill)	2	2	3	3	3
Leamington Spa General	25	28	34	40	7	Bordesley	—	—	—	—	—
Warwick	—	—	—	—	5	Bordesley Junction	2	3	4	4	2
Budbrook	—	—	—	—	7	Tyseley	2	—	—	—	5
Hatton	15	16	17	9	10	Olton	—	—	—	—	6
Hatton North Junction	—	—	—	—	2	Solihull	—	—	—	—	6
Rowington Junction	—	—	—	—	5	Widney Manor	—	—	—	—	4
Lapworth	—	—	—	—	4	Knowle and Dorridge	—	—	—	—	5
Knowle and Dorridge	—	—	—	—	7	Lapworth	—	—	—	—	6
Solihull	—	—	—	—	8	Rowington Junction	—	—	—	—	4
Tyseley	15	—	—	—	9	Hatton North Junction	—	—	—	—	5
Bordesley Junction	3	25	28	30	3	Hatton	22	24	27	31	2
Bordesley	—	—	—	—	—	Warwick	—	—	—	—	12
Birmingham (Snow Hill)	3	3	3	4	6	Leamington Spa General	8	9	11	13	6
Hockley	2	2	3	3	3	Fosse Road	—	—	—	—	13
Soho and Winslow Green	—	—	—	—	—	Southam Road	12	14	17	20	9
Handsworth & Smethwick	5	6	7	2	3	Greaves Siding	—	—	—	—	2
Handsworth Junction	—	—	—	—	—	Fenny Compton	—	—	—	—	13
Oldbury and Langley Gn.	—	—	—	—	5	Claydon Crossing	—	—	—	—	—
Rowley Regis and B.	5	6	7	8	5	Cropredy	—	—	—	—	12
Old Hill	—	—	—	—	5	Banbury Junction	20	24	28	32	5
Cox's Lane	—	—	—	—	4	Banbury General	2	2	3	3	3
Windmill End Halt	—	—	—	—	5	Astrop Siding	—	—	—	—	6
Blowers Green	—	—	—	—	6	King's Sutton	—	—	—	—	4
Cradley Heath and C.	7A	8A	9A	11A	6	Aynho Junction	7	8	10	14	6
Lye	5	6	7	8	5	Ardley	9	9	13	15	18
Stourbridge Junction	—	—	—	—	—	Aynho	—	—	—	—	2
West Bromwich	—	—	—	—	5	Fritwell & Somerton	—	—	—	—	6
Swan Village Junction	—	—	—	—	2	Heyford	—	—	—	—	6
Swan Village Basin	—	—	—	—	4	Bletchington	—	—	—	—	10
Great Bridge South	—	—	—	—	3	Cement Sidings	14	15	19	23	5
						Kidlington	—	—	—	—	—
						OXFORD	—	—	—	—	—

A—From Rowley Regis.

†—4 minutes Swan Village Basin to Junction.

B—From Wednesbury Central.

NOTE.—Mineral Trains starting from or calling at Leamington Spa require an additional 5 minutes to Banbury.

Time Allowances for Freight Trains—continued

DOWN

Point-to-Point Allowances

C Head Code	D Head Code	E Head Code	F Head Code	H, J & K Head Code
Mins.	Mins.	Mins.	Mins.	Mins.

UP

Point-to-Point Allowances

C Head Code	D Head Code	E Head Code	F Head Code	H, J & K Head Code
Mins.	Mins.	Mins.	Mins.	Mins.

Aynho Junction to Wolverhampton, Dudley and Stourbridge Junction—continued

Wedgesbury Central ...	—	—	—	6A	4B	Oxley Sidings ...	—	—	—	—	—
Bilston Central ...	8	10C	13C	5	5	Cannock Road Junction...	—	—	—	—	3
Stow Heath ...	—	—	—	—	4	Wolverhampton ...	3	3	4	4	2
Wolverhampton ...	4	5	5	6	5	Priestfield ...	3	3	4	4	4
Cannock Road Junction...	—	—	2	2	2	Bilston Central ...	—	2	3	3	3
Oxley Sidings ...	3	3	3	4	5	Wedgesbury Central ...	—	4	5	5	5
Oxley North ...	2	2	2	2	2						

BIRMINGHAM AND LEAMINGTON SPA TO STRATFORD-UPON-AVON
(S. & M. JUNCTION)

Birmingham (Snow Hill) ...	—	—	—	—	—	S. & M. Junction ...	—	—	—	—	—
Birmingham (Moor St.) ...	—	—	—	—	3	Stratford-upon-Avon ...	12E	13E	16E	18E	—
Bordesley Junction ...	—	3	4	4	3	Stratford Goods Junction	—	—	—	—	8F
						Wilmcote ...	—	—	—	—	—
Tyseley ...	4	3	4	4	5	Bearley West Junction ...	9	9	11	12	3
Hall Green ...	—	—	—	—	5						
Shirley ...	—	—	—	—	8	Bearley North Junction	—	—	—	—	—
Earlswood Lakes ...	11	13	15	17	9	Bearley ...	1	2	2	2	2
Danzey ...	—	—	—	—	9	Claverdon ...	—	—	—	—	11
Henley-in-Arden ...	—	—	—	—	7	Hatton West Junction	—	10	12	14	5
Bearley North Junction...	16	16	19	21	9	Hatton ...	—	1	1	1	1
						Warwick ...	—	—	—	—	12
Leamington Spa Gen. ...	—	—	—	—	5	Leamington Spa Gen. ...	—	10	12	15	4
Warwick ...	—	3	4	4	5						
Hatton ...	—	10	12	14	17	Bearley North Junction...	1	1	1	2	2
Hatton West Junction	—	1	1	1	1	Henley-in-Arden ...	—	—	—	—	12
Claverdon ...	—	—	—	—	4	Danzey ...	—	—	—	—	18
Bearley ...	—	9	11	13	10	Earlswood Lakes ...	23	25	29	33	20
Bearley North Junction	—	2	2	2	2	Shirley ...	—	—	—	—	7
						Hall Green ...	—	—	—	—	6
Bearley West Junction ...	1	1	1	2	2	Tyseley ...	9	11	12	13	5
Wilmcote ...	—	—	—	—	4						
Stratford-upon-Avon ...	6	6	8	8	5	Bordesley Junction ...	—	3	4	4	4
S. & M. Junction ...	—	—	—	—	—	Birmingham (Snow Hill)	6	3	3	4	6

KINGSWINFORD AND OXLEY SIDINGS

Stourbridge Junction ...	—	—	—	—	—	Oxley North ...	—	—	—	—	—
Brettell Lane ...	—	—	—	6	10	Oxley Branch Junction ...	2	2	2	2	2
Kingswinford Junction S.	6	6	6	1	1	Tettenhall Station ...	—	—	—	—	3
Brockmoor Halt ...	—	—	—	—	2	Wombourne Station ...	11	11	11	11	11
Bromley Halt ...	—	—	—	—	3	Himley Station ...	—	—	—	—	6
Pensnett Box ...	—	—	—	—	7	Baggeridge Junction ...	8	8	9	10	6
Baggeridge Junction ...	5	5	6	7	2	Pensnett Box ...	—	—	—	—	1
Himley Station ...	—	—	—	—	5	Bromley Halt ...	—	—	—	—	3
Wombourne Station ...	8	8	9	10	7	Brockmoor Halt ...	—	—	—	—	2
Tettenhall Station ...	—	—	—	—	12	Kingswinford Junction S.	5	6	7	8	1
Oxley Branch Junction ...	10	11	12	13	4	Brettell Lane ...	—	—	—	—	1
Oxley North ...	—	—	—	—	2	Stourbridge Junction ...	6	6	6	5	6
Oxley Middle ...	—	—	—	—	3						

STOURBRIDGE JUNCTION AND WOLVERHAMPTON VIA DUDLEY

Stourbridge Junction ...	12G	14G	17G	19G	6H	Oxley Sidings ...	—	—	—	—	—
Brettell Lane ...	—	—	—	6	10	Cannock Road Junction...	—	—	—	—	3
Kingswinford Jn. & Sdgs.	—	—	—	1	5	Wolverhampton (L.L.) ...	3	3	4	4	2
Round Oak ...	—	—	—	—	10	Priestfield ...	3	3	4	4	4
Blowers Green ...	—	—	—	15	10	Bilston West ...	—	2	3	3	4
Dudley ...	17	18	22	3	3	Tipton (Five Ways) ...	—	—	—	7	7
Tipton (Five Ways) ...	—	—	1	3	3	Dudley ...	10	9	10	4	4
Daisy Bank and Bradley...	—	—	—	3	4	Blowers Green ...	—	—	—	3	3
Bilston West ...	—	—	—	3	3	Round Oak ...	—	7	9	7	8
Priestfield ...	8	8	9	2	—	Kingswinford Junction	—	—	—	3	4
Stow Heath Box ...	—	—	—	—	3	and Sidings ...	—	—	—	1	1
Wolverhampton (L.L.) ...	3	3	4	4	5	Brettell Lane ...	—	8	9	—	—
Cannock Road Junction...	—	—	2	2	2	Stourbridge Junction ...	15	8	9	5	6
Oxley Sidings South Box	3	3	3	4	3						

A—From West Bromwich.

B—From Swan Village Junction.

C—From Handsworth Junction.

E—From Honeybourne East Junction.

F—From Milcote.

G—From Kidderminster.

H—From Hagley.

ENGINE LOADS FOR MAIN LINE FREIGHT TRAINS

SECTION			WORKING LOADS	MAXIMUM ENGINE LOADS																											
				For Group A Engines				For Group B Engines				For Group C Engines				For Group D Engines				For Group DX Engines				For Group E Engines				For Group EX Engines			
				Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empiles	Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empiles	Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empiles	Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empiles	Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empiles	Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empiles	Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empiles
From	To	Maximum number of wagons to be conveyed except for specially provided for in the Service Books or by arrangement	40	53	80	100	38	51	76	95	42	56	84	100	55	73	100	100	60	80	100	100	66	88	100	100	73	97	100	100	
DOWN TRAINS	Oxford ...	Banbury General ...	100	37	49	74	93	43	57	86	100	45	60	90	100	54	72	100	100	69	92	100	100	75	100	100	100	82	100	100	
	Banbury General ...	Banbury Junction ...	100	27	36	54	58	31	41	62	78	33	44	66	83	45	60	90	100	49	65	98	100	55	73	100	100	60	80	100	
	Banbury Junction ...	Fenny Compton ...	78	37	49	74	93	43	57	86	100	45	60	90	100	62	83	100	100	69	92	100	100	75	100	100	100	82	100	100	
	Fenny Compton ...	Leamington Spa Gen.	78	27	36	54	68	31	41	62	78	33	44	66	83	45	60	90	100	49	65	98	100	55	73	100	100	60	80	100	
	Leamington Spa Gen.	Warwick ...	80	27	36	54	68	31	41	62	78	33	44	66	83	45	60	90	100	49	65	98	100	55	73	100	100	60	80	100	
	Warwick ...	Hatton North*	80	18	24	36	45	21	28	42	53	22	29	44	55	30	40	60	75	30	40	60	75	37	49	74	93	37	49	74	
	Hatton North ...	Bordesley Junction	80	27	36	54	68	31	41	62	78	33	44	66	83	45	60	90	100	49	65	98	100	55	73	100	100	60	80	100	
	Bordesley Junction	West Bromwich ...	60	18	24	36	45	21	28	42	53	22	29	44	55	30	40	60	75	30	40	60	75	37	49	74	93	37	49	74	
	Moor Street Starting	Snow Hill ...	60	14	19	28	35	16	21	32	40	17	23	34	43	23	31	46	58	23	31	46	58	28	37	56	70	28	37	56	
	West Bromwich ...	Wednesbury Cent.	80	37	49	74	93	43	57	86	100	45	60	90	100	62	83	100	100	69	92	100	100	75	100	100	100	82	100	100	
Wednesbury Cent....	Bilston ...	80	19	25	38	48	22	29	44	55	24	32	48	60	32	43	64	80	32	43	64	80	38	51	76	95	38	51	76		
Bilston Central ...	Oxley Sidings ...	60	22	29	44	55	26	35	52	65	28	37	56	70	37	49	74	93	42	56	84	100	45	60	90	100	49	65	98		
Oxley Sidings ...	Victoria Basin ...	60	18	24	36	45	21	28	42	53	22	29	44	55	30	40	60	75	30	40	60	75	—	—	—	—	37	49	74		
Tyseley ...	Stratford-upon-Avon	60	29	39	58	73	33	44	66	83	37	49	74	93	48	64	96	100	53	71	100	100	58	77	100	100	64	76	100		

ASSISTED TRAINS.—The load for trains assisted up inclines, except where otherwise shown, will be the maximum load for the train engine, plus the maximum load the assistant engine can haul, as shown in the above tables; but if there is only one Brake Van, and the assistant engine is at rear, an additional Wagon of Class 1 traffic or two empty wagons, not exceeding a total tare weight of 14 tons, may be conveyed in lieu of second Brake Van for each assistant engine used.

Assisted Trains must not exceed the **Working Loads** unless authorised and no train must exceed the equivalent to 100 thirteen-ton wagons. For instructions for Calculating Loads of Freight Trains see pages 126 and 127.

*—The assisted load from Warwick to Hatton is the same as the single load from Leamington to Warwick.

For maximum loads for "C," "D" and "E" trains see page 126.

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

Engine Loads for Main Line Freight Trains—continued

SECTION			WORKING LOADS	MAXIMUM ENGINE LOADS																											
		Maximum number of wagons to be conveyed except for specially provided for in the Service Books or by arrangement	For Group A Engines			For Group B Engines			For Group C Engines			For Group D Engines			For Group DX Engines			For Group E Engines			For Group EX Engines										
From	To		Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties	Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties	Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties	Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties	Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties	Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties	Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties	
UP TRAINS.																															
Oxley Sidings ...	Wolverhampton ...	"A" 50	17	23	34	43					21	28	42	53		27	36	54	68		27	36	54	68		33	44	66	83		
Cannock Road ...	Wolverhampton ...	50	12	16	24	30	14	19	28	35	16	21	32	40	1	28	42	53	21	28	42	53	25	33	50	63	25	33	50	63	
Wolverhampton ...	Wednesbury Cent.	50	37	49	74	93	43	57	86	100	45	60	90	100	62	83	100	100	69	92	100	100	75	100	100	82	100	100	100	100	
Wednesbury Cent....	West Bromwich ...	60	17	23	34	43	20	27	40	50	22	29	44	55	29	39	58	73	29	39	58	73	35	47	70	88	35	47	70	88	
West Bromwich ...	Leamington Spa Gen.	65	29	39	58	73	33	44	66	83	37	49	74	93	48	64	96	100	53	71	100	100	58	77	100	100	64	85	100	100	
Leamington Spa Gen.	Claydon Crossing ...	60	26	35	52	65	30	40	60	75	32	43	64	80	42	56	84	100	42	56	84	100	52	69	100	100	57	76	100	100	
Claydon Crossing ...	Banbury General ...	60	37	49	74	93	43	57	86	100	45	60	90	100	62	83	100	100	69	92	100	100	75	100	100	82	100	100	100	100	
Banbury General ...	Oxford ...	80	37	49	74	93	43	57	86	100	45	60	90	100	62	83	100	100	69	92	100	100	75	100	100	82	100	100	100	100	
Victoria Basin ...	Oxley Sidings ...	60	37	49	74	93	43	57	86	100	45	60	90	100	62	83	100	100	69	92	100	100	—	—	—	82	100	100	100	100	
Stratford-upon-Avon ...	Wilmcote ...	80	14	19	28	35	16	21	32	40	17	23	34	43	23	31	46	58	23	31	46	58	28	37	56	70	28	37	56	70	
Wilmcote ...	Earlswood Lakes ...	60	24	32	48	60	27	36	54	68	30	40	60	75	40	53	80	100	44	59	88	100	48	64	96	100	53	71	100	100	
Earlswood Lakes ...	Tyseley ...	60	37	49	74	93	43	57	86	100	45	60	90	100	62	83	100	100	69	92	100	100	75	100	100	82	100	100	100	100	

ASSISTED TRAINS.—The load for trains assisted up inclines, except where otherwise shewn, will be the maximum load for the train engine, plus the maximum load the assistant engine can haul, as shewn in the above tables, but if there is only one Brake Van, and the assistant engine is at rear, an additional Wagon of Class I traffic or two empty wagons, not exceeding a total tare weight of 14 tons, may be conveyed in line of second Brake Van for each assistant engine used.

Assisted Trains must not exceed the working loads unless authorised and no train must exceed the equivalent to 100 thirteen-ton wagons.

For instructions for Calculating Loads of Freight Trains see pages 126 and 127.

"A"—The working load may be increased from 50 to 70 wagons from Oxley Sidings to Wednesbury, when necessary and possible by arrangements made through the Control.

24 — The following rows may contain errors from columns 1-7:
for maximum loads for "C" "D" and "E" trains see page 126.

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

Engine Loads for Main Line Freight Trains—continued

SECTION		WORKING LOADS Maximum number of wagons to be conveyed except by specially provided for in the Service Books or by arrangement	MAXIMUM ENGINE LOADS																	
			For Group A Engines			For Group B Engines			For Group C Engines			For Group D Engines			For Group E Engines			For Group F Engines		
			Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Class 1 Traffic	Class 2 Traffic	Class 3 Traffic
From	To																			
DOWN																				
Stourbridge Jn.	Blowers Green	50	13	17	26	33	15	20	30	38	43	22	29	44	55	27	36	54	68	68
Blowers Green	Dudley	50	19	25	38	48	22	29	44	55	60	32	43	64	80	38	51	76	95	95
Stourbridge Jn.	Kingswinford Jn.	50	16	21	32	40	18	24	36	45	50	26	35	52	65	32	43	64	80	80
Dudley	Priestfield Jn.	50	37	49	74	93	43	57	86	100	100	62	83	100	100	66	88	100	100	100
Worcester	Oxley	60	—	—	45	—	—	—	55	—	—	—	—	—	—	—	—	—	—	—
Worcester	Stourbridge Jn.	60	—	—	46	—	—	—	55	—	—	—	—	—	—	—	—	—	—	—
UP																				
Priestfield Jn.	Blowers Green	50	22	29	44	55	25	33	50	63	68	36	48	72	90	39	52	78	98	100
Blowers Green	Stourbridge Jn.	50	37	49	74	93	43	57	86	100	100	69	92	100	100	66	88	100	100	100

For maximum loads for "C," "D" and "E" Headcode Trains see page 126.

ASSISTED TRAINS.—The load for trains assisted up inclines, except where otherwise shown, will be the maximum load for train engine, plus the maximum load the assistant engine can haul, as shown in the above tables, but if there is only one Brake Van, and the assistant engine is at rear, an additional Wagon of Class 1 traffic or two empty wagons, not exceeding a total tare weight of 14 tons, may be conveyed in lieu of second Brake Van for each assistant engine used.

Assisted Trains must not exceed the working loads unless authorised and no train must exceed the equivalent to 100 thirteen-ton wagons.

For Instructions for Calculating Loads of Freight Trains see pages 126 and 127.

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

ENGINE LOADS FOR BRANCH FREIGHT TRAINS

BRANCH		To	WORKING LOADS	Maximum number of wagons to be converted for special service provided for in the Books or by arrangement	MAXIMUM ENGINE LOADS																		
					For Group A Engines		For Group B Engines		For Group C Engines		For Group D Engines		For Group E Engines										
					Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Class 3 Traffic	Class 3 Traffic					
GREAT BRIDGE SOUTH.		Swan Village Junction	60	...	18	24	33	50	63	25	21	28	42	53	22	29	44	55	30	37	49	74	93
Swan Village Basin		Great Bridge South	60	...	25	33	50	63	25	21	28	42	53	22	29	44	55	30	37	49	74	93	
Great Bridge South		Swan Village Basin	60	...	16	21	32	40	18	24	36	45	20	27	40	50	25	33	50	63	32	43	80
Swan Bridge Basin		Swan Village Jn. (X)	60	...	16	21	32	40	18	24	36	45	20	27	40	50	25	33	50	63	32	43	80
Swan Village		Dudley (via L.M.R.)	60	...	12	16	24	30	13	17	26	33	14	19	28	35	19	25	38	48	23	31	46
HALESOWEN.		Old Hill	45	...	25	33	50	63	25	21	28	42	53	22	29	44	55	30	37	49	74	93	
Old Hill		Halesowen	45	...	14	19	28	35	15	20	30	38	17	23	34	43	—	—	—	—	—	—	—
HATTON		Hatton	80	...	29	39	58	73	33	44	66	83	37	49	74	93	43	57	86	100	58	77	100
Bearley Junction		Hatton	80	...	19	25	38	48	22	29	44	55	24	32	48	60	32	43	64	80	38	51	76
LONGBRIDGE		Halesowen	45	...	10	13	20	25	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Rubery		Longbridge	45	...	21	28	42	53	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Longbridge		Hunnington	45	...	12	16	24	30	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hunnington		Halesowen	45	...	21	28	42	53	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
OLDBURY		Oldbury & Langley Green	60	...	26	35	52	65	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Oldbury Goods		Oldbury & L. G.	60	...	15	20	30	38	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
OLD HILL		Old Hill	45	...	18	24	36	45	21	28	42	53	22	29	44	55	27	36	54	68	33	44	66
Cox's Lane		Blowers Green	45	...	10	13	20	25	12	16	24	30	12	16	24	30	15	20	30	38	18	24	36
Blowers Green		Cox's Lane	45	...	29	39	58	73	31	41	62	78	31	41	62	78	37	49	74	93	45	60	90
Blowers Green		Old Hill	45	...	10	13	20	25	12	16	24	30	12	16	24	30	15	20	30	38	18	24	36
Cox's Lane		Old Hill	45	...	10	13	20	25	12	16	24	30	12	16	24	30	15	20	30	38	18	24	36
STOURBRIDGE EXTENSION		Handsworth Junction	45	...	18	24	36	45	21	28	42	53	22	29	44	55	30	40	60	75	37	49	74
Oldbury & Langley Green		Oldbury & L. G.	45	...	23	31	46	58	27	36	54	68	29	39	58	73	38	51	76	95	47	63	94
Stourbridge Junction		Lye	50	...	37	49	74	93	43	57	86	100	45	60	90	100	50	65	100	75	100	100	100
Lye		Cradley	50	...	22	29	44	55	25	33	50	63	27	36	54	68	36	48	72	90	43	57	86
Cradley		Rowley	50	...	10	13	20	25	12	16	24	30	12	16	24	30	17	23	34	43	20	27	40
Rowley		Handsworth Junction	60	...	32	43	64	80	37	49	74	93	39	52	78	98	52	69	100	100	64	83	100
CORNGREAVES AND SPINNERS END		Spinnars End	30*	...	12*	16*	24*	30*	30*	37	49	74	93	39	52	78	98	52	69	100	100	64	83
Spinnars End		Spinnars End	25†	...	10†	13†	20†	25†	15	20	30	38	25	33	50	63	27	36	54	68	37	49	74
Spinnars End		Cradley	30	...	15	20	30	38	25	33	50	63	27	36	54	68	37	49	74	93	45	60	90
Spinnars End		Corngraves Branch	25	...	10	13	20	25	12	16	24	30	12	16	24	30	17	23	34	43	20	27	40
Corngraves Branch		Cradley	58	...	23	31	46	58	25	33	50	63	27	36	54	68	36	48	72	90	43	57	86
Cradley		Corngraves Branch	58	...	23	31	46	58	25	33	50	63	27	36	54	68	36	48	72	90	43	57	86
NETHERTON BASIN		Netherton	60	...	29	39	58	73	33	44	66	83	37	49	74	93	43	57	86	100	58	77	100
Windmill End		Windmill End	45	...	17	23	34	43	19	25	38	48	20	27	40	50	25	33	50	63	37	49	74
Netherton Basin		Windmill End	45	...	17	23	34	43	19	25	38	48	20	27	40	50	25	33	50	63	37	49	74
Windmill End		Windmill End	45	...	17	23	34	43	19	25	38	48	20	27	40	50	25	33	50	63	37	49	74
Windmill End		Windmill End	45	...	17	23	34	43	19	25	38	48	20	27	40	50	25	33	50	63	37	49	74
BANBURY JUNCTION		Banbury Junction	70	...	18	24	36	45	21	28	42	53	22	29	44	55	30	40	60	75	37	49	74
Woodford		Woodford	70	...	27	36	54	68	21	28	42	53	22	29	44	55	30	40	60	75	37	49	74
Woodford		Woodford	70	...	27	36	54	68	21	28	42	53	22	29	44	55	30	40	60	75	37	49	74
Woodford		Woodford	70	...	27	36	54	68	21	28	42	53	22	29	44	55	30	40	60	75	37	49	74
Woodford		Woodford	70	...	27	36	54	68	21	28	42	53	22	29	44	55	30	40	60	75	37	49	74

GALTON JUNCTION AND SMETHWICK JUNCTION
 36 Class 1 traffic or equivalent is regarded as the maximum load for a 43XX engine over this section.

ASSISTED TRAINS.—For particulars see foot of page 107. **X**—With clear road through Swan Village Junction. **Z**—For maximum loads for "C," "D" and "E" trains see page 126.
 *—Good weather conditions. †—Unfavourable weather conditions. §—In the event of Tender Engines working over the section, when run tender first, it will probably be necessary to slightly reduce the above loads.

Engine Loads for Branch Freight Trains—continued

BRANCH		WORKING LOADS		MAXIMUM ENGINE LOADS																							
From	To	For Group A Engines			For Group B Engines			For Group C Engines			For Group D Engines			For Group DX Engines			For Group E Engines			For Group EX Engines							
		Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties	Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties	Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties	Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties	Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties	Class 1 Traffic	Class 2 Traffic	Class 3 Traffic			
FENNY COMPTON AND STRATFORD-UPON-AVON																											
Fenny Compton ...	Ettington ...	18	24	36	45	21	28	42	53	22	29	44	55	30	40	60	75	30	40	60	75	37	49	74	93		
Ettington ...	Clifford Sidings ...	14	19	28	35	16	21	32	40	17	23	34	43	23	31	46	58	23	31	46	58	28	37	56	60		
Clifford Sidings ...	Stratford-upon-Avon ...	18	24	36	45	21	28	42	53	22	29	44	55	30	40	60	75	30	40	60	75	37	49	74	93		
Stratford-upon-Avon ...	Clifford Sidings ...	60	37	49	74	93	43	57	86	100	45	60	90	100	54	72	100	100	60	80	100	100	100	82	100		
Clifford Sidings ...	Ettington ...	60	17	23	34	43	19	25	38	48	21	28	42	53	27	36	54	68	27	36	54	68	33	44	66		
Ettington ...	Fenny Compton ...	18	24	36	45	21	28	42	53	22	29	44	55	30	40	60	75	30	40	60	75	37	49	74	93		
KINGSWINFORD JUNCTION AND OXLEY SIDINGS																											
DOWN TRAINS																											
Kingswinford Jn. ...	Baggeridge Junction ...	26	35	52	65	30	40	60	75	32	43	64	80	42	56	84	100	—	—	—	—	52	69	100	100		
Baggeridge Jn. ...	Tettenhall ...	18	24	36	45	21	28	42	53	22	29	44	55	30	40	60	75	—	—	—	—	37	49	74	93		
Tettenhall ...	Codall ...	60	21	28	42	53	24	32	48	60	26	35	52	65	34	45	68	85	—	—	—	—	42	56	84		
Tettenhall ...	Oxley Sidings ...	55	18	24	36	45	21	28	42	53	22	29	44	55	30	40	60	75	—	—	—	—	37	49	74		
UP TRAINS																											
Tettenhall ...	Tettenhall ...	37	49	74	93	43	57	86	100	47	63	94	100	62	83	100	100	—	—	—	—	75	100	100	100		
Oxley Sidings ...	Wombourne ...	35	47	70	88	40	53	80	100	43	57	86	100	57	76	100	100	—	—	—	—	70	93	100	100		
Codall ...	Himley ...	60	35	47	70	88	40	53	80	100	43	57	86	100	57	76	100	100	—	—	—	—	70	93	100		
Wombourne ...	Baggeridge Junction ...	18	24	36	45	21	28	42	53	22	29	44	55	30	40	60	75	—	—	—	—	37	49	74	93		
Himley ...	Pennett ...	60	17	23	34	43	19	25	38	48	21	28	42	53	27	36	54	68	—	—	—	—	33	44	66		
Baggeridge Jn. ...	Kingswinford Jn. ...	60	20	27	40	50	23	31	46	58	25	33	50	63	33	44	66	83	—	—	—	—	40	53	80		
Pennett ...	Kingswinford Jn. ...	60	19	25	38	48	22	29	44	55	24	32	48	60	32	43	64	80	—	—	—	—	38	51	76		
STOURBRIDGE																											
Stourbridge Jn. ...	Stourbridge Goods ...	30	21	28	42	53	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
Stourbridge Goods ...	Stourbridge Jn. ...	18	6	8	12	15	—	—	—	—	7	9	14	18	—	—	—	—	—	—	—	—	—	—	—		
Stourbridge Jn. ...	Stourbridge Goods ...	32	13	17	26	33	—	—	—	—	17	23	34	43	—	—	—	—	—	—	—	—	—	—	—		

ASSISTED TRAINS.—The load for trains assisted up inclines, except where otherwise shown, will be the maximum load for train engine, plus the maximum load the assistant engine can haul, as shown in the above tables, but if there is only one Brake Van, and the assistant engine is at rear, an additional Wagon of Class 1 traffic or two empty wagons, not exceeding a total tare weight of 14-tons, may be conveyed in lieu of second Brake Van for each assistant engine used.

Assisted Trains must not exceed the working loads unless authorised and no train must exceed the equivalent to 100 thirteen-ton wagons.

For Instructions for calculating loads of Freight Trains, see pages 126 and 127.

B—NOTE.—During the Fruit and Vegetable Season the maximum for the Worcester and Crewe trains will be 60 wagons throughout.

The instructions contained herein do not in any way affect or remove the prohibition placed by the Civil 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 the line which are prohibited for them.

STANDARD SPEED RESTRICTIONS

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

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

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

Subject to
any lower
maximum
speed
laid down

SPEED OF TRAINS THROUGH JUNCTIONS AND OTHER SPECIFIED PLACES

IMPORTANT.—The speed of trains must not exceed 75 miles per hour at any place except between the points listed below. Inspectors, Signalmen and others must report to their superior officer every case in which trains run in excess of the speed limits shewn below, and full particulars must be sent to the District Operating Superintendent.

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

Ardley to Birches & Billbrook Halt.
Tyeley to Honeybourne.
Honeybourne and Gloucester.

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

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

NAME OF PLACE	DIRECTION OF TRAIN		Miles per Hour
	From	To	
BLETCHINGTON (CEMENT SIDINGS) TO AYNHO JUNCTION			
DOWN LINE			
Fritwell & Somerton and Aynho, 78 m.p. to 78m. 50c. ...	Over Curve ...	...	70
Aynho Junction ...	Oxford Line ...	Main Line ...	60
UP LINE			
Aynho Junction ...	Main Line ...	Oxford Line ...	40
Aynho and Fritwell & Somerton, 78 m.p. 50c. to 78 m.p. ...	Over Curve ...	...	70
ARDLEY AND OXLEY NORTH JUNCTION SECTION			
DOWN LINE			
Aynho Park Platform ...	End of Platform ...	Aynho Junction (inclusive) ...	60
King's Sutton Junction ...	B. & C. Line ...	Main Line ...	20
Banbury South ...	Down Main ...	Down Relief ...	15
Through Banbury General Station, 85m. 60c. to 86m. 70c. ...	All Down Trains ...	...	75
Banbury North ...	Down Relief ...	Down Main ...	15
Banbury Junction ...	Main Line ...	E. Region Line ...	20
Leamington Spa General South Junction ...	L.M. Region Line ...	Main Line ...	5
Leamington Spa General South End, 105m. 73c. and 106m. 3c. ...	Over Curve on Main Line ...	—	40*
Leamington Spa General South ...	Main ...	Platform Line ...	25*
Leamington Spa General North ...	Platform Line ...	Main ...	30

*—Permanent Speed Restriction Indicator provided.

Speed of Trains Through Junctions and other Specified Places—continued

NAME OF PLACE	DIRECTION OF TRAIN		Miles per Hour
	From	To	
ARDLEY AND OXLEY NORTH JUNCTION SECTION—continued			
DOWN LINE—continued			
Hatton South Junction	Main	Branch	15
Hatton South Junction	Back Platform Line	Branch or Main	10
Hatton North Junction	All Down Main Line Trains ... ..	... ..	50
Hatton North Junction	Branch	Main	15
Lapworth	Main	Relief	40
Knowle and Dorridge	Relief	Main	20
Bentley Heath Level Crossing	Main	Relief	25
Solihull	Main	Relief	20
Solihull	Relief	Main	15
Olton, Down Relief, 123m. 75c. and 124m. 20c.	All Down Relief Trains ... ..	... ..	60
Acoc's Green and Small Heath, 125m. 50c. and 126m. 20c.	Over Curve in Main Line ... ..	... ..	75
Acoc's Green and Tyseley, 125m. 60c. to 126 m.p.	All Down Relief Trains	—	40*
Tyseley South	Main	Relief	20
Tyseley South	Relief	Main	20
Tyseley North	Main	Relief	20
Small Heath South	Relief	Main	20
Small Heath and Bordesley, 127m. 60c. and 128m. 0c.	Over Curve in Main Line ... ..	... ..	60
Bordesley South	Relief	Main	15
Bordesley South	Main	Relief	25
Bordesley North	Main	Relief	15
Bordesley and Birmingham (Snow Hill)	Through Snow Hill Tunnel ... ..	... ..	50
Birmingham (Moor Street Station)	Relief	Moor Street	10
Birmingham (Moor Street Station)	Relief	Main	25
Birmingham (Snow Hill) South End	Main	Platform Line	25
Birmingham (Snow Hill)	Through Scissors Crossings in centre of Station ... ..	... ..	10
Birmingham (Snow Hill) North End	Nos. 2, 3, 4 and 6 Platform Lines and Down Main and Relief ... ..	... ..	15
Birmingham (Snow Hill) North End	Through Scissors Crossings to and from Down Relief ... ..	... ..	15
Birmingham (Snow Hill) North End	Main	Relief	15
Birmingham North and Hockley North, 129m. 50c. and 130m. 40c.	All Down Main and Relief Trains ... ..	... ..	35*
Hockley South	Main	Relief	15
Hockley South	Relief	Main	20
Hockley South and North, 130 m.p. and 130m. 40c.	Over Goods Avoiding Line ... ..	... ..	10
Soho and Winslow Green	Relief	Main	20
Handsworth Junction	Relief	Main	25
Handsworth Junction	Main or Relief	Stourbridge Extension Line	20
Handsworth Junction, 132m. 40c. and 132m. 55c.	Over Curve in Main Line ... ..	... ..	50
West Bromwich & Swan Village, 134m. 60c. and 135m. 10c.	All Down Trains ... ..	... ..	50
Swan Village Junction South	Main	Branch	15
Wednesbury Central, 136m. 40c. and 136m. 65c.	Over Curves ... ..	... ..	40*
Wednesbury Central, 137m. 49c. and 137m. 70c.	Over Curves ... ..	... ..	50
Bilston Central, 139m. 6½c. and 139 m. 46c.	Over Curves ... ..	... ..	50
Priestfield Junction	All Down Main Line Trains ... ..	... ..	30*
Walsall Street Goods, Wolverhampton	Priestfield, Stow Heath	Goods Yard	10
Walsall Junction	Main Line	Walsall	10
Wolverhampton	Main	Platform or Middle	15
Wolverhampton	Goods Loop	Cannock Road Junction	15
Cannock Road Junction	Main	Branch	15
Dunstall Park, 142m. 36c. and 142m. 60c.	Over Curve ... ..	... ..	35*
Stafford Road Junction	All Down Main Line Trains ... ..	... ..	35
Oxley Sidings, 143m. 30c. and 143 m. 40c.	Over Curve ... ..	... ..	60
Oxley Middle	Main	Branch	15
Oxley North	Codsall Loop	Main	15
UP LINE			
Oxley North	Main	Codsall Loop	15
Oxley Sidings, 143m. 40c. and 143m. 30c.	Over Curve ... ..	... ..	60
Stafford Road Junction	All Up Main Line Trains ... ..	... ..	35
Dunstall Park, 142m. 60c. and 142m. 36c.	Over Curve ... ..	... ..	35*
Cannock Road Junction	Branch	Main	15
Wolverhampton Low Level	Main	Platform or Middle	15
Walsall Junction	Walsall	Main Line	10
Wolverhampton Low Level	Short Heath (L.M.R.)	Wolverhampton	5
Walsall Street Goods, Wolverhampton	Goods Yard	Priestfield, Stow Heath	10
Priestfield Junction	All Up Main Line Trains ... ..	... ..	30*
Bilston Central, 139m. 46c. and 139m. 6½c.	Over Curves ... ..	... ..	50
Wednesbury Central, 137m. 70c. and 137m. 49c.	Over Curves ... ..	... ..	50
Wednesbury Central, 136m. 65c. and 136m. 40c.	Over Curves ... ..	... ..	40*

*—Permanent Speed Restriction Indicator provided.

Speed of Trains Through Junctions and other Specified Places—continued

NAME OF PLACE	DIRECTION OF TRAIN		Miles per Hour
	From	To	
ARDLEY AND OXLEY NORTH JUNCTION SECTION—continued.			
UP LINE—continued			
Swan Village Junction South	Branch	Main	15
Handsworth Junction, 132m. 55c. and 132m. 40c.	Over Curve in Main Line		50
Handsworth Junction	Stourbridge Extension	Main or Relief	20
Handsworth Junction	Main	Relief	25
Handsworth & Smethwick	Relief	Main or Loop	10
Soho and Winson Green	Main	Relief	20
Hockley North	Relief	Main	10
Hockley North and South, 130m. 40c. and 130 m.p.	Over Goods Avoiding Line		10
Hockley South	Relief	Main	15
Hockley South	Main	Relief	20
Hockley North and Birmingham North, 130m. 40c. and 129m. 50c.	All Up Main and Relief Trains...		35*
Birmingham (Snow Hill) North End	Relief	Main	15
Birmingham (Snow Hill) North End	Through Scissors Crossings to and from Down Relief		15
Birmingham (Snow Hill) North End	Up Main	Nos. 3 and 4 Platform Lines	10
Birmingham (Snow Hill) North End	Main	Nos. 8, 9, 10 and 11 Platform Lines	15
Birmingham (Snow Hill)	Through Scissors Crossings in centre of Station		10
Birmingham (Snow Hill) South End	Platform Lines	Main	20
Birmingham (Snow Hill) and Bordesley	Through Snow Hill Tunnel		50
Birmingham (Moor Street Station)	Main	Relief	25
Birmingham (Moor Street Station)	Moor Street	Relief	10
Bordesley South	Main	Relief	15
Bordesley South	Relief	Main	25
Small Heath South	Main	Relief	20
Tyseley North	Relief	Main	20
Tyseley South	Up Main	Down North Warwick	20
Tyseley South	Up Relief	Down North Warwick	15
Tyseley South	Relief	Main	20
Tyseley South	Main	Relief	20
Solihull	Relief	Main	15
Solihull	Main	Relief	15
Bentley Heath Level Crossing	Relief	Main	25
Knowle and Dorridge	Main	Relief	20
Lapworth	Relief	Main	40
Hatton North Junction	Main	Branch	15
Hatton North Junction	All Up Main Trains		60
Hatton South Junction	Branch	Back Platform Line	10
Hatton South Junction	Branch	Main	15
Hatton and Warwick, 109m. 20c. and 109 m.p.	All Up Trains		70
Leamington Spa General North	Main	Platform Line	20*
Leamington Spa General South	Platform Line	Main	20
Leamington Spa General South End, 106m. 3c. and 105m. 73c.	Over Curve in Main Line		40*
Leamington Spa General South Junction	Main Line	L.M.R. Line	5
Banbury Junction	E.R. Line	Main Line	20*
Through Banbury General Station, 86m. 70c. to 85m. 60c.	All Up Trains		75
King's Sutton Junction	Main Line	B. & C. Line	20
Aynho Junction	Main	Oxford Line	40
Aynho Junction through Up Facing Junction	Banbury	Bicester Line	70

VICTORIA BASIN BRANCH

Victoria Basin Goods (Wolverhampton)	Stafford Road Junction	Herbert Street Goods Yard	10
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TYSELEY SOUTH AND STRATFORD-UPON-AVON SECTION

DOWN LINE			
Tyseley South	Up Main	Down North Warwick	20
Tyseley South	Up Relief	Down North Warwick	15
Earlwood Lakes and Danzey for Tanworth, 7m. 20c. and 9m. 20c.	All Down Trains ... ..	... ..	60
Danzey for Tanworth and Henley-in-Arden, 10m. 40c. and 11m. 20c.	All Down Trains ... ..	... ..	60
Henley-in-Arden Goods	Signal Box	Goods Yard	10
Henley-in-Arden and Bearley North Junction, 13m. 60c. and 14m. 5c.	All Down Trains ... ..	... ..	60

*—Permanent Speed Restriction Indicator provided.

Speed of Trains Through Junctions and other Specified Places—continued

NAME OF PLACE	DIRECTION OF TRAIN		Mile per Hour
	From	To	

TYSELEY SOUTH AND STRATFORD-UPON-AVON SECTION—continued

DOWN LINE—continued

Bearley North Junction, over Curves and Junctions, 17m. 4c and 17m. 25c. ...	All Down Main Trains ...	...	50
Bearley West Junction ...	Branch ...	Main ...	35*
Bearley West Junction, 17m. 51c. and 17m. 67c. ...	All Down Main Trains ...	...	60
Stratford-upon-Avon East, 8m. 63c. and 9m. 25c. ...	Over Reverse Curves ...	...	35
Stratford-upon-Avon East ...	Main ...	Goods Yard ...	15
Stratford-upon-Avon (L.M.R. Junction) ...	Main Line ...	L.M.R. Line ...	5
Stratford-upon-Avon (Racecourse) 8m. 12c. to 8 m.p. ...	All Down Main Trains ...	...	60

UP LINE

Stratford-upon-Avon (Racecourse) 8 m.p. to 8m. 12c ...	All Up Main Trains ...	...	60
Stratford-upon-Avon, L.M.R. Junction ...	L.M.R. Line ...	Main Line ...	5
Stratford-upon-Avon West ...	Main ...	Platform Loop ...	5
Stratford-upon-Avon East ...	Platform Loop ...	Main ...	15
Stratford-upon-Avon East ...	Goods Yard ...	Main ...	15
Stratford-upon-Avon East, 9m. 25c. and 8m. 63c. ...	Over Reverse Curves ...	...	35
Bearley West Junction, 17m. 67c. and 17m. 51c. ...	All Up Main Trains ...	...	60
Bearley West Junction ...	Main ...	Branch ...	35
Bearley North Junction, over Curves and Junctions, 17m. 25c. and 17m. 4c. ...	All Up Main Trains ...	...	50
Henley-in-Arden (Goods) ...	Signal Box ...	Goods Yard ...	10
Henley-in-Arden and Danzey for Tanworth, 11m. 20c. and 10m. 40c. ...	10m. 40c. ...	All Up Trains ...	60
Danzey for Tanworth and Earlswood Lakes, 9m. 20c. and 7m. 20c. ...	Up North Warwick ...	All Up Trains ...	60
Tyseley South ...	Up North Warwick ...	Down Main ...	20
Tyseley South ...	Up North Warwick ...	Down Relief ...	15

HATTON AND BEARLEY BRANCH

Hatton South ...	To and from Main ...	...	15
Hatton South Junction and Hatton West Junction, 18m. 10c. and 17m. 66c. ...	All Up and Down Branch Trains ...	...	15
Hatton South ...	To and from back Platform Line ...	...	10
Hatton North Junction ...	To and from Main ...	...	15
Hatton North Junction ...	To and from Hatton West Junction ...	...	15
Bearley West Junction ...	Branch to Main ...	...	35*
Bearley West Junction ...	Main to Branch ...	...	35

OLDBURY BRANCH

Oldbury Goods ...	Over Single Line between Oldbury and Langley Green Middle and Oldbury Goods Yard ...	...	10
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STOURBRIDGE EXTENSION

DOWN LINE

Handsworth Junction... ..	Main or Relief ...	Stourbridge Extension Line ...	20
Smethwick West ...	Branch ...	Main ...	15
Smethwick West ...	All Down Trains ...	...	25
Oldbury & Langley Green and Rowley Regis, 134m. 40c. and 135 m.p. ...	All Down Trains ...	...	50
Old Hill ...	Main ...	Windmill End Branch ...	10
Old Hill (Crossover at Birmingham end of Station leading to Halesowen or Dudley Branches) ...	Old Hill ...	Halesowen or Dudley ...	15
Old Hill ...	Main ...	Halesowen Branch ...	Stop dead
Rowley Regis and Old Hill, 136m. 30c. and 137. 46c. ...	All Down Passenger Trains ...	...	40*
Old Hill and Cradley Heath, 138m. 32c. and 138m. 64c. ...	All Down Passenger Trains ...	...	40*
Rowley Regis and Cradley Heath ...	All Down Goods Trains... ..	...	20
Old Hill (Goods) ...	Cradley Road Bridge ...	Old Hill Goods Yard ...	10
Corngreaves' Goods ...	Cradley East Box ...	Cradley Road Bridge ...	5
Hayes Lane Goods ...	Lye ...	Hayes Lane Branch Gate ...	5
Stourbridge Junction North... ..	Stourbridge Extension ...	West Midland ...	15

*—Permanent Speed Restriction Indicator provided.

Speed of Trains Through Junctions and other Specified Places—continued

NAME OF PLACE		DIRECTION OF TRAIN		Miles per Hour
		From	To	
STOURBRIDGE EXTENSION—continued				
UP LINE				
Hayes Lane Goods	Hayes Lane Branch Gate	Lye		50
Lye and Cradley Heath, 139m. 20c. and 138m. 60c.	All Up Trains			5
Corngreaves' Goods	Cradley Road Bridge	Cradley East Box		10
Old Hill (Goods)	Old Hill Goods Yard	Cradley Road Bridge		10
Cradley Heath	Main	Corngreaves' Branch		10
Old Hill	Windmill End Branch	Main		10
Rowley Regis and Oldbury & Langley Green, 135 m.p. and 134m. 40c.	All Up Trains			55
Smethwick West	All Up Trains			25
Smethwick West	Main	Branch		15
Handsworth Junction	Stourbridge Extension	Main or Relief		20
HALESOWEN BRANCH				
Old Hill	To and from Main			Stop Dead
Old Hill	137½ m.p. on Single Line	Main		10
Halesowen	Single Line	Platform Loops		15
Halesowen Canal Basin	Between Junction Sidings and Canal Basin Yard			10
Halesowen Branch, Subsidence between 137m. 72c. and 138m. 40c.	Between Old Hill and Halesowen in each direction			10*
WINDMILL END BRANCH				
The speed of all Up and Down Trains between Old Hill Junction and Blowers Green Junction must not exceed 35 m.p.h. and must be further restricted to lower speed as shewn below.				
DOWN LINE				
Old Hill Junction	Main	Branch		10
Between Old Hill and Old Hill High Street Halt, over curves	Netherton Basin Branch	Main		25*
Windmill End Junction	Main			15
Blowers Green Junction	Branch	Main		10
UP LINE				
Windmill End Junction	Main	Netherton Basin Branch		15
Between Old Hill High Street Halt and Old Hill, over curves	Branch	Main		25*
Old Hill Junction				10
GREAT BRIDGE BRANCH				
Horseley Fields Junction	To and from Great Bridge South			15
Swan Village Junction South	To and from Main			15
STOURBRIDGE JUNCTION SOUTH AND BILSTON WEST, VIA DUDLEY				
DOWN LINE				
Stourbridge Junction South	Main 142 m.p. and 142 m. 15 c.			40
Stourbridge Junction South	Main	Relief Platform		15
Stourbridge Junction Middle	Relief Platform	Main		15
Stourbridge Junction North	West Midland	Stourbridge Extension		15
Kingswinford Junction South	Main	Branch		15
Brettell Lane, 143m. 50c. and 144m. 7c.	All Trains			15*
Round Oak, Woodside Goods Branch	All Trains			5
Round Oak and Blowers Green, 146m. 70c. and 147m. 15c.	All Trains			30*
Blowers Green Junction	Branch	Main		10
Dudley Station, 148m. 5c. and 148m. 35c.	Main Line			15*
Tipton	Bridge at 149m. 38c.	Three or more Light Engines coupled together		20
Daisy Bank	Bridge at 151m. 20c.	Three or more Light Engines coupled together		20

*—Permanent Speed Restriction Indicator provided.

Speed of Trains Through Junctions and other Specified Places—continued

NAME OF PLACE	DIRECTION OF TRAIN		Miles per Hour
	From	To	

STOURBRIDGE JUNCTION SOUTH AND BILSTON WEST, VIA DUDLEY—continued

UP LINE

Daisy Bank	Bridge at 151m. 20c.	Three or more light engines coupled together.	20
Tipton	Bridge at 149m. 38c.	Three or more light engines coupled together.	20
Dudley North to Blowers Green, 148m. 14c. and 148 m.p.	Main Line ... ..	... ..	20*
Blowers Green Junction	Main	Branch	10
Blowers Green and Round Oak, 147m. 15c. and 146m. 70c.	All Trains ... ..	... ..	30*
Round Oak, Woodside Branch	All Trains ... ..	... ..	5
Brettell Lane, 144m. 7c. and 143m. 50c.	All Trains ... ..	... ..	10*
Stourbridge Junction Middle	Main	Relief Platform	15
Stourbridge Junction South	Relief Platform	Main	15
Stourbridge Junction South	Main 142 m. 15 c. and 142 m.p. ... ..	... ..	40

STOURBRIDGE JUNCTION AND STOURBRIDGE TOWN BRANCH

PASSENGER SINGLE LINE

Between Stourbridge Junction and Stourbridge Town ...	All Trains		15
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GOODS SINGLE LINE

Between Stourbridge Junction and Stourbridge Goods ...	All Trains		10
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KINGSWINFORF JUNCTION AND OXLEY SIDINGS, VIA WOMBOURN

DOWN LINE

Between Brockmoor and Pensnett	All Trains		25
Between Pensnett and Baggeridge Junction, 146m. 20c. and 146m. 75c.	All Trains ... ..	... ..	10*
Baggeridge Colliery Branch (Goods)	All Trains ... ..	... ..	10

UP LINE

Baggeridge Junction	Single Line	Up Line	15
Baggeridge Colliery Branch (Goods)	All Trains ... ..	... ..	10
Between Baggeridge Junction and Pensnett, 146m. 75c. and 146m. 20c.	All Trains ... ..	... ..	15*
Between Pensnett and Brockmoor	All Trains ... ..	... ..	25
Kingswinford Junction South	Branch Line	Main Line	15

SINGLE LINE

Wombourn Station	Single Line to and from Loop ...		15
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DOWN LINE

Oxley Branch Junction	All Down Trains		15
Between Oxley Branch Junction and Oxley Middle ...	Over curve between Junctions ...		30
Oxley Middle	Branch	Up Main	15
Oxley North	Codsall Loop	Main	15

UP LINE

Oxley North	Main	Codsall Loop	15
Between Oxley Middle and Oxley Branch Junction ...	Over curve between Junctions ...	... ..	30
Oxley Branch Junction	All Up Trains ... ..	... ..	15

*—Permanent Speed Restrictions Indicator provided.

Speed of Trains Through Junctions and other Specified Places—continued

LONDON MIDLAND REGION

LOCALITY	LINES, ETC.	Speed per hour not to exceed
Smethwick (Galton Junction)	To and from L.M.R. Line	20 miles
Through Dudley Station	All L.M.R. Lines	15 "
Between Sedgley Junction and Horseley Fields Junction	Both Lines	45 "
Through Sedgley Junction and between Sedgley Junction and Dudley Port High Level	Both Lines	30 "
Horseley Fields Junction	Great Bridge South to Dudley, and Dudley to Great Bridge South	15 "
Sedgley Junction between Dudley Port (Low Level) and Dudley	Great Bridge L.M.R. to Dudley Port, and Dudley Port to Great Bridge L.M.R.	20 "
Through Walsall Station	Both Lines	30 "
Through Ryecroft Junction	All Lines	20 "
Ryecroft Junction	Both Lines	15 "
Leamington Spa General	To and from L.M.R.	15 "
Short Heath Station and the 49 m.p. near Birchill's Sidings Up Main Line Distant Signal	To and from L.M.R.	5 "
Stour Valley Junction between Dudley Port (High Level) and Dudley	Both Lines, Wolverhampton and Walsall	10 "
L.M.R. Section of Halesowen Branch	Both Lines	10 "
	Both Lines of Branch except as shown below	20 "
	Over Curves near Halesowen Station	10 "
	Over large viaduct between Hunnington and Rubery, over Loop Lines at Rubery and over Curve near L.M.R. Main Line	10 "
	When running between Main Line and Up Loop Line at Longbridge West Box	10 "
	When running between Up Loop Line and Main Line at Longbridge East Box	5 "

NAME OF PLACE	DIRECTION OF TRAIN		Miles per Hour
	From	To	

LEAMINGTON SPA (MILVERTON) AND LEAMINGTON SPA (AVENUE)

DOWN LINE

Leamington Spa Avenue, G.W. Junction	Through Junction to and from Western Region Line	15
Leamington Spa Avenue	G.W. Junction	30
Leamington Spa Avenue	Leamington Spa Avenue	40

UP LINE

Leamington Spa (Milverton)	Leamington Spa (Avenue)	40
Leamington Spa (Avenue)	G.W. Junction	30
Leamington Spa (Avenue) G.W. Junction	Through Junction to and from Western Region Line	15

FENNY COMPTON AND BROOM JUNCTION

DOWN LINE

Maximum permissible speed ... ..	... ..	45
Burton Dassett	Single Line to and from Loop	15
Kineton	Single Line to and from Loop	15
Ettington	Single Line to and from Loop	15
Clifford Sidings	Single Line to Down Line	15
Stratford-upon-Avon (Old Town)	Crossover East of River Bridge	10
Stratford-upon-Avon (Old Town)	Through Junction to L.M.R. Junction	15

UP LINE

Maximum permissible speed ... ..	... ..	45
Stratford-upon-Avon (Old Town)	Single Line to Up Line	15
Burton Dassett	Single Line to and from Loop	15

STRATFORD-UPON-AVON (OLD TOWN) TO L.M.R. JUNCTION

DOWN LINE

L.M.R. Junction	Through Junction	5
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UP LINE

Stratford-upon-Avon (Old Town)	Through Junction	15
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E.R. LINE.—The Speed of Freight and Coal Trains when passing from Slow Passenger to Main Lines and vice versa, or from Goods Lines to Main or Slow Passenger Lines, and vice versa, must not exceed 10 miles per hour.

Culworth Junction To and from Banbury General 25 miles

Where it is necessary to reduce the speed of trains, care should be taken that the speed is reduced before reaching the Junction, so as to obviate the necessity of applying the brakes when passing through the points and crossings, except of course in the case of emergency.

ENGINE RESTRICTIONS

ARDLEY TO OXLEY NORTH

Route Colour—DOUBLE RED

Engines of all descriptions may work between Ardley and Oxley North, subject to the following prohibitions:—

60XX ("King") B.R. Standard Class 8 (4-6-2) 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 catch points only, for the purpose of detaching vehicles, etc., in cases of emergency. Use may be made of the triangle Oxley North-Oxley Branch Junction-Oxley Middle for turning purposes.

Subject to a speed restriction of 5 m.p.h. these engines may work over all Goods Running Loops between King's Sutton and Oxley including all movements to and from Main and Relief lines as may be necessary.

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

Station	Connections and Sidings	Engines Prohibited
Banbury	Merton Street Sidings (ex L.M.R.) Hump Yard. Hump to Nos. 4, 6, 18 and 19 roads ... Cold Stores Sidings	ALL except 0-6-0T and 0-4-2T types. All 4-6-0 types and 47XX class. ALL except 0-6-0T types.
Fenny Compton	Goods Yard. Past Cattle Pen	All classes with outside cylinders.
Southam Road & Harbury	Cattle Pen Sidings Goods Shed Platform road through Shed	All classes with outside cylinders.
Leamington Spa General	Passenger Station Up Bay Line and connection thereto from Up Main and Up Goods Loop. Through North crossover, Up Bay to Down Loop ... Outside road past loading dock... .. Goods Sidings Wagon Repair Sidings Ford Motor Company's Siding (Flavell) Carriage Sidings Nos. 2 and 4 Sidings Connection at London end of Sidings Engine Shed Sidings Connection—Turntable Road to No. 1 Shed Road ...	60XX Class, B.R. Standard Class 8 and Gas Turbine engine No. 18000 are permitted subject to a speed restriction of 5 m.p.h. 60XX Class. ALL except 45XX, 51XX, and inside cylinder classes, which are permitted to a point 100 feet from the buffer stops. All outside cylinder types. All 4-6-0 classes and 47XX class. 60XX class. 60XX class. 60XX class.
Warwick	Passenger Station Down Bay, from Birmingham end of Down Platform to buffer stops. Cape Yard Show loading dock, line nearest Main Line Old Loading Dock back road	Outside cylinder types not to exceed 5 m.p.h. Outside cylinder types not to exceed 5 m.p.h., and prohibited past a point opposite telephone hut in centre of dock. All outside cylinder types.
Hatton... ..	Through crossovers between Up and Down Main Lines at 112m. 4c. Up Side dock... .. Down Bay Line and connections thereto from Down Main Line.	W.R. Diesel Cars Nos. 19 to 38. W.R. Diesel Cars Nos. 19 to 38. 60XX class, B.R. Standard class 8 and Gas Turbine engine No. 18000 are permitted subject to a speed restriction of 5 m.p.h.
Lapworth	Bay Platform line	60XX, and 47XX classes.
Knowle & Dorridge... ..	Cattle Pens	All outside cylinder types.
Widney Manor	Cattle Pen Sidings Front Road—dead end on London side of compound at 120m. 75c.	All outside cylinder types. All 4-6-0 classes and 47XX class.
Tyseley	South Down Relief line to Carriage Siding Down Loop Carriage Sidings All sidings except No. 6 Loco Yard. 60XX class engines may work over:— All connections and approaches leading to engine sheds from Small Heath end. Engine Shed lines and turntables. Loco Yard Coal Sidings and Stage. Balancing Machine siding. Up and Down engine loop lines.	60XX class, B.R. Standard class 8 and Gas Turbine engine No. 18000 are permitted subject to a speed restriction of 5 m.p.h. 60XX class. 60XX class.
Small Heath and Sparkbrook ...	B.S.A. Sidings beyond gate... ..	ALL except 0-6-0T engines in "BLUE," "YELLOW" and "UNCOLOURED" groups.

Engine Restrictions—continued.

ARDLEY TO OXLEY NORTH—continued.

Station	Connections and Sidings	Engines Prohibited
Bordesley Junction	Small Heath Mileage Yard Empty Shed Road from the connection at 127m. 35½c. to a point inside Shed 160 feet from south end of Shed "Side of Empty Shed" Road over curve at south end of Shed Metal Warehouse Metal Shed No. 5 Road Field Sidings	All outside cylinder types. All 4-6-0 classes and 47XX classes. All outside cylinder types. All 4-6-0 classes and 47XX class. 4-6-0 classes and 47XX class permitted at slow speed only.
Bordesley Station	Cattle Pens	Outside cylinder types not to exceed 5 m.p.h.
Birmingham (Moor Street)	Hoist Road leading to Roads Nos. 3, 4 and A Shed road	All 4-6-0 classes and 47XX class.
Birmingham (Snow Hill)	South End Short Dock Sidings Up Side Tunnel Sidings Down Side North End Connections into Nos. 3, 4, 9 and 10 bays Connections to turntable on north side of table Up Loop to back road Northwood Street Sidings and thence to table road.	60XX class. 60XX class. 60XX class. 60XX class. The following classes are subject to a speed restriction of 5 m.p.h.: 60XX class, B.R. Standard class 8, and Gas Turbine locomotive 18000. Special care to be exercised over bridge at 129m. 45c. near entrance to table.
Hockley	Goods Depot General Shed—Nos. 1-9 roads inclusive No. 10 road North Slip road of compound in Up Goods line leading to Up Relief and Up Main Slip road of compound in Up Relief leading to Up Main Slip road of compound in Down Relief leading to Up Relief Slip road of compound in Down Main leading to Up Main Down Relief to Up Relief past Disc No. 26 Down Loop to Up Relief or Up Main past Disc No. 19	ALL except inside cylinder 0-6-0T engines. Outside cylinder classes not to exceed 5 m.p.h. All 4-6-0 classes and 47XX class. All 4-6-0 classes and 47XX class. All 4-6-0 classes and 47XX class. All 4-6-0 classes and 47XX class. W.R. diesel cars 19-38. W.R. diesel cars 19-38.
Handsworth & Smethwick	Goods Siding on West side of platform at South end of Goods Shed Crossover between Shed roads at South end of Shed Bottom Yard Sandwell Park Sidings	All outside cylinder classes. All outside cylinder classes. All except 0-6-0T. ALL except 0-6-0T types in "BLUE," "YELLOW" and "UNCOLOURED" groups.
West Bromwich	Up Side loading docks Down Side Crossover—spare road to Goods Shed road Goods Shed alongside Platform inside and outside of Shed Grain Shed line beyond road crossing	ALL except 16XX, 54XX and 57XX. All outside cylinder types. All outside cylinder types. All outside cylinder types.
Wednesbury Central	Exchange Sidings Over curves in L.M.R. maintenance at South end Goods Shed road through Shed Basin Yard North Willingworth Wagon Repair Siding Monway Branch (Patent Shaft and Axletree) over connections near canal bridge	All 4-6-0 types and 47XX class. All outside cylinder types. All 4-6-0 types and 47XX class. All 4-6-0 types and 47XX class. All 4-6-0 types and 47XX class.
Priestfield	Stowheath—Bayliss, Jones & Bayliss Siding	ALL except 0-6-0T and 0-4-2T classes.
Wolverhampton (Low Level)	Carriage Sidings and Shed South end North end	4-6-0 classes and 47XX class permitted at slow speed only. 4-6-0 types and 47XX class engines may work into following sidings at slow speed:— Nos. 1, 2 and 3 Shed roads. All other roads prohibited.
Dunstable Park	Short Dead End Spur, south end of sidings	ALL except 0-6-0T and 0-4-2T.

Engine Restrictions—continued.

BLETCHINGTON (CEMENT SIDINGS) TO AYNHO JUNCTION

Route Colour "RED"

Permitted engines—ALL except 60XX class.

In cases of emergency 60XX class engines are permitted to work trains over this section subject to an overall speed restriction of 60 m.p.h., which must be reduced to 20 m.p.h. while passing over the following bridges:—

Nearest Station	Bridge	Mileage
Bletchington	River Cherwell	69m. 60c.
	Oxford Canal	70m. 21c.
	Oxford Canal	71m. 18c.
	River Cherwell	71m. 47c.
	River Cherwell	71m. 48½c.
Heyford	River Cherwell	71m. 75c.
	River Cherwell	73m. 61c.
	Flood Bridge	75m. 34c.
	Flood Bridge	75m. 39c.

Note.—60XX class engines are also permitted to run "light" over this section whilst proceeding between Stafford Road and Swindon, subject to an overall speed restriction of 55 m.p.h., which must be reduced to 20 m.p.h. over the bridges listed above.

KING'S SUTTON TO KINGHAM LINE

Route Colour "BLUE"

Permitted engines—all in "Blue," "Yellow" and "Uncoloured" routes.

Subject to restrictions in Worcester District Working Timetable.

BANBURY JUNCTION (L.M.R.) VIA WOODFORD HALSE

W.R. engines are permitted to work over this section as under:—

Banbury-Woodford Halse only—2-8-0 (28XX) class.

Banbury-Sheffield—"Castle" class, 49XX, 43XX and 68XX classes.

(Prohibited from entering Bay Platforms and loading and cattle docks.)

BANBURY (MERTON STREET)

ENGINES AUTHORISED

Western Region	B.R. Standard	Diesel	L.M. Region	REMARKS
None	All except:— 4-6-2 70XXX 71XXX 2-10-0 92XXX	All except:— 350 h.p. B.R. 500 h.p. E.E. 10000 and 10001 } As single and 10201, 10202, 10203 } double units. 10100 Fell Diesel Mech.	All except:— 4-4-0 41049-41198 4-6-0 45500-45742 46100-46170 4-6-2 46200-46212 46220-46257 0-8-0 48893-49454 2-8-0 48000-48772 53800-53810 70907-79843 90007-90774	
LEAMINGTON SPA (MILVERTON)—LEAMINGTON SPA (AVENUE)				
None	All	All	All except:— 2-8-0 53800-53810 0-6-0 2E & 3H 0-4-4T 2K & 2L } Ex 0-6-0T 2R & 3Y } Cal.	

Engine Restrictions—continued.

STRATFORD-UPON-AVON—FENNY COMPTON

ENGINES AUTHORISED				REMARKS
Western Region	B.R. Standard	Diesel	L.M. Region	
2-8-0 90XXX W.D.*	2-6-0 76XXX§ 77XXX 2-6-2T 82XXX 84XXX 2-6-4T 80XXX§ 4-6-0 75XXX§	5000-5019/5300-5319 5500-5519/5700-5719 5900-5909/6100-6109 8000-8019/8200-8209 8400-8409 200 and 204 h.p. B.R. 350 and 500 h.p. 10800	0-4-4T 41900-41909 58052-58087 0-6-0T 41660-41879 47200-47681 51316-51524 4-4-0 40332-40700 0-6-0 43180-43629 43800-44606 52095-52527 58114-58932 2-4-2T 50643-50850 2-6-2T 40001-40209 2-6-0 43000-43049 43112-43121 46400-46502 4-6-0 44658-45499§ 2-8-0 48000-48772* 70807-79483* 90007-90774*	*Speed not to exceed 25 m.p.h. §Speed not to exceed 20 m.p.h.
STRATFORD-UPON-AVON OLD TOWN BOX (ex L.M.R.)—STRATFORD-UPON-AVON L.M. JUNCTION (W.R.)				
2-8-0 90XXX W.D.	2-6-0 76XXX 4-6-0 73XXX	5700-5719/8000-8019 200 and 204 h.p. B.R. 350 and 500 h.p. 10800	0-6-0 43800-44606 2-6-0 43000-43049 43112-43121 4-6-0 44658-45499 2-8-0 48000-48772 70807-79483 90007-90774	

BORDLESLEY JUNCTION W.R. TO L.M.R. (MIDLAND DIVISION)

Note.—The A.T.C. shoe of all W.R. engines must be clipped in the inoperative position when working to the L.M.R. via Bordesley Junction.

W.R. engines 4500-4574, 94XX and W.D. 2-8-0 classes are permitted to work to Washwood Heath (Bromford Bridge Box) and may work into the following sidings:—

- Nos. 1, 2 and 3 Down reception.
- Nos. 4, 5 and 6 Down arrival.
- Nos. 1, 2 and 3 Up reception.
- Transfer road Down side.

49XX class permitted to Water Orton or Lawley Street via Bordesley Junction, subject to the following conditions:—

Washwood Heath Down Sidings

Permitted from the Saltley station end into Sidings Nos. 2 to 9 inclusive, subject to speed not exceeding walking pace but prohibited through the connections at the Water Orton end of the sidings.

Also permitted from Washwood Heath Junction signal box to Washwood Heath Sidings No. 1 signal box via Nos. 1, 2 or 3 Reception Lines and thence through Nos. 4, 5 or 6 Arrival Roads, subject to movement being carried out at slow speed.

Washwood Heath Up Sidings.

(a) Permitted from the Saltley end into Nos. 1, 2 and 3 Reception roads, thence over No. 1 Road to Nos. 2, 3, 4 and 5 "Dug Out" Sidings.

(b) Permitted from the Reception lines past Washwood Heath Sidings No. 6 signal box into Nos. 5 to 8 and 10 to 23 Sidings inclusive, subject to speed not exceeding walking pace.

Washwood Heath Down Coal Sidings.

(a) Prohibited into Sidings Nos. 1, 15, 20, 21, 22, 23.

(b) Permitted into Sidings Nos. 2 to 14 inclusive and 16 to 19 inclusive.

Water Orton Sidings.

Permitted into the arrival and departure line and thence forward to the Up Goods line via the connection at the Derby end of the line, but prohibited through the scissors crossover between the Up Goods line and the arrival and departure line.

22XX class permitted to Lawley Street, Washwood Heath and Water Orton, including all lines and sidings authorised for L.M.R. (ex Midland Class 3F) 0-6-0 tender engines.

Engine Restrictions—continued.

WALSALL STREET BRANCH

Permitted engines—ALL except 60XX class.

Engines in "RED" group restricted to 20 m.p.h.

Station	Connections and Sidings	Engines Prohibited
Walsall Street Goods ...	Chillington Works Siding over turntable ... Bantock's Sidings ... Hickman's Sidings beyond L.M.R. bridge ... New Road ... Farm Sidings Crane Road ... Farm Sidings No. 2 Siding ...	ALL All 4-6-0 classes and 47XX class.

CANNOCK ROAD JUNCTION TO BUSHBURY BRANCH

All W.R. engines except 60XX class are permitted to the limit of W.R. maintenance.

The following types of W.R. engines are permitted to work between Cannock Road Junction and Wellington via Bushbury L.M.R. and Stafford:—

22XX Class
43XX Class
Engines Nos. 4500-4574 } Subject to a restriction of 15 m.p.h.
through platform No. 1 at Stafford.

STAFFORD ROAD JUNCTION TO VICTORIA BASIN BRANCH

Route Colour "DOTTED RED"

Permitted engines:—All except 60XX class.

All "RED" group engines restricted to 10 m.p.h.

Local Restrictions:—

Station	Connections and Sidings	Engines Prohibited
Herbert Street Goods ...	Goods Shed No. 3 Road ... Shed and transfer shed from commencement of platform... Windmill Yard (beyond Bone Mill Lane) Bridge ...	ALL except 0-6-0T with inside cylinders. ditto ditto

B.R. STANDARD ENGINES

- Class 8P (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. As for W.R. 4-6-0 49XX class.
- Class 4 (4-6-0) (75XXX) ... Prohibited on "Yellow" and "Uncoloured" routes. As for W.R. 4-6-0 78XX class.
- Class 4 (2-6-0) (76XXX) ... Prohibited on "Yellow" and "Uncoloured" routes. As for W.R. 78XX class.
- Class 4 (2-6-4T) (80XXX) ... Prohibited on "Yellow" and "Uncoloured" routes. As for W.R. 51XX class.
- Class 2 (2-6-2T) (82XXX) ... Prohibited on "Uncoloured" routes. Engine No. 82030, and engines numbered 82035 to 82044 inclusive, 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) ... These engines are in the "Uncoloured" group for route purposes. (Subject to clearance tests in respect of sidings and crossovers.)
- Class 2 (2-6-2T) (84XXX) ... "Uncoloured" group for route purposes. (Subject to clearance tests in respect of sidings and crossovers.)
- Class 9F (2-10-0) (92XXX) ... "Double Red" and "Red" routes: as for W.R. 2-8-0 28XX class.
(including engines fitted with "Franco-Crosta" boilers). "Blue" routes as for W.R. 28XX class: speed not to exceed 50 m.p.h.
"Dotted Blue" routes: as for W.R. 2-8-0 28XX class, speed not to exceed 25 m.p.h. "Yellow" and "Uncoloured" routes prohibited.

Subject to clearance tests in respect of Sidings and Crossovers. Not to work between:—

Stourbridge E.S.S. Box and Stourbridge Junction North—Up Line.

Stourbridge Junction North and Lye—Up Line.

Rowley Regis and Stourbridge Junction North—Down Line.

Engine Restrictions—continued.

B.R. DIESEL LOCOMOTIVES

B.R. Type	Power, etc.	Wheel Arrangements	Route Colour	Class No.
1	800 h.p. diesel electric ... (B.T.H. and N.B. Loco.) *Single or double unit. Prohibited	B.B. ...	Yellow* ...	D.84XX
		Old Hill	to Halesowen	
1	1,000 h.p. diesel electric ... (N.B. Loco.) Also permitted as Single or Double Unit over authorised for 43XX class engines.	B.B. ...	Blue ...	D.80XX
			Yellow routes specially	
1	1,000 h.p. diesel hydraulic ... (N.B. Loco.) Prohibited Halesowen to Rubery.	B.B. ...	Yellow ...	61XX.
2	1,100 h.p. diesel electric ... (E.E.C.) Prohibited on Great Bridge Branch.	—	Blue ...	D.59XX.
2	1,160 h.p. diesel electric ... (B.C. & W.) Prohibited on Great Bridge Branch.	B.B. ...	Blue ...	D.53XX.
2	1,200 h.p. diesel electric ... (Metro Vick.) Prohibited on Great Bridge Branch.	C.B. ...	Blue ...	57XX.
2	1,250 h.p. diesel electric ... (Brush Bagnall.) Also permitted on Yellow routes specially authorised for 43XX class.	A.I.A.— A.I.A.	Blue ...	D.55XX
4	2,000 h.p. diesel electric ... (E.E.C.)	I.C.C.I ...	—	D.2XX
4	2,000 h.p. diesel hydraulic ... (N.B. Loco.) May work coupled together or coupled to 1,000 h.p. diesel hydraulic engine (N.B. Loco.)	A.I.A.— A.I.A.	Red ...	D.6XX.
4	2,000 h.p. diesel hydraulic ... (Swindon.)	B.B. ...	Red ...	D.8XX.
4	2,300 h.p. diesel electric. May work as single or double unit.	—	Red ...	—
4	3,300 h.p. diesel electric ... (E.E.C.)	C.C. ...	—	D.1XXX.

DIESEL SHUNTING ENGINES

350 h.p. Diesel Electric Shunting engine. D.3XXX class and Engine No. 15100.

Maximum speed 20 m.p.h.
Route classification "Yellow."
Average speed for timing purposes 15 m.p.h.

These engines are permitted to work generally over the section Cement Sidings to Oxley North.
Diesel electric shunting engine Nos. 15100 to 15107.

Maximum speed 20 m.p.h.
Route classification—"Uncoloured."

These engines are permitted to work generally over the section Cement Sidings to Oxley North.

200 h.p. Diesel Mechanical Shunting Engines. D.2XXX class.

Engine route classification—"Uncoloured."

These engines are permitted to work generally in the Birmingham District.

350 h.p. Diesel Electric Shunting Engines. D.3XXX.

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

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

Engine Restrictions—continued.

MULTIPLE DIESEL UNIT TRAINS

- 3-Car (Suburban type) Diesel Sets.
- 3-Car (Cross-Country type) Diesel Sets.
- 6-Car (Inter-City Express type) Diesel Sets.
- Single Diesel Units and Drive end trailers.

The above types 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.

G.W.R. 4-4-0 No. 3440 "City of Truro"

- Permitted: "Double Red" and "Red" routes.
- "Dotted Red" and "Blue" routes maximum speed 40 m.p.h.
- "Dotted Blue" routes maximum speed 25 m.p.h.

Working of Austerity W.D. (2-8-0) Engines

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

L.M. Region Engines working on Western Region

- Ardley to Oxley North ... All ex L.M. engines are permitted to work. Those in Codes Nos. 6A, 6D, 7A and 8C must observe the restrictions laid down for the working of "King" class engines.
- Birmingham to Stratford-upon-Avon via Shirley. All ex L.M. engines are permitted with the exception of those in Codes Nos. 6A, 6D, 7A and 8C.
- Dudley to Stourbridge Junction ... All ex L.M. engines are permitted with the exception of those in Codes Nos. 6A, 6D, 7A and 8C.
- Bordesley Junction, Long Marston, Honeybourne, Cheltenham (Lansdown). 4F, (0-6-0) 167B; 6P, 5F (2-6-0) 180A, 181D.

EASTERN AND NORTH EASTERN REGION ENGINES WORKING ON WESTERN REGION

Eastern Region engines are permitted to work between the points shown subject to observance of service restrictions.

- Class A3 (4-6-2) ... Banbury Junction and Banbury main lines only. May use Goods Loops in emergency subject to speed restriction of 5 m.p.h.
- Class B1 (4-6-0) ... Ardley to Birmingham—Cement Sidings to Aynho Junction permitted on running lines only.
- Class B12/3 (4-6-0) ... All "Blue", "Dotted Red" and "Red" routes for through working only.
- Class B16/1 (4-6-0) ... Cement Sidings—Banbury Junction for through working only.
- Class B16/2 (4-6-0) ... Cement Sidings—Banbury Junction in emergency only.
- Class B.17 (4-6-0) ... Ardley—Banbury Junction—Cement Sidings—Ardley Junction for through working only.
- Class C.13 (4-4-2T) ... Ardley—Banbury.
- Class P.11/1 & 2 (4-4-0) ... Cement Sidings—Banbury Junction. For through working only.
- Class J.11 (0-6-0) ... Cement Sidings—Banbury Junction.
- Class J.20 (0-6-0) ... Cement Sidings—Banbury. Running lines only.
- Class J.39 (0-6-0) ... Cement Sidings—Banbury Junction. For through working.
- Class K2 (2-6-0) ... Cement Sidings—Aynho Junction. For through working only.
- Class K.3 (2-6-0) ... Cement Sidings—Aynho Junction. For through working only subject to maximum speed of 50 m.p.h. Ardley—Birmingham (S.H.). For through working only.
- Class N.7 (0-6-2T) ... Ardley—Banbury.
- Class O.4 (2-8-0) ... "Blue", "Dotted Red" and "Red" routes restrictions as for 28XX class engines.
- Class V.2 (2-6-2) ... Ardley—Oxley North as for "Double Red" engines. Also permitted in case of emergency between Bletchington (Cement Sidings) to Aynho Junction under the same conditions as W.R. 60XX class engines.

SHUNTING ENGINES

STATION	Engine No.	Starting Time	AUTHORISED HOURS FROM STARTING TIME							Total Hours per Week	PARTICULARS OF WORK AND REMARKS
			Mon.	Tues.	Wed.	Th.	Fri.	Sat.	Sun.		
Banbury General ...	1	6. 0 a.m.	18	24	24	24	24	24	6	144	Banbury Junction Up Yard Engine.
	2	6. 0 a.m.	18	24	24	24	24	24	6	144	Hump, Junction end. Diesel off Shed 5.30 a.m. Monday.
	3	6. 0 a.m.	18	24	24	24	24	24	6	144	Hump and Local Yard Engine. Diesel off Shed 5.45 a.m. Monday. SO to perform any work required at South End after 2.0 p.m.
	4	6. 0 a.m.	18	24	24	24	24	14	6	128	South End, Merton St. and Goods Yard Engine. Diesel off Shed 5.55 a.m. Monday. Also shunts "C" and "D" Headcode trains at London end of Hump Yard.
	6	6. 0 a.m.	—	SUSPENDED	—	—	—	—	—	—	N.E. Loop Pilot.
	7	6. 0 a.m.	18	24	24	24	24	24	6	144	Junction, Down Side, Old Yard. Diesel off Shed 5.45 a.m. MO.
	8	2. 0 p.m.	8	8	8	8	8	8	—	48	Junction, Down Side, New Yard. Shunts Cripple Sidings. Diesel off Shed 1.45 p.m.
Leamington Spa General	1	5.30 a.m.	18½	24	24	24	24	24	6	144½	Shunts Exchange Sidings.
	2	6. 0 a.m.	16	16	16	16	16	16	—	96	Shunts Down Yard, Goods Yard and Ford's Sdg and Passenger Pilot 1.30 p.m.—4.30 p.m.
Warwick ...	1	3.30 p.m.	—	SUSPENDED	—	—	—	—	—	—	Shunting and Banking.
Hall Green ...	1	1.30 p.m.	—	—	—	—	—	1½	—	1½	
Tyseley C.S. ...	1	3.30 p.m.	4	4	4	4	4	4	—	24	Works 4.0 p.m. Cripple trip, Bordesley Junction to Tyseley C.S. and shunt Cripple Siding.
Tyseley Goods ...	1	4. 0 a.m.	6	—	—	—	—	—	—	6	Engine works 6.30 a.m. Bordesley Junction MO.
	2	6.30 p.m.	5½	14½	14½	14½	14½	9½	—	73½	Cross traffic ex Tyseley C.S. at 6.25 p.m. and to Tyseley C.S. at 3.0 a.m. Work 2.0 a.m. MX 6.30 a.m. and 7.30 a.m. Bordesley Junction to Tyseley.
	3	3. 0 p.m.	—	—	—	—	—	1½	—	1½	Work trip to Bordesley Junction at 4.40 p.m. Saturday.
Bordesley Junction	1	6. 0 a.m.	18	24	24	24	24	24	6	144	Up Side. Baltic Yard.
	2	6. 0 a.m.	18	24	24	24	24	24	6	144	Up Side. Baulks Yard.
	3	6. 0 a.m.	18	24	24	24	24	24	6	144	Small Heath Yard and Down Side Bottom Yard. Caledonia Sidings 2.0 p.m. to 6.0 p.m.
	4	9. 0 a.m.	8	8	8	8	8	8	—	96	Up Side Old Yard.
	5	9. 0 p.m.	3	8	8	8	8	8	5	96	Caledonia Sidings. Engine stabled on Small Heath Scrap Dock Road 2.0 p.m. to 10.0 p.m.
	6	10. 0 p.m.	2	8	8	8	8	8	6	96	Small Heath, and Cross traffic between Up and Down Sides.
Bordesley Goods ...	1	11.30 a.m.	—	1	1	1	1	—	—	4	Cattle Pens.
Moor Street Goods	1	4.15 a.m.	4½	—	—	—	—	—	—	78½	L.E. ex Tyseley 3.50 a.m. MO.
	2	6. 0 p.m.	6	14½	14½	14½	14½	8½	—	44½	Engine ex Passenger working.
Hockley (Goods) ...	1	6. 0 a.m.	18½	24	24	24	24	24	6	144½	Engine off 5.30 a.m. MO Bordesley Junction to Hockley.
	2	6. 0 a.m.	16	16	16	16	16	8	—	88	Engine off 5.0 a.m. Bordesley Junction to Hockley MO. To Shed 12.0 noon to 5.0 p.m.
	4	6. 0 a.m.	6	6	6	6	6	13	—	78	
Queen's Head ...	—	—	—	—	—	—	—	—	—	—	See Handsworth Goods.
Handsworth (Goods)	1	6. 0 a.m.	17	17	17	17	17	17	—	102	Leaves Shed 5.40 a.m. Shunts Queen's Head also.
West Bromwich (Gds)	1	6. 0 a.m.	6½	6½	6½	6½	6½	10½	—	74½	Leaves Shed 5.10 a.m.
Wednesbury Central	1	6. 0 a.m.	18	24	24	24	24	24	—	138	Shunts Exchange Sidings, Monway Sidings, and Tube Shed.
	2	6. 0 a.m. MX 2. 0 a.m. MO	17	13	13	13	13	6	—	75	Shunts Shed, Private Sidings, Basin Exchange Sidings and Cripple Siding.
Swan Village Goods	1	6.15 a.m.	2½	2½	2½	2½	2½	2½	—	15	No. 33 Bank.
	2	9. 0 a.m.	10½	10½	10½	10½	10½	8½	—	61	At 1.0 p.m. cross Messrs. Wall's traffic. Shunt Old Mileage Yard, position empty wagons on No. 2 Road, New Sidings, thence to Swan Village Basin and New Depot. Engine to be used for shunt at Horseley Piggott, Great Bridge, at 2.0 p.m. when required SX.
	2	11.0 a.m.	3½	3½	3½	3½	3½	3½	—	22½	Engine of 10.25 a.m. Bordesley Junction. Shunts Coke traffic from No. 3 Gas Works Sidings. Then works 2.55 p.m. Swan Village Gas to Bordesley Junction.

Shunting Engines—continued

H123

STATION	En- gine No.	Starting Time	AUTHORISED HOURS FROM STARTING TIME							Total Hours per Week	PARTICULARS OF WORK AND REMARKS
			Mon.	Tues.	Wed.	Th.	Fri.	Sat.	Sun.		
Great Bridge South (Goods)	1 2	9.15 a.m. 4. 0 p.m.	1½ 1	1½ 1	1½ 1	1½ 1	1½ 1	3½ —	—	11 5	Engine of No. 33 Bank. Engine of 2.5 p.m. Oxley Sidings.
Bilston Cent. (Goods)	1	6.30 a.m.	13½	13½	13½	13½	13½	10½	—	78	Engine works 7.30 p.m. SX trip to Priestfield.
Priestfield ...	1 2	6.0 a.m. 1. 0 p.m. 7. 0 p.m. SX 2.30 p.m. SO	1 2 5	1 2 6½	1 2 6½	1 2 6½	1 2 6½	1 2 9½	— — ½	16 42½	Leaves Shed 5.30 a.m. At Walsall Street 7.0 a.m. to 1.0 p.m. and 3.0 p.m. to 7.0 p.m. Ex Walsall Street.
Walsall Street (Goods)	1	7. 0 a.m. SX 7. 0 a.m. SO	10	10	10	10	10	—	—	57½	At Priestfield 1.0 p.m. to 3.0 p.m.
Victoria Basin (Goods)	1 2	5. 0 a.m. MO 6. 0 a.m. MX 6. 0 a.m.	19	24	24	24	24	24	6	145	Diesel engine.
Oxley Sidings ...	1 2 3 4 5	6. 0 a.m. 6. 0 a.m. 6. 0 a.m. 10. 0 p.m. MO 6. 0 a.m. MX 5.50 p.m.	18 18 18 2	24 24 24 8	24 24 24 8	24 24 24 8	24 24 24 8	24 24 24 8	6 6 6 6 —	144 144 144 88 7	Shunting Up Side Old Yard. Shunting Up Side New Yard. Shunting Down Side, Birkenhead Yard. Shunting Down Side Crewe Yard. Crosses traffic, engine off 5.30 p.m. Victoria Basin.
Cannock Road ...	1	6. 0 a.m.	SUSPENDED							—	Shunting, Banking, and Trips.
Oldbury (Goods) ...	1	6.45 a.m.	12½	12½	12½	12½	12½	6½	—	67½	Returns working 7.10 p.m. ex Oldbury SX.
Oldbury & Langley Green	1 2 3	6. 0 a.m. 6. 0 a.m. 6. 0 a.m.	12 12 13½	12 12 13½	12 12 13½	12 12 13½	12 12 13½	10½ 11 4	— — —	70½ 71 71½	Shunts at West End and works three trips to and from Chemical Sidings and Albright & Wil- son's Siding at 8.45 a.m., 2.0 p.m. and 4.45 p.m. Shunts New Depot and East End and private siding as required until 2.0 p.m., then works continuation of 11.20 a.m. SX, Bordesley Junction to Oldbury and 4.10 p.m. SX Old- bury to Oldbury & Langley Green. Shunts at Goods Yard 4.30 p.m. to 5.30 p.m. SX work- ing traffic to East End. SO Engine to remain at East End to shunt in lieu of No. 3. Shunts Goods Yard and Hughes Johnson Siding 6.0 a.m. to 10.0 a.m. SX and 12.30 p.m. to 2.0 p.m. SX, 6.45 a.m. to 10.0 a.m. SO. To shunt at West End 10.0 a.m. to 12.30 p.m. SX. Then shunting at Rood End 2.0 p.m. to 6.0 p.m. Then West End to finish.
Cradley (Goods) ...	1 2	6.45 a.m. 6.30 p.m. SX 2.40 p.m. SO	5½ 3½	5½ 3½	5½ 3½	5½ 3½	5½ 3½	5 2½	— —	31½ 19½	Engine works 8.0 p.m. SO Cradley-Stourbridge Junction.
Corngreaves Sidings	—	8.30 a.m.	2½	2½	2½	2½	2½	1	—	14½	Engine of No. 6 Bank.
Netherton (Goods)	1 2	6.30 a.m. 12.30 p.m.	5½ 7½	5½ 7½	5½ 7½	5½ 7½	5½ 7½	5½ —	—	33 36½	Works 6.15 a.m. Blowers Green to Netherton. To assist No. 31 Bank (if required) from Blowers Green before proceeding to Shed. Engine of No. 31 Bank.
Rowley Regis ...	1 2	6. 0 a.m. 2. 0 p.m.	8 10	8 10	8 10	8 10	8 10	8 5	—	48 55	Engine works to Stour Junction the 2.30 p.m. Rowley Regis to Saltney. Shell-Mex & B.P. Sidings to be shunted as neces- sary.
Old Hill (Goods) ...	2	7.58 a.m. 1.15 p.m. 1.20 p.m. 5.50 p.m.	1½ 1½ 1½	1½ 1½ 1½	1½ 1½ 1½	1½ 1½ 1½	1½ 1½ 1½	1½ 1½ 1½	— — —	3 16½ 1½ 6½	Engine of No. 6 Bank. Engine of No. 11 Bank.
Halesowen (Goods)	1 2 3	5.55 a.m. 7.10 a.m. 2.30 p.m.	9½ 15 6½	9½ 15 6½	9½ 15 6½	9½ 15 6½	9½ 15 6½	9½ 14 6½	— — —	55 89 39	Engine of No. 2 Bank. Engine of No. 16 Bank. Assists No. 16 Bank Halesowen to Old Hill SX, returning to Halesowen to assist No. 17 Bank SX, thence to Shed. On Saturdays works 6.35 p.m. trip Halesowen to Rowley Regis, returning engine and van to Halesowen to assist No. 8 Bank to Old Hill, and thence to Shed. Engine of No. 8 Bank.

Shunting Engines—continued

STATION	En- gine No.	Starting Time	AUTHORISED HOURS FROM STARTING TIME							Total Hours per Week	PARTICULARS OF WORK AND REMARKS
			Mon.	Tues.	Wed.	Th.	Fri.	Sat.	Sun.		
Lye	1 2 3	6. 0 a.m. 4. 0 p.m. 5. 0 p.m.	6½ — 5½	6½ — 5½	6½ — 5½	6½ — 5½	6½ — 5½	6½ 3½ —	— — —	39 3½ 26½	Engine of No. 6 Bank.
Bilston West ...	1	6. 0 a.m.	15½	15½	15½	15½	15½	15½	—	93	
Princes End ...	1	9.45 a.m. SO 12.30 p.m. SX	1½	1½	1½	1½	1½	1½	—	10	Engine of 9.30 a.m. SO, 12.15 p.m. SX Dudley to Princes End.
Dudley... ..	1 2 3 4	6. 0 a.m. 6. 0 a.m. MO 2.30 a.m. MX 11. 0 a.m. SX 8.45 a.m. SO 6.30 a.m.	18½ 14½ — 2½	24½ 17½ — 2½	24½ 17½ — 2½	24½ 17½ — 2½	24½ 17½ — 2½	24½ 16½ — 2½	— — — —	138 101½ 6 15	Princes End trip. L.M.R. trip No. 300.
Blowers Green ...	1 2	9. 0 a.m. SX 8.30 a.m. SO 1.15 p.m.	3½ 5½	3½ 5½	3½ 5½	3½ 5½	3½ 5½	7 —	— —	23½ 28½	
Round Oak ...	1 2	8. 0 a.m. 4. 2 p.m.	12 3	12 3	12 3	12 3	12 3	12 3	— —	72 18	No. 2 Bank Engine.
Kingswinford Junc.	1	6.10 a.m.	2	2	2	2	2	2	—	12	
Brettell Lane ...	1 2	6.30 a.m. 3. 0 p.m.	7½ 6	7½ 6	7½ 6	7½ 6	7½ 6	7½ 6	— —	44 36	Goods Department Engine, to assist with shunting, work at Kingswinford Junction. To shunt Harrison & Pearson Siding as required.
Bromley	1	11. 0 a.m.	2	2	2	2	2	2	—	12	Engine of No. 1 Bank Train.
Stourbridge Goods...	1	7.30 a.m. 1. 0 p.m. 3.30 p.m. 11.30 a.m.	3 2½ 2½ —	3 2½ 2½ —	3 2½ 2½ —	3 2½ 2½ —	3 2½ 2½ —	3 — — 2½	— — — —	44½	No. 3 Bank.
Stourbridge Junction	1 2 3	6. 0 a.m. 4. 0 p.m. 6. 0 a.m.	18 8 18	24 16 24	24 16 24	24 16 24	24 16 24	24 16 24	6 6 6	144 94 144	Shunting Up Side, Back Yard. Shunting Up Side, Middle Yard. Shunting Down Side.

BANK ENGINES

STATION	En- gine No.	Starting Time	AUTHORISED HOURS FROM STARTING TIME							Total Hours per Week	PARTICULARS OF WORK AND REMARKS
			Mon.	Tues.	Wed.	Th.	Fri.	Sat.	Sun.		
Warwick	2	5. 0 a.m.	19	24	24	24	24	21	—	136	Banking and shunting.
Stratford-upon-Avon	1 2	6. 0 a.m. 6. 0 a.m.	18 14	24 14	24 14	24 14	24 14	24 14	6 —	144 84	Banking. Banking. Shunting and S. & M. Junction trips.
Stourbridge Junction	4 5 6 7	6.40 a.m. 10.35 p.m. SX 9.45 p.m. SO 5.20 a.m. MO 1.20 a.m. MX 9.30 p.m. SX 10.40 p.m. SO 12.0 nt. daily	9½ 19½ 2½ —	13 21½ 8 6	13 21½ 8 6	13 21½ 8 6	13 21½ 8 6	13½ 21½ 8 6	5½ — 5½ —	81 125½ 48 30	Banking Target No. 18. Banking Target No. 19. Banking Target No. 20. Banking Target No. 23.

TRIP ENGINES.

Banbury	8.0 a.m. to 10.0 p.m. Monday to Saturday.	To work forward from Banbury South to Banbury Junction traffic off terminating train, etc. Also works trip at 8.0 a.m. daily from Banbury Junction to Banbury Ironstone Sidings and to work as required.
Tyseley	SUSPENDED	Engine to work forward Bordesley Junction terminating trains arriving on Down Goods Loop Small Heath South

REFUGE SIDINGS AND LOOPS

STATION	Refuge Sidings	Running Loops	Number of Wagons Siding or Loop holds §	STATION	Refuge Sidings	Running Loops	Number of Wagons Siding or Loop holds §
DOWN				UP			
Astrop Sidings to Banbury South ...	—	1	401	Round Oak ...	1	—	38
Banbury South ...	—	1	80	Oxley North and Oxley Branch	—	1	71
Banbury General Station to Junction ...	—	1	213	Junction ...	—	1	79
Banbury Junction to Cropredy ...	—	1	545	Pensnett ...	—	1	50
Claydon Crossing ...	—	1	61	Bromley ...	—	1	70
Greaves Siding to Southam Road ...	—	1	126	Kingswinford Junction ...	—	1	52
Fosse Road ...	—	1	76	Stourbridge Engine Shed ...	—	1	60
Leamington General South to North	—	1	38	Stourbridge Junction South	—	1	52
Warwick ...	—	1	36	Stourbridge Junction Middle to	—	1	52
Budbrook to Hatton ...	—	1	467	North ...	—	1	31
Bearley East ...	—	1	57	Cradley West to East ...	—	1	31
Wilmcote ...	—	1	60	Cradley West ...	—	1	68
Stratford-upon-Avon East*	—	1	57	Oldbury & Langley Green Middle	—	1	42
Lapworth ...	—	1	112	to East ...	—	1	74
Knowle and Dorridge ...	—	1	36	Wolverhampton North to South	—	1	38
Knowle to Bentley Heath ...	—	1	89	Stow Heath ...	—	1	42
Solihull*	—	1	69	Priestfield Junction...	—	1	42
Acocks Green ...	—	1	59	Wednesbury Central North to	—	1	141
Tyseley South to Small Heath South	—	1	134	South ...	—	1	57
Small Heath South to Small Heath	—	1	90	Swan Village Junction to West	—	1	153
North ...	—	1	100	Bromwich...	—	1	57
Small Heath North to Bordesley	—	1	82	Handsworth South to Queen's	—	1	60
South ...	—	1	35	Head ...	—	1	99
Bordesley South to Bordesley North	—	1	57	Soho to Hockley South ...	—	1	84
Shirley ...	—	1	42	Earlwood Lakes ...	—	1	142
Earlwood Lakes ...	—	1	143	Shirley ...	—	1	131
Henley-in-Arden ...	—	1	54	Bordesley South to Small Heath	—	1	68
Hockley to Soho ...	—	1	303	North ...	—	1	80
Handsworth (Queen's Head) to	—	1	61	Small Heath North to Small Heath	—	1	72
South ...	—	1	44	South ...	—	1	52
Wednesbury Central to Bilston	—	1	66	Small Heath South to Tyseley	—	1	55
Central ...	—	1	40	South ...	—	1	57
Stow Heath ...	—	1	20	Solihull*	—	1	68
Wolverhampton South to North ...	—	1	52	Widney Manor ...	—	1	43
Oldbury & Langley Green East to	—	1	41	Bentley Heath to Knowle (Main)...	—	1	43
Middle ...	—	1	61	Lapworth ...	—	1	66
Rowley Regis ...	—	1	71	Wilmcote ...	—	1	67
Cradley East ...	—	1	66	Hatton West to North ...	—	1	75
Stourbridge Junction Middle to	—	1	42	Hatton North to South ...	—	1	48
North ...	—	1	42	Warwick ...	—	1	71
Kingswinford Branch Line ...	—	1	42	Leamington General North ...	—	1	718
Kingswinford Junction ...	—	1	42	Leamington General North to	—	1	
Oxley Branch Junction and Oxley	—	1	42	South ...	—	1	
North ...	—	1	42	Fosse Road ...	—	1	
Round Oak North ...	—	1	42	Southam Road ...	—	1	
Blowers Green Sidings ...	—	1	42	Fenny Compton ...	—	1	
Princes End ...	—	1	42	Claydon Crossing ...	—	1	
	—	1	42	Cropredy ...	—	1	
	—	1	42	Banbury Junction to Astrop Sidings	—	1	

*—See special instructions in regard to securing hand points leading from these Refuge Sidings to adjacent Sidings.

‡—See special instructions re working of Ground Frame leading to Knowle and Dorridge Goods Yard.

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

INSTRUCTIONS FOR CALCULATING LOADS OF FREIGHT TRAINS

1. The maximum "engine" and "working" loads applicable to the lines referred to in this Working Time Table are shewn on pages 103 to 107.

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

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

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

3. The maximum "engine" and "working" load shewn on pages 103 to 107 apply (with a few exceptions specially indicated) to ordinary freight wagons of 13-ton capacity. For train loading purposes, the calculation of larger capacity wagons is to be in accordance with the table provided—see Clause 6.

4. Special Class wagons such as "Weltrols," "Borails," "Rail Tank Cars," etc., when loaded and empty, are to be calculated as shewn in tables on pages 131 and 132.

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

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

6. For the purpose of calculating mixed loads, a Ready Reckoner is given on page 128, shewing the relationship of all classes of traffic and empties (including larger capacity wagons) to each other.

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

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

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

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

Instructions for Calculating Loads of Freight Trains—continued

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

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

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

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

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

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

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

Examples:—

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

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

All types of the following special wagons:

Brick (bogie)
Match (7 ft. and 7 ft. 6 in. wheelbase)
Sulphate (bogie)
Anhydrite
Single Bolster
Twin Bolster
Hytwin
Twincase
Borail (all types)
Boplate (all types)
Hop XX
Hopside XL (bogie)

ARMOUR PLATE
BOILER
FLAT
GIRDER
GLASS
GUN
MACHINE, LOW
MACHINE, HIGH
PARROT
RECTANK
ROLL
STATOR
TRANSFORMER
TRESTLE PLATE
TROLLEY FLAT
TROLLEY PROPELLOR
TROLLEY TRESTLE
TROLLEY WELL
WHEEL.

FREIGHT TRAIN LOADS—READY RECKONER

Shewing Relationship of Different Classes of Traffic to each other

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

The above table is for the guidance of staff in computing the equivalent of mixed loads to Class 1, 2 or 3 Traffic or Empties.
Where variations occur between calculations obtained by the Ready Reckoner and the Maximum Loads shewn on pages 103 to 107 the latter must be strictly adhered to.

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

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

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

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

LOADED							EMPTY				
13-ton	* 14-17-ton and Coke in 20-22-ton wagons without rails	20/21-ton	22-24-ton and 21-ton steel coke crate wagons	24 1/2/25/ 27-ton	Loaded Continental ferry wagons (= Class 3)	40-42-ton	6-16-ton	20/21-ton 25-27-ton	22/24/24 1/2-ton and 21-ton steel coke crate wagons	40-42-ton	Continental Ferry wagons
71	57	46	41	—	—	—	71	—	—	—	64
72	58	—	—	40	29	25	72	54	45	24	65
73	—	47	42	—	—	—	73	55	—	—	66
74	59	—	—	41	—	—	74	56	46	—	—
75	60	48	43	42	30	—	75	—	47	25	67
76	61	49	44	42	—	26	76	57	—	—	68
77	62	—	—	43	31	—	77	58	48	—	69
78	—	50	45	—	—	—	78	59	49	26	70
79	63	—	—	44	—	27	79	—	—	—	71
80	64	51	46	—	32	—	80	60	50	—	72
81	65	52	47	45	—	28	81	61	—	27	73
82	66	—	—	—	33	—	82	62	51	—	74
83	—	53	48	46	—	—	83	—	52	—	75
							84	63	—	28	—
							85	64	53	—	—
							86	65	54	—	—
							87	—	—	29	—
							88	66	55	—	—
							89	67	—	—	—
							90	68	56	30	—
							91	—	57	—	—
							92	69	—	—	—
							93	70	58	31	—
							94	71	59	—	—
							95	72	—	—	—
							96	73	60	32	—
							97	—	—	—	—
							98	74	61	—	—
							99	—	62	33	—
							100	75	—	—	—

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

CLASSIFICATION OF SPECIAL WAGONS, LOADED AND EMPTY

H131

Shewing their Relationship in Weight to a Class 3 Loaded Wagon

Code	Description	MAXIMUM Length over Buffers of Vehicle	MAXIMUM Carrying Capacity of Vehicle	MAXIMUM Tare of Vehicle	EQUALS			
					When empty A	When loaded B		
					Loaded Class 3 Wagons			
		Ft.	Ins.	Tons.	Tons	Cwts.		
Arm WB ...	Armour-plate Wagon ...	37	0	45	18	15	2	6
Arm WC ...	Armour-plate Wagon ...	25	1	50	17	19	2	7
Asmot ...	Covered Motor-car Truck ...	36	4	10	11	2	1	2
Bobol A ...	Bolster Wagon ...	38	0	30	16	0	2	5
Bobol A ...	Bolster Wagon ...	38	0	25	14	3	1	4
Bobol C ...	Bolster Wagon ...	48	0	30	15	6	2	5
Bocar A (8 wheels)	Motor-car Body Truck ...	50	11	5	16	5	2	2
Bocar B (4 wheels)	Motor-car Body Truck ...	36	5	5	8	6	1	1
Borail WB ...	Bolster Wagon ...	48	0	30	19	9	2	5
Borail WC ...	Bolster Wagon ...	73	0	30	21	4	2	5
Borail WE ...	Bolster Wagon ...	48	0	40	23	0	2	6
Borail WF ...	Bolster Wagon ...	65	0	40	22	3	2	6
Carfit ...	Carriage Truck ...	21	0	12	6	10	X	2
Carfit A ...	Carriage Truck ...	24	0	12	7	10	X	2
Cartruck ...	Carriage Truck ...	21	0	12	5	9	X	2
Cartruck A ...	Carriage Truck ...	24	3	10	7	4	X	2
Cone ...	Gunpowder Van ...	19	6	7	7	16	X	1
Covhop ...	24-ton Covered Hopper Van ...	24	6	24	10	13	1	3
Covgrain ...	Grain Hopper Wagon (Covered) ...	22	6	20	10	5	1	3
Damo A† ...	Covered Motor-car Truck ...	33	4	10	11	2	1	2
Damo B* ...	Covered Motor-car Truck ...	23	4	10	8	19	1	2
Dogfish ...	24-ton Ballast Hopper ...	25	6	24	11	0	1	3
Double ...	Bolster Wagon ...	28	6	14	7	9	X	2
Flat W.B. ...	30-ton Flat Wagon ...	48	0	30	17	7	2	5
Flatrol WLL ...	Well Trolley ...	35	10½	80	29	12	3	11
Flatrol WW ...	Well Trolley ...	34	0	20	12	10	1	3
Flatrol WX ...	Well Trolley ...	55	7	40	26	11	3	7
Flatrol WY ...	Well Trolley ...	35	0	25	14	0	1	4
Gane (Engineering Dept.)	Rail and Timber Wagon ...	48	0	40	18	0	2	6
Gane A (Engineering Dept.)	Rail and Timber Wagon ...	65	0	40	22	5	2	6
Girdwag WB ...	Girder Wagon ...	52	11	60	24	10	2	8
Girdwag WC ...	Girder Wagon ...	42	6	40	14	14	1	5
Girdwag WE ...	When used as gun wagons, 4 per set ...	85	6	100	51	5	5	15
Girdwag WE ...	When used as girder wagons 2 per set ...	46	6	60	21	12	2	8
Girdwag WF ...	Girder Wagon ...	52	1	40	16	16	2	6
Girdwag WG ...	Girder Wagon ...	41	3	40	15	16	2	6
Glaswag WB ...	Glass Wagon ...	22	3	12	6	2	X	2
Glaswag WC ...	Glass Wagon ...	24	6	12	7	9	X	2
Grain ...	Grain Hopper ...	24	6	20	12	16	1	3
Herring ...	20-ton Ballast Hopper ...	19	0	20	8	2	1	3
Hopcem ...	20-ton Cement Hopper ...	19	6	20	12	8	1	3
Hymac WJ ...	Well Truck ...	29	0	12	8	16	1	2
Hymac WK ...	Well Truck ...	34	6	5	17	10	X	1
Hymac WR ...	Well Truck ...	43	0	25	16	17	2	4
Hytwin ...	High-sided Twin Bolster Wagon ...	39	3	26	15	0	2	4
Iron Ore ...	56-ton Hopper ...	36	5	56	29	3	3	8
Lowmac WB, WC, WE, WG, WH, WR ...	Well Truck ...	30	0	15	8	16	1	2
Lowmac WF ...	Well Truck ...	36	6	6	7	0	X	1
Lowmac WL ...	Well Truck ...	36	7	15	12	2	1	3
Lowmac WM ...	Well Truck ...	30	0	20	9	12	1	3
Lowmac WN ...	Well Truck ...	36	7	20	11	5	1	3
Lowmac WP ...	Well Truck ...	33	0	25	13	0	1	4
Lowmac WT ...	Well Truck ...	28	11	8	7	13	X	2
Lowmac WV ...	Well Truck ...	31	11	15	8	10	1	2
Lowmac WW ...	Well Truck ...	36	7	20	12	5	1	3
Mogo* ...	Covered Motor Truck ...	20	6	12	7	11	X	2
Parrot ...	—	63	0	20	18	14	2	4
Pig Iron ...	30-ton Wagon ...	20	6	30	9	7	2	4
Roll WB, WC, WE, WF, WH ...	10-ton to 15-ton ...	23	0	15	9	11	1	2
Roll WG ...	30-ton (21999) ...	29	11	30	15	16	2	5
Salmon ...	50-ton Bogie Rail Wagon ...	65	0	50	27	0	3	8
Shrimp ...	Bogie Bolster Wagon ...	48	0	30	17	12	2	5
Signal Dept. Wagon ...	10-ton ...	23	0	10	5	11	X	2
Signal Dept. Wagon ...	14-ton ...	28	0	14	6	11	X	2
Single ...	Single Bolster Wagon ...	19	6	12	5	18	X	2
Sleeper (Chaired Wagon) ...	18-ton ...	35	5	18	11	16	1	3
Sleeper Wagon ...	10-ton to 14-ton ...	31	6	14	7	17	X	2
Sleeper Wagon ...	Fall-down Sides ...	34	6	14	8	12	1	2
Sturgeon ...	General Utility Wagon ...	69	1	50	25	13	2½	7
Travan (Nos. 47722 to 47727) ...	Covered Goods ...	24	0	18	8	18	1	3
Travan ...	Large Covered Goods Van ...	39	0	30	15	3	2	5
Travan ...	20-ton ...	33	0	20	10	15	1	3
Tube ...	Long Open ...	28	0	15	7	12	X	2
Tube (21 tons) ...	Long Open ...	30	0	21	9	10	1	3
Twin ...	Twin Bolster ...	34	1	20	10	12	1	3
Twincase ...	Single Bolster Wagons short coupled in pairs...	37	2	18	12	0	1	3
Vanfic ...	Large Covered Goods Van ...	31	6	10	9	10	1	2
Weltral WB ...	Well Trolley ...	53	0	15	15	1	2	3

(For continuation and Notes see next page.)

Classification of Special Wagons, Loaded and Empty—continued **Shewing their Relationship in Weight to a Class 3 Loaded Wagon—continued**

Code	Description	MAXIMUM Length over Buffers of Vehicle	MAXIMUM Carrying Capacity of Vehicle	MAXIMUM Tare of Vehicle	EQUALS	
					When empty A	When loaded B
					Loaded Class 3 Wagons	
		Ft. In.	Tons.	Tons Cwt.		
Weltrol WC, WN	Well Trolley	56 0	25 or 40	18 15	2	4 or 6
Weltrol WE, WO	Well Trolley	65 0	20 or 35	24 19	2	4 or 6
Weltrol WF, WP, WX	Well Trolley	57 0	25 or 40	21 10	2	5 or 6
Weltrol WG, WR, WT, WU	Well Trolley	50 0	35	23 8	2	6
Weltrol WH	Well Trolley	45 6	65	23 12	2	9
Weltrol WJ	Well Trolley	57 0	50	28 6	3	8
Weltrol WK	Well Trolley	49 0	10	17 2	2	3
Weltrol WL or Transformer WL	Well Trolley	89 6	120	82 2	8	20
Weltrol WM	Well Trolley	65 7	12 or 20	21 3	2	3 or 4
Weltrol WY	Well Trolley	37 0	15	8 6	1	2
Weltrol WZ	Well Trolley	50 0	25	16 8	2	4
Wheelwag WB	Propeller Wagon	28 0	20	10 14	1	3
Wheelwag WC	Propeller Wagon	28 0	25	10 12	1	4
—	10-ton to 14-ton Tank	20 6	14	10 0	1	2
—	20-ton Tank	24 6	20	12 10	1	3
—**	40-ton (Ministry of Food) Tank	33 10	25 to 40	24 0	2	4 or 6
—	23-ton Rail Tank	27 8	23	17 12	2	4
—	40-ton Bogie Tank Wagon (Rubber Latex)	51 5	40	22 7	2	6

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

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

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

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

In compiling the WORKING load, allowances must be made for the additional length of any vehicle exceeding 21 feet over buffers in order to conform with the maximum length of train over sections which the train works. See also Clause 9 "Instructions for Calculating Load of Freight Trains."

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

For every Ten Tons or fraction of ten tons (over 5 and up to 10) of a load add 1 Class 3 traffic to the figure given in column A against the particular class of vehicle.

EXAMPLE: Borail WE carrying load of sixteen tons, load equals two Class 3 traffic.

Vehicle when empty column A equals two Class 3 traffic.

Total load to be calculated as four Class 3 traffic.

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

Calculation for Freight Train Loading Purposes

Vehicle	Dimensions		Maximum Capacity	Tare Weight		Equivalent to following Class 3 Traffic		
	Ft.	In.		Tons	Cwt.	When Empty	Loaded with One Tank	Loaded with Two Tanks
Rectank WB	37	0	38	14	10	2 equals 3	See below	See below
Warflat	43	10½	50	20	8	2	See below	See below
Warwell	47	0	50	26	15	3	6	—

Type of Tank	Equivalent to following Class 3 Traffic when loaded on "Rectanks"		Equivalent to following Class 3 Traffic when loaded on "Warflats"	
	Loaded with One Tank	Loaded with Two Tanks	Loaded with One Tank	Loaded with Two Tanks
Tetrarch, "U.S." Locust	3	3	3	4
Harry Hopkin	3	4	3	4
Stuart M.1	3	4	4	5
Stuart M.2 and M.3	3	5	4	5
Valentine, D.D., "U.S." Chaffee, Covenanter, Crusader	—	—	—	6
Matilda	—	—	5	8
Over 26 tons 10 cwt. in weight	—	—	6	—

CALCULATION OF COACHING STOCK

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

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

DIMENSIONS OF VEHICLES OVER 21 FEET IN LENGTH

Codes of Vehicles		Maximum Length over Buffers	Codes of Vehicles		Maximum Length over Buffers	Code of Vehicles		Maximum Length over Buffers
		Ft. In.			Ft. In.			Ft. In.
B	...	43	CCT...	...	31	Parcels Vans	...	31
B	...	51	CCT	...	32	Pasfruits C...	...	25
B	...	51	CCT	...	33	Pasfruits D...	...	31
BG	...	43	Giants	...	53	SCV...	...	29
BG	...	60	Hymac	...	34	Siphons	...	31
BG	...	60	Insixfish	...	34	Siphons C	...	32
BG	...	60	Lowmac WT	...	28	Siphons F	...	43
BG	...	63	Lowmac WV	...	31	Siphons G	...	53
BG	...	63	Monsters	...	53	Siphons H	...	53
BG	...	73	Monsters	...	53	Siphons J	...	53
Bloaters	...	31						

CONTINENTAL FERRY WAGONS

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

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

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

MISCELLANEOUS INFORMATION

WORKING OF SPECIAL TRAINS OF CATTLE WAGONS FOR FISHGUARD

Special trains of Cattle Wagons run from Wolverhampton, Bordesley Junction, as required, under the following conditions:—

(1) The maximum loads for the various group engines should not exceed the following, if "D" or "E" timing is required to be maintained:—

				Empty Cattle Wagons
Group "A"	...	...	...	40
Group "B"	...	...	...	48
Group "C"	}	...	...	60
Group "D"		...	...	

Engines capable of maintaining vacuum timing should always be provided and whenever practical 43XX types should be supplied.

(2) "D" Headcode to be carried and run at the standard point-to-point allowances for Vacuum Freight Trains shown in the Working Time Table.

Trains between Wolverhampton, Bordesley Junction and Fishguard via Stratford and Gloucester to call at Stratford-upon-Avon for water, Gloucester and Port Talbot for examination and water.

(3) As far as possible trains to be worked from the Birmingham District with return South Wales engines.

It is important that these trains shall reach Fishguard by noon at the latest, in order to be available for livestock off the Irish boats.

COMPUTATION OF LOADS OF FREIGHT TRAINS

IRON ORE—BANBURY TO SOUTH WALES LOADED IN 25/27-TON HOPPER WAGONS

Loadings for trains composed of iron ore loaded in 25/27-ton hopper wagons are as under:—

Engine Loading Group	Number of 27-ton Hoppers to be conveyed	
	Via Stratford-upon-Avon	Via Swindon and Severn Tunnel
"D"	22	25
"DX"	24	25
"E"	27	29
"EX"	29	29

B.R. Standard Class 9F (2-10-0) Locomotives may convey loads of 10 per cent. in excess of that shown for group EX engines over those routes where the Class 9F (2-10-0) engines are authorised.

LOCOMOTIVE ROUTE AVAILABILITY

The following classes of ex L.M.R. engines may be permitted to work over Western Operating Area lines as specified below:—

Bordesley Junction, Long Marston, Honey- 6P/5F (2-6-0) ... 180A, 181D.
bourne, Cheltenham (Lansdown).

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

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

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

Not more than two 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 on page 145 of the General Appendix) must be observed.

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

Tyseley Loco. and Handsworth Junction ...	Up to and including five permitted engines may work in steam coupled together between these points.
Oxley and Stafford Road Loco. Depots and Wolverhampton L.L. Station	Any four permitted engines may work in steam coupled together between these points.
Stourbridge Loco. Depot and Stourbridge Junction Station ...	Up to and including five permitted engines may work in steam coupled between these points.
Stourbridge Loco. Depot, Oldbury and Oldbury & Langley Green ...	Up to and including five permitted engines may work in steam coupled together between these points.