

K140 WEEKDAYS

SEVERN TUNNEL, GLOUCESTER AND SWINDON

UP			A	A	B	A	B	B	A	B	B	B	B	B	A	B	B
			8.30 a.m. Pembroke Dock to Birmingham	10.45 a.m. Paddington to Cheltenham		11.15 a.m. Paddington to Cheltenham			9.5 a.m. Bradford to Paignton	1.30 p.m. Ledbury Diesel	To Cheltenham Diesel	1.16 p.m. Hereford		To Cheltenham Diesel	10.25 a.m. Liverpool to Bournemouth	To Cheltenham	Rail Motor
			1830	1500	2551	1500	2582	2551	M251	2591	2581	2990	2279	2581	W196	2581	2582
			SO	SO	SX	SX		SO	SO	SO	SO			SX	SO	SO	
CARDIFF GENERAL dep	1	PM	12 9	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
NEWPORT HIGH ST. arr	2	12 25						12 33									
.. .. . dep	3	12 29						12 35									
SEVERN TUN. JN. arr	4							12 56									
.. .. . dep	5	12 44		12 43				12 57									
Beachley Junction	6	1 0			1 7			1 22									
Lydney Junction	7				1 15			1 30									
.. .. . dep	8				1 18			1 32									
Awre (for Blakeney) ..	9																
.. .. . dep	10	4			1 27			1 41									
Bullo Pill	11																
Newnham	12				1 33			1 47									
.. .. . dep	13				1 35			1 49									
Westbury-on-Severn Halt ..	14																
Grange Court	15				1 42			1 55				2X13					
Oakle Street	16											2N17					
Over Junction	17																
GLOUCESTER	18	1 36			1 52			2 5		2 14		2 26					
Central	19	1 41	1 47		2 7	2 3				2 30			2 40	2 45		3 0	3 8
Tramway Junction	20	1 42	1 48		2 8					2 31			2 46	2 51		3 1	
South Junction	21							2W12							2W55		
Standish Junction	22					2 14		2 21					2 51		3 5		3 19
Stonehouse (Bur. Rd.) ..	23					2 20							2 55				3 23
Ebley Crossing	24					2 24											3 27
Cashes Green Halt	25					2 25											3 28
Downfield Crossing	26					2 27											3 30
STROUD	27					2 29											3 32
.. .. . dep	28					2 31							3 0				3 35
Bowbridge Crossing	29					2 33							3 2				3 37
Ham Mill Halt	30					2 35											3 39
Brimscombe Bridge	31					2 37											3 42
Brimscombe	32					2 40											3 44
St. Mary's Crossing	33					2 42											3 46
Chalford	34					2 45											3 49
Sapperton Sidings	35																
.. .. . dep	36											3279					
Kemble	37																
.. .. . dep	38											PM	3 20				
Oaksey Halt	39											2 45	3 22				
Minety and A. Keynes ..	40																
.. .. . dep	41												3 31			SX	
Purton	42															PM	
.. .. . dep	43												3 39			4 57	
Loco. Yard	44											3 4	3 45			5 3	
SWINDON	45											3 6	3 47			5 5	

[illegible]

K142 WEEKDAYS

SEVERN TUNNEL, GLOUCESTER AND SWINDON

		A	B	B	B	A	A	B	B		B	A	B	B	C\$	B
		3.15 p.m. Swansea to Birmingham Diesel	5.25 p.m. Ledbury Diesel	Rail Motor		Diesel to Birmingham	3.0 p.m. Cardiff to Birmingham Diesel	To Cheltenham	6.35 p.m. Cheltenham (St. James)		6.5 p.m. Hereford	4.55 p.m. Paddington to Cheltenham		To Cheltenham		Rail Motor
		1859	2591	2582	2279	1860	1860	2581	2279		2990	1502	2551	2581	3279	2582
		SX				SO	SX								SX	
CARDIFF GENERAL dep		1 PM 4 47	PM ..	PM ..	PM ..	PM 5 10	PM 5 30	PM ..	PM ..		PM ..	PM ..	PM 5 43	PM ..	PM ..	PM ..
NEWPORT HIGH ST. arr		2 5 5				5 28	5 46						6 2			
.. .. . dep		3 5 8				5 32	5 48						6 5			
SEVERN TUN. JN. arr		4											6 25			
.. .. . dep		5 5 21				5 46	6 0						6 26			
Beachley Junction .. .		6 5 41				6 3	6 14						6 48			
Lydney Junction .. . arr		7					6 20						6 56			
Awre (for Blakeney) .. . arr		8				41							7 2			
.. .. . dep		10 3											7N11			
Bullo Pill .. . arr		11											7 17			
Newnham .. . arr		12					6 29						7 20			
.. .. . dep		13											7 27			
Westbury-on-Severn Halt .. .		14				5.30 p.m.							7 12			
Grange Court .. .		15				1							7N16			
Oakle Street .. .		16											7 24			
Over Junction .. .		17											7 38			
GLOUCESTER .. . arr		18 6 10	6 13			6 33	6 40									
Central .. . dep		19 6 13		6 15		6 36	6 42	6 48	7 0			7 19		7 55		8 15
Tramway Junction .. .		20 6 14				6 37	6 43	6 49	7 1			7 20		7 56		
South Junction .. .		21														
Standish Junction .. .		22		6 26					7 11							8 26
Stonehouse (Bur. Rd.) .. .		23		6 30					7 16							8 30
Ebley Crossing .. .		24		6 34												8 34
Cashes Green Halt .. .		25		6 35												8 35
Downfield Crossing .. .		26		6 37												8 37
STROUD .. . arr		27		6 39					7 21							8 39
.. .. . dep		28		6 42					7 26							8 42
Bowbridge Crossing .. .		29		6 44												8 44
Ham Mill Halt .. .		30		6 46												8 46
Brimscombe Bridge .. .		31		6 49												8 49
Brimscombe .. .		32		6 51					7 33							8 51
St. Mary's Crossing .. .		33		6 53												8 53
Chalford .. .		34		6 56					7 38							8 56
Sapperton Sidings .. . arr		35														
.. .. . dep		36														
Kemble .. . arr		37							7 51							
.. .. . dep		38							7 55							
Oaksey Halt .. .		39				7 7										
Minety and A. Keynes .. .		40				7 13										
.. .. . dep		41				7 18										
Purton .. . arr		42				7 19										
.. .. . dep		43							8 4							
Loco. Yard .. .		44				7 26										
SWINDON .. . arr		45				7 32			8 12							8 48
						7 34			8 18							8 56
									8 20							8 58

Time allowed at Oaksey Halt to extinguish lights

Guard to put out lights on Saturdays

Treated as a Halt

3.55 p.m. from Swansea S.O. Departs Cardiff 5.45 p.m.

Except on Fridays, "B" from Purton (No. 2279) not advertised. On Fridays, not to call at Purton, other times, unaltered.

SEVERN TUNNEL, GLOUCESTER AND SWINDON

[illegible]

UP

		A		A	B	B	A	A	B		A	A		A
		9.10 p.m. Swansea to Paddington (Saturdays)		6.50 p.m. (Sat.) Newland to Paddington	To Cheltenham	To Cheltenham Rail Motor	1.40 a.m. Crewa to Plymouth	3.55 a.m. Fishguard Harbr. to Paddington	To Bristol		8.50 a.m. Cheltenham to Paddington	To Portsmouth		9.0 a.m. Swansea to Birmingham D.D.
		1109		1112	2581	2581	1418	1099	2272		1014	1264		1822
CARDIFF GENERAL	dep	1	Q am	am	am	am	am	am 7½12	am 8 10		am	am 9½12		am 10 21
NEWPORT HIGH ST.	arr	2						7 29	8 29			9 31		10 38
	dep	3						7 33	8 35			9 35		10 40
SEVERN TUN. JN.	arr	4							8 50			9 50		
	dep	5						7 47	8 52			9 52		10 53
Beachley Junction		6			12 7			8 1	9 9			10 8		11 5
Lydney Junction	arr	7			12 16				9 18			10 20		11 13
	dep	8			12 20			SUS PEN DED						
Awre (for Blakeney)	arr	9			9									
	dep	10												
Bullo Pill		11												
Newnham	arr	12												
	dep	13												
Westbury-on-Severn Halt		14												
Grange Court		15												
Oakle Street		16												
Over Junction		17												
GLOUCESTER	arr	18	12 5		12 55			8W33				SUS PEN DED		11 36
Central	dep	19	12N25		1413	1 15	4 35	8W38			9 10			11 38
Tramway Junction		20	4		7	1 16	4 36							11 39
South Junction		21												
Standish Junction		22	12 40		1 31			8 50			9 21			
Stonehouse (Bur. Rd.)		23						5			9 26			
Ebley Crossing		24												
Cashes Green Halt		25												
Downfield Crossing		26												
STROUD	arr	27												
	dep	28	12 46		1 39			8 56			9 31			
Bowbridge Crossing		29									9 34			
Ham Mill Halt		30												
Brimscombe Bridge		31												
Brimscombe		32			2			9AE4			2			
St. Mary's Crossing		33												
Chalford		34	3											
Sapperton Sidings	arr	35												
	dep	36						9AE15						
Kemble	arr	37			2 7			9 18						
	dep	38	1 5		2 15			9 24			9 55			
Oaksey Halt		39									9 58			
Minety and A. Keynes	arr	40	6											
	dep	41												
Purton	arr	42						2						
	dep	43			2									
Loco. Yard		44	1 24		2 33			9 39			10 16			
SWINDON	arr	45	1 26		2 35			9 41			10 19			

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From

SEVERN TUNNEL, GLOUCESTER AND SWINDON

	A	A	B	A		B	B	A	B	B			A	B	A		B
	To Bristol	To Paddington	Diesel	6.45 a.m. Fishguard Harbor to Paddington		12.35 p.m. Cheltenham	11.55 a.m. Swindon to Cheltenham	10.45 a.m. Swansea Diesel	To Cheltenham Diesel	Rail Motor			To Plymouth	To Cheltenham Diesel	11.20 a.m. Carmarthen to Paddington		Rail Motor
	2222	1026	2551	1028		2279	2501	2531	2581	2582			1438	2581	1048		2582
1	am 10 35	Q am 10 45	am ..	am 11 2	..	PM ..	PM ..	PM 12 10	PM ..	PM ..	..	..	PM 1 45	PM ..	PM 2 0	..	PM ..
2	10 54	11 2	..	11 19	..	..	..	12 26	..	..	..	..	2 2	..	2 17	..	..
3	10 58	11 6	11 12	11 23	..	..	..	12 30	..	..	..	..	2 6	..	2 21	..	..
4	11 12	11 13	11 26	11 39	..	..	..	12 45	..	..	..	..	2 22	..	2 38	..	..
5	11 13	11 21	11 28	11 39	..	..	..	12 47	..	..	..	..	2 25	..	2 38	..	..
6	11 30	11 42	11 47	11 56	..	..	..	1 7	..	..	..	..	2 41	..	2 53	..	..
7	..	..	11 56	..	..	..	..	1 15	..	..	..	..	2 52	..	..	..	..
8	11 40	..	11 58	..	..	..	..	1 17	..	..	..	..	..	..	..	..	..
9	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
10	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
11	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
12	..	1	..	..	..	..	..	2	..	..	..	..	..	..	..	..	..
13	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
14	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
15	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
16	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
17	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
18	..	12W15	12 24	12W29	..	..	..	1 45	..	..	..	..	..	..	3W25	..	..
19	..	12W21	..	12W35	..	1 4	1 15	..	2 0	2 5	..	..	..	3 0	3W30	..	4 5
20	..	..	..	..	..	..	1 16	..	2 1	..	..	..	..	3 1	..	..	..
21	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
22	..	12 33	..	12 47	..	..	..	..	..	2 16	..	..	..	..	3 42	..	4 16
23	..	..	..	..	..	1 19	..	..	..	2 20	..	..	..	..	..	..	4 20
24	..	..	..	..	..	..	..	..	..	2 24	..	..	..	..	..	..	4 24
25	SUS PEN DED	SUS PEN DED	..	SUS PEN DED	..	..	..	..	..	2 25 1/2	..	..	SUS PEN DED	..	SUS PEN DED	..	4 25 1/2
26	..	..	..	..	..	..	..	..	..	2 27 1/2	..	..	..	..	..	..	4 27 1/2
27	..	..	..	..	..	1 24	..	..	..	2 29 1/2	..	..	..	..	..	..	4 29 1/2
28	..	12 39	..	12 53	..	1 28	..	..	..	2 33	..	..	..	..	3 48	..	4 33
29	..	..	..	..	..	..	..	..	..	2 35	..	..	..	..	..	..	4 35
30	..	..	..	..	..	..	..	..	..	2 37	..	..	..	..	..	..	4 37
31	..	..	..	..	..	..	..	..	..	2 39 1/2	..	..	..	..	..	..	4 39 1/2
32	..	..	..	1AE1	..	1 35	..	..	..	2 42	..	..	..	..	3AE56	..	4 42
33	..	..	..	1AE12	..	1 40	..	..	..	2 44	..	..	..	..	4AE7	..	4 44
34	..	..	..	1AE15	..	..	..	..	..	2 46 1/2	..	..	..	..	4AE10	..	4 46 1/2
35	..	..	..	..	..	1 53	..	..	..	..	..	..	..	..	..	..	..
36	..	..	..	..	..	1 56	..	..	..	..	..	..	..	..	4 16	..	..
37	..	12 58	..	1 21	..	..	..	..	..	..	..	..	..	..	..	..	..
38	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
39	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
40	..	1 16	..	1 36	..	..	..	..	..	..	..	..	..	..	4 31	..	..
41	..	1 18	..	1 38	..	2 13	..	..	..	..	..	..	..	..	4 33	..	..
42	..	..	..	..	..	2 15	..	..	..	..	..	..	..	..	..	..	..
43	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
44	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
45	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..

Via Severn Bridge
Runs 26th Oct. to 14th Dec.,
1958, and 4th Jan. to 22nd
March, 1959, inclusive.

SUS
PEN
DED

Runs during
Severn Tunnel
occupation

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Runs 26th Oct. to 14th Dec.,
1958, and 4th Jan. to 22nd
March, 1959, inclusive.

Runs 26th Oct. to 14th Dec.,
1958, and 4th Jan. to 22nd
March, 1959, inclusive.

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Via Severn Bridge
Runs 26th Oct. to 14th Dec.,
1958, and 4th Jan. to 22nd
March, 1959, inclusive.

SUS
PEN
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Runs 26th Oct. to 14th Dec.,
1958, and 4th Jan. to 22nd
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1958, and 4th Jan. to 22nd
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SUS
PEN
DED

Runs 26th Oct. to 14th Dec.,
1958, and 4th Jan. to 22nd
March, 1959, inclusive.

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SEVERN TUNNEL, GLOUCESTER AND SWINDON

UP		A	B	A				B	B		B			B	A
		10.30 a.m. Liverpool to Plymouth (Diverted)	1.20 p.m. Paddington to Cheltenham	To Bristol				5.20 p.m. Cheltenham to Paddington	To Cheltenham		Rail Motor			To Cheltenham Rail Motor	6.35 p.m. Cheltenham to Paddington
		1441	2581	2222				2060	2581		2582			2581	1092
CARDIFF GENERAL	dep	PM	PM	PM				PM	PM		PM			PM	PM
NEWPORT HIGH ST.	arr	2		2 59					3 57						
.. .. .	dep	3		3 5					4 1						
SEVERN TUN. JN.	arr	4		3 20					4 16						
.. .. .	dep	5		3 23					4 19						
Beachley Junction		6		3 42					4 38						
Lydney Junction	arr	7							4 46						
.. .. .	dep	8		3 51					4 48						
Awre (for Blakeney)	arr	9													
.. .. .	dep	10	SUS												
Bullo Pill		11	PEN												
Newnham	arr	12	DED												
.. .. .	dep	13													
Westbury-on-Severn Halt		14													
Grange Court		15	3 54												
Oakle Street		16													
Over Junction		17													
GLOUCESTER	arr	18	4W6						5 15						
Central	dep	19	4W12	4 33				5 45	5 50		6 15			6 55	7 0
Tramway Junction		20		4 34					5 51					6 56	
South Junction		21													
Standish Junction		22	4 24								6 26				
Stonehouse (Bur. Rd.)		23						6 2			6 30				
Ebley Crossing		24									6 34				
Cashes Green Halt		25									6 35				
Downfield Crossing		26									6 37				
STROUD	arr	27						6 7			6 39				7 19
.. .. .	dep	28						6 11			6 42				7 23
Bowbridge Crossing		29									6 44				
Ham Mill Halt		30									6 46				
Brimscombe Bridge		31									6 49				
Brimscombe		32						6 18			6 51				
St. Mary's Crossing		33									6 53				
Chalford		34						6 23			6 56				
Sapperton Sidings	arr	35													
.. .. .	dep	36													
Kemble	arr	37						6 37							7 44
.. .. .	dep	38						6 42							7 49
Oaksey Halt		39													
Minety and A. Keynes	arr	40													
.. .. .	dep	41													
Purton	arr	42						4							
.. .. .	dep	43													
Loco. Yard		44						7 1							8 7
SWINDON	arr	45						7 3							8 9

SEVERN TUNNEL, GLOUCESTER AND SWINDON

		B		A					B		A		B	B	B			A
		5.48 p.m. Cardiff to Cheltenham		5.5 p.m. Swansea to Birmingham Diesel					Rail Motor		6.35 p.m. to Paddington Cheltenham		8.50 p.m. Swindon to Cheltenham		To Cheltenham Rail Motor		6.20 p.m. Neyland to Paddington	
		2581		1867					2582		1503		2581	2551	2581			1112
I	..	PM 5 48	..	PM 6 25	..	..	..	..	PM	..	PM	..	PM	PM 8 45	PM	..	..	PM 11 0
2	..	6 5	..	6 42	..	..	..	..	..	..	..	..	9 2	..	..	..	11 17	
3	..	6 9	..	6 44	..	..	..	..	..	..	..	..	9 5	..	..	..	11 24	
4	..	6 23	..	..	..	..	..	..	..	..	..	..	9 19	..	..	..	..	
5	..	6 25	..	6 55	..	..	..	..	..	..	..	..	9 20	..	..	..	11 38	
6	..	6 46	..	7 7	..	..	..	..	..	..	..	..	9 37	..	..	..	11 58	
7	..	6 55	..	..	..	..	..	..	..	..	..	..	9 45	..	..	..	12 7	
8	..	6 57	..	7 13½	..	..	..	..	..	..	..	..	9 47	..	..	..	12 11	
9	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	To Page 136	
10	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	
11	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
12	..	..	..	7 23	..	..	..	..	..	..	..	..	..	..	..	..	..	
13	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
14	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
15	..	3	..	21	..	..	..	..	..	..	..	..	2	..	..	..	..	
16	..	7 26	..	7 36	..	..	..	..	..	..	..	..	10 15	..	..	..	..	
17	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
18	..	7 45	..	7 38	..	..	..	..	8 35	..	9 28	..	10 5	..	10 50	..	..	
19	..	7 46	..	7 39	..	..	..	..	..	..	9 29	..	10 6	..	10 51	..	..	
20	..	..	..	..	..	..	..	..	8 46	..	..	..	..	..	..	..	..	
21	..	..	..	..	..	..	..	..	8 50	..	..	..	..	..	..	..	..	
22	..	..	..	..	..	..	..	..	8 54	..	..	..	..	..	..	..	..	
23	..	..	..	..	..	..	..	..	8 56	..	..	..	..	..	..	..	..	
24	..	..	..	..	..	..	..	..	8 59	..	..	..	..	..	..	..	..	
25	..	..	..	..	..	..	..	..	9 1	..	..	..	..	..	..	..	..	
26	..	..	..	..	..	..	..	..	9 5	..	..	..	..	..	..	..	..	
27	..	..	..	..	..	..	..	..	9 8	..	..	..	..	..	..	..	..	
28	..	..	..	..	..	..	..	..	9 10	..	..	..	..	..	..	..	..	
29	..	..	..	..	..	..	..	..	9 12½	..	..	..	..	..	..	..	..	
30	..	..	..	..	..	..	..	..	9 15	..	..	..	..	..	..	..	..	
31	..	..	..	..	..	..	..	..	9 18	..	..	..	..	..	..	..	..	
32	..	..	..	..	..	..	..	..	9 20½	..	..	..	..	..	..	..	..	
33	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
34	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
35	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
36	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
37	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
38	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
39	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
40	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
41	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
42	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
43	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
44	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
45	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	

Time allowed to extinguish lights
at Halts where required

KI48 WEEKDAYS

HARTLEBURY, BRIDGNORTH AND SHREWSBURY (SEVERN VALLEY BRANCH), KIDDERMINSTER, BEWDLEY, TENBURY WELLS, AND WOOFFERTON

Single Line, Hartlebury to Sutton Bridge Junction. Worked by the Electric Train Token between Hartlebury Junction and Bridgnorth. Electric Train Staff, Bridgnorth and Coalport; Electric Train Token, Coalport and Cressage; Electric Train Staff, Cressage and Berrington; and Electric Train Token, Berrington and Sutton Bridge Junction.

The Electric Train Token and Staff Sections are as under:
 Hartlebury Junction and Stourport-on-Severn.
 Stourport-on-Severn and Bewdley South.
 Bewdley South and Bewdley North (Back Road only).
 Bewdley North and Arley.
 Arley and Highley.
 Highley and Hampton Loade.
 Hampton Loade and Bridgnorth.
 Bridgnorth and Coalport.
 Coalport and Buildwas.
 Buildwas and Cressage.
 Cressage and Berrington.
 Berrington and Sutton Bridge Junction.

The Double Line between Bewdley South and Bewdley North is worked by the Double Line Disc Block Telegraph. An intermediate Electric Train Token Instrument is installed in a hut located near the Up Advanced Starting Signal at Stourport-on-Severn.
 An intermediate Electric Train Token Instrument is installed in a central cabin between the North and South Ground Frames at Kintlet Sidings in the section Arley-Highley, and also at Alveley Sidings in the section Highley-Hampton Loade.
 When necessary, a train (not conveying passengers) may be placed in Kintlet Sidings or Alveley Sidings for another train to pass in the same or opposite directions. (See special instructions.)
 An Auxiliary Token Instrument is installed near the Up Starting Signal at Shrewsbury (Sutton Bridge Junction).

DOWN

DOWN															
Mile Post Mileage		Mileage from Hartlebury		Mileage from Kidderminster			Ruling Gradient	B	B	B	B	B	C	B	
M	C	M	C	M	C		In	Empty Diesel	Diesel	Empty Diesel	5125 a.m. Worcester Empty Diesel	Empty Diesel	ECS	5.45 a.m. Birmingham Diesel	
								3895		2896	3896	3895	3896	3862	2890
131	68	—	—	—	—	Hartlebury .. dep	1	am	am	am	am	am	am	am	
132	15	—	27	—	—	Hartlebury Junction ..	2	L	..	..	5 45	..	..	..	
134	54	2	66	—	—	Stourport .. arr	3	100F	..	..	..	..	..	..	
135	19	3	31	—	—	Burlish Halt .. dep	4	..	..	..	5N54	..	..	..	
							5	150R	..	..	..	..	..	..	
135	46	—	—	—	—	UP { Kidderminster ..	6	L	5 10	5 45	..	..	6 45	7 0	
135	18	—	—	—	28		{ Kidderminster Junction ..	7	L	..	..	..	..	..	
136	32	—	—	1	42		{ Foley Park Halt ..	8	114R	..	5 49	..	..	..	
137N	12½	5	24½	3	31½	Bewdley Junction (S. Box) ..	9	1150R	..	..	..	..	..	..	
137N	28	5	40	3	47	Bewdley .. arr	10	L	..	5X54	6 10	..	..	7 9	
						Bewdley .. dep	11	..	5 19	5 55	6 15	6 53	..	..	
137N	32½	5	44½	3	51½	Bewdley Junction (N. Box) ..	12	L	..	..	..	..	..	..	
141	71	10	3	8	10	UP Trains { Wyre Forest ..	13	70R	..	..	..	..	7 5	..	
143	54	11	66	9	73		{ Cleobury Mortimer ..	14	73R	..	..	..	..	7 10	..
							.. dep	15	..	..	..	..	..	..	..
147	26	15	38	13	45		Neen Sollars ..	16	80F	..	..	..	..	..	..
149	40	17	52	15	59		Newnham Bridge ..	17	100F	..	..	..	..	..	..
							.. dep	18	..	..	..	..	..	..	..
5	2	20	75	19	2		Tenbury Wells ..	19	100R	..	..	..	..	7 27	..
							.. dep	20	..	..	..	..	..	..	..
2	50	23	27	21	34	Easton Court ..	21	127F	..	..	..	..	..	..	
32	11	26	2	24	9	Woofferton ..	22	132R	..	..	..	..	..	..	
						.. dep	23	..	..	..	..	..	..	..	
138	77	7	9	5	16	Northwood Halt ..	24	145R	..	..	..	..	..	..	
						.. dep	25	..	..	5 58½	..	..	..	..	
140	74	9	6	7	13	Arley ..	26	145R	5 26	..	6 12	..	..	..	
						.. dep	27	..	..	6 4	..	..	..	..	
143	21	11	33	9	40	Highley ..	28	145R	..	..	..	..	..	..	
						.. dep	29	..	..	6 11	..	..	..	..	
143	61	11	73	10	0	Alveley Halt ..	30	—	..	6 14	..	..	..	..	
						.. dep	31	..	..	..	6 16	6 35	..	..	
145	33	13	45	11	52	Hampton Loade ..	32	100R	..	6 20	6 38	..	..	..	
						.. dep	33	..	..	..	..	..	..	..	
147	59	15	71	13	78	Eardington ..	34	100R	..	..	..	..	..	..	
149	74	18	5½	16	12½	Bridgnorth ..	35	100F	..	..	..	..	..	..	
						.. dep	36	..	..	..	..	..	..	..	
154	24	22	36	20	43	Linley ..	37	100R	..	..	..	..	..	..	
156	68	25	0	23	7	Coalport ..	38	230R	..	..	..	..	..	..	
157	37	25	49	23	56	Jackfield Halt ..	39	200R	..	..	..	..	..	..	
158	68	27	0	25	7	Iron Bridge and B. ..	40	122R	..	..	..	..	..	..	
						.. dep	41	..	..	..	..	..	..	..	
160	1	28	13	26	20	Buildwas Junction ..	42	200R	..	..	..	..	..	..	
160	23	28	35½	26	42½	Buildwas Station ..	43	132F	..	..	..	..	..	..	
164	12	32	24	30	31	Cressage ..	44	150R	..	..	..	..	..	..	
165	43	33	55	31	62	Cound Halt ..	45	280R	..	..	..	..	..	..	
						.. dep	46	..	..	..	..	..	..	..	
168	12	36	24	34	31	Berrington ..	47	135R	..	..	..	..	..	..	
171	59	39	71	37	78	Sutton Bridge Junction ..	48	169F	..	..	..	..	..	..	
—	—	40	52½	38	59½	Shrewsbury Station ..	49	L	..	..	..	..	..	..	

N—Severn Valley Mileage—Kidderminster Loop Mileage at Bewdley at Junction with Severn Valley Line is 138m. 21ch. (137m. 12ch. Severn Valley Mileage)

Ruling Gradient—N—Foley Park to Bewdley Junction (South Box) 100F.

N—Severn Valley Mileage—Kidderminster Loop Mileage at Bewdley at Junction with Severn Valley Line is 138m. 21ch. (137m. 12ch. Severn Valley Mileage)

Ruling Gradient—N—Foley Park to Bewdley Junction (South Box) 100F.

HARTLEBURY, BRIDGNORTH AND SHREWSBURY (SEVERN VALLEY BRANCH), KIDDERMINSTER, BEWDLEY, TENBURY WELLS, AND WOOFFERTON

THE CROSSING STATIONS ON THE SEVERN VALLEY LINE are Hartlebury Junction, Stourport, Bewdley, Arley, Highley (for one Passenger and one train not conveying passengers, or two trains not conveying passengers), Hampton Loade, Bridgnorth, Coalport, Buildwas, Cressage, Berrington, and Sutton Bridge Junction.

Trains cannot be crossed at Eardington, Linley, or Ironbridge and Broseley.

When a Freight Train is standing in either of the Sidings on the Up Side at Coalport, waiting for a train to pass, the Guard must divide his train to provide space for the Signalman to pass through for the purpose of exchanging train staffs with the passing train.

Head Codes.—The Engines of all Freight Trains working on the Severn Valley Branch Line will carry one Head Lamp only, placed in the centre of the buffer plank. A Branch Train which performs a portion of its journey on the Main Line must carry the standard Head Code on the Main Line only.

SINGLE LINE

The Single Line between Kidderminster Junction and Woofferton is worked on the Electric Train Token system. Crossing Stations: Kidderminster Junction, Bewdley, Cleobury Mortimer, Tenbury Wells and Woofferton. The Train Token Stations are Kidderminster Junction, Bewdley South Box, Bewdley North Box, Cleobury Mortimer, Tenbury Wells, and Woofferton. Intermediate Train Token Instrument posts: Foley Park and Newnham Bridge.

The Siding Points at Foley Park, Wyre Forest, Neen Sollars, Newnham Bridge, and Easton Court, are locked by a Key fixed in the end of the Train Token.

When necessary, a train (not conveying passengers) may be placed in the Sidings at Foley Park and Newnham Bridge for another train to pass in the same or opposite direction.

	B	B		B	B		B	B	B	B	B	B	B	B	B	B	B	B	B	
	Diesel			6.55 a.m. Worcester Diesel	Rail Motor		Diesel	To Leominster Rail Motor	Diesel	Diesel	8.50 a.m. Birmingham Diesel		10.0 a.m. Birmingham Diesel	Diesel	Diesel	11.0 a.m. Birmingham Diesel	Diesel	12.0 noon Birmingham Diesel	Diesel	
	2896	2953		2894	2862		2896	2961	2862	2894	2890		2896	2890	2862	2862	2890	2894	2890	2896
1	am	am		am	am		am	am	am	am	am	am	am	am	am	am	PM	PM	PM	
2	7 0	..		7 17	..		8 10	..	..	9 30	..	..	..	..	..	..	12 8	..	..	
3	7 6	..		7 23	..		8 16	..	..	9 36	..	..	..	..	..	..	12 14	..	..	
4	7 8	..		7 24	..		8 17	..	..	9 38	..	..	..	..	..	..	12 15	..	..	
5	7 10	..		7 26	..		8 19	..	..	9 40	..	..	..	..	..	..	12 17	..	..	
6	..	..		..	..		..	..	8 55	..	10 2	10 40	10 52	11 0	..	11 52	..	12 52	..	
7	..	..		..	..		..	..	8 59	..	10 6	10 44	10 56	11 4	..	11 56	..	12 56	..	
8	..	..		..	..		..	..	..	..	..	..	..	..	..	..	..	..	..	
9	7 15	..		7 31	..		8 24	..	9 4	9 45	10 12	10 49	11 2	11 9	..	12 2	12 22	1 2	..	
10	7 16	..		..	..		8 35	..	9 5	..	..	10 50	..	11 10	11 10	..	..	1 7	..	
11	..	..		..	..		..	..	..	..	..	..	..	..	..	..	..	..	..	
12	..	..		..	..		..	..	..	..	..	..	..	..	..	..	..	..	..	
13	..	..		..	..		..	..	9 15	..	..	..	..	11 20	11 20	..	..	..	..	
14	..	..		..	..		..	..	9 21	..	..	..	..	11 26	11 26	..	..	..	..	
15	..	..		..	..		..	..	9 28	..	..	..	..	11 33	11 33	..	..	..	..	
16	..	..		..	..		..	..	..	..	..	..	..	..	..	..	..	..	..	
17	..	..		..	..		..	..	..	..	..	..	..	..	..	..	..	..	..	
18	..	..		..	..		..	..	9 34	..	..	..	..	11 39	11 39	..	..	..	..	
19	..	..		..	..		..	..	9 40	..	..	..	..	11 45	11 45	..	..	..	..	
20	..	..		7 55	..		..	8 50	..	..	..	..	..	11 48	11 48	..	..	..	..	
21	..	..		8 0	..		..	8 55	..	..	..	..	..	11 53	11 53	..	..	..	..	
22	..	..		8 5	..		..	9 0	..	..	..	..	..	11 58	11 58	..	..	..	..	
23	..	..		..	..		..	9 3	..	..	..	..	..	..	..	..	..	..	..	
24	..	..		..	..		..	..	..	..	..	..	..	..	..	..	..	..	..	
25	7 19	..		..	..		8 39	..	..	..	10 53	..	..	..	..	..	..	1 10	..	
26	..	..		..	..		..	..	..	..	..	..	..	..	..	..	..	..	..	
27	7 25	..		..	..		8 43	..	..	..	10 59	..	..	..	..	..	..	1 16	..	
28	..	..		..	..		..	..	..	..	..	..	..	..	..	..	..	1 23	..	
29	7 32	..		..	..		8 50	..	..	..	11 6	..	..	..	..	B	..	..	..	
30	N	..		..	..		N	..	..	..	..	..	..	..	..	2953	..	..	..	
31	..	..		..	..		..	..	..	..	..	..	..	..	..	..	..	..	..	
32	..	..		..	..		..	..	..	..	..	..	..	..	..	..	..	..	..	
33	7 39	..		..	..		8 57	..	..	..	11 12	..	..	..	..	SO	..	..	..	
34	7 45	..		..	..		9 3	..	..	..	11 18	..	..	..	..	am	..	..	..	
35	7 49	..		..	..		9 9	..	..	..	11 22	..	..	..	..	11 30	..	..	..	
36	..	7 57		..	..		..	..	..	..	..	..	..	..	..	11 38	..	..	..	
37	8 5	..		..	..		..	..	..	..	..	..	..	..	..	11 45	..	..	..	
38	8 10	..		..	..		..	..	..	..	..	..	..	..	..	11 49	..	..	..	
39	8 13	..		..	..		..	..	..	..	..	..	..	..	..	11 53	..	..	..	
40	..	..		..	..		..	..	..	..	..	..	..	..	..	11 55	..	..	..	
41	8 17	..		..	..		..	..	..	..	..	..	..	..	..	12 1	..	..	..	
42	..	..		..	..		..	..	..	..	..	..	..	..	..	12 10	..	..	..	
43	8 22	..		..	..		..	..	..	..	..	..	..	..	..	12 15	..	..	..	
44	8 30	..		..	..		..	..	..	..	..	..	..	..	..	12 22	..	..	..	
45	8 33	..		..	..		..	..	..	..	..	..	..	..	..	12 33	..	..	..	
46	8 34	..		..	..		..	..	..	..	..	..	..	..	..	12 36	..	..	..	
47	8 41	..		..	..		..	..	..	..	..	..	..	..	..	..	..	..	..	
48	8 47	..		..	..		..	..	..	..	..	..	..	..	..	..	..	..	..	
49	8 50	..		..	..		..	..	..	..	..	..	..	..	..	..	..	..	..	
N—Calls when required to set down employees of the National Coal Board. Notice to be given by the passenger to the Guard at Highley																				
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K150 WEEKDAYS

HARTLEBURY, BRIDGNORTH AND SHREWSBURY (SEVERN VALLEY BRANCH), KIDDERMINSTER, BEWDLEY, TENBURY WELLS, AND WOOFFERTON

DOWN			B	B	B	B	B	B	B	B	B	B	B	B	B	B	B
			Diesel	To Shrewsbury Diesel	To Shrewsbury Diesel	Diesel	1.50 p.m. SO Hartlebury 4.0 p.m. SX Kidderminster Diesel	Diesel	2.0 p.m. Birmingham Diesel	3.0 p.m. Birmingham Diesel	Rail Motor	Diesel			3.25 p.m. SO 4.5 p.m. SX Worcester (F.S.) Diesel	Rail Motor	Diesel
			2896	2953	2953	2862	2953	2890	2890	2890	2862	2862	2953	2953	2894	2862	2890
			SO	SO	SX	SO	SO	SO	SO	SO			SO	SX			
			PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
Hartlebury ..	dep	1	..	1 50	..	..	..	..	..	..	..	..	4 10	..	4 25	..	..
Hartlebury Junction ..	arr	2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Stourport ..	arr	3	..	1 56	..	..	..	..	..	..	..	..	4 17	..	4 32	..	..
Burlish Halt ..	dep	4	..	1 58	..	..	..	..	..	..	..	..	4 25	..	4 34	..	..
		5	..	2 0	..	..	..	..	..	..	..	..	..	..	4 36	..	..
Up Trains	Kidderminster ..	6	..	..	2 0	2 0	..	2 12	2 52	3 53	..	4 10	..	4 23	..	..	5 41
	Kidderminster Junction ..	7	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
	Foley Park Halt ..	8	..	..	2 4	2 4	..	2 16½	2 56½	3 57½	..	4 14	..	4 27	..	..	5 45½
Bewdley Junction (S. Box) ..	arr	9	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Bewdley ..	arr	10	..	2 5	2 9	2 9	2 15	2 22	3 2	4 2	..	4 19	4 32	4 32	4 42	..	5 50
Bewdley Junction (N. Box) ..	dep	11	..	2 15	2 15	2 10	..	..	..	..	..	4 20	4 35	4 35	..	..	..
		12	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Up Trains	Wyre Forest ..	13	..	..	..	2 20½	..	..	..	..	..	4 30½	..	..	..	..	..
	Cleobury Mortimer ..	14	..	..	..	2 26	..	..	..	..	..	4 36	..	..	..	..	..
	Neen Sollars ..	15	..	..	..	2 33	..	..	..	..	..	4 42½	..	..	..	..	..
	Newnham Bridge ..	16	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
	dep	17	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
	dep	18	..	..	..	2 39	..	..	..	..	..	4 47	..	..	..	..	..
	Tenbury Wells ..	19	..	..	..	2 45	..	..	..	..	..	4 53	..	..	..	..	..
	arr	20	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
	dep	21	..	..	..	..	..	..	..	..	..	4 46	..	..	..	5 40	..
	Easton Court ..	22	..	..	..	..	..	..	..	..	..	4 51	..	..	..	5 45	..
Up Trains	Woofferton ..	23	..	..	..	..	..	..	..	..	..	4 56	..	..	..	5 50	..
	dep	24	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
	Northwood Halt ..	25	..	..	..	..	2 18½	..	..	..	..	..	4 41½	4 41½	..	..	..
	Arley ..	26	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
	dep	27	..	..	..	..	2 23½	..	..	..	..	..	4 46½	4 46½	..	..	..
	Highley ..	28	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
	dep	29	..	..	..	..	2 30	..	..	..	..	..	4 53½	4 53½	..	..	..
	Alveley Halt ..	30	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
	arr	31	..	..	..	..	2 33½	..	..	..	..	..	..	..	..	..	..
	dep	32	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Up Trains	Hampton Loade ..	33	..	..	..	..	2 37	..	..	..	..	..	5 0	5 0	..	..	..
	dep	34	..	..	..	..	2 43	..	..	..	..	..	5 6	5 6	..	..	..
	Eardington ..	35	..	..	..	..	2 47	..	..	..	..	..	5 12	5 12	..	..	..
	Bridgnorth ..	36	..	..	..	..	2 50	..	..	..	..	..	5X25	5X25	..	..	..
	dep	37	..	..	..	..	2 57½	..	..	..	..	..	5 33	5 33	..	..	..
	Linley ..	38	..	..	..	..	3 3	..	..	..	..	..	5 37	5 37	..	..	..
	Coalport ..	39	..	..	..	..	3 7	..	..	..	..	..	5 41	5 41	..	..	..
	Jackfield Halt ..	40	..	..	..	..	3 10	..	..	..	..	..	5 44	5 44	..	..	..
	Iron Bridge and B. ..	41	..	..	..	..	3 12	..	..	..	..	..	5 48	5 48	..	..	..
	dep	42	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Up Trains	Buildwas Junction ..	43	..	..	..	..	3 18	..	..	..	..	..	6X4	6X4	..	..	..
	Buildwas Station ..	44	..	..	..	..	3 26	..	..	..	..	..	6X13	6X13	..	..	..
	Cressage ..	45	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
	Cound Halt ..	46	..	..	..	..	3 31	..	..	..	..	..	6 17	6 17	..	..	..
	dep	47	..	..	..	..	3 38	..	..	..	..	..	6 24	6 24	..	..	..
	Berrington ..	48	..	..	..	..	3 45	..	..	..	..	..	6 32	6 32	..	..	..
	Sutton Bridge Junction ..	49	..	..	..	..	3 48	..	..	..	..	..	6 35	6 35	..	..	..
	Shrewsbury Station ..	49	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..

3.51 p.m. daily

NOT ADVERTISED

§—No. 3896 from Highley to Alveley

**HARTLEBURY, BRIDGNORTH AND SHREWSBURY (SEVERN VALLEY
BRANCH), KIDDERMINSTER, BEWDLEY, TENBURY WELLS, AND
WOOFFERTON**

[illegible]

**HARTLEBURY, BRIDGNORTH AND SHREWSBURY (SEVERN VALLEY
BRANCH), KIDDERMINSTER, BEWDLEY, TENBURY WELLS, AND
WOOFFERTON**

[illegible]

**HARTLEBURY, BRIDGNORTH AND SHREWSBURY (SEVERN VALLEY
BRANCH), KIDDERMINSTER, BEWDLEY, TENBURY WELLS, AND
WOOFFERTON**

	B	B	B	C	B	B	B	B	B	B	B	B	B						
	To Birmingham Diesel	12.55 p.m. Birmingham Diesel	1.55 p.m. Birmingham to Scourport Diesel	3.15 p.m. Scourport Jct. Empty Diesel	To Birmingham Diesel	2.55 p.m. Birmingham Diesel	3.55 p.m. Birmingham to Scourport Diesel	Diesel	To Birmingham Diesel	4.55 p.m. Birmingham Diesel	5.55 p.m. Birmingham to Scourport Diesel	To Birmingham Diesel	6.55 p.m. Birmingham Diesel						
	2863	2896	2894	3096	2863	2895	2894	2896	2863	2895	2894	2863	2896						
	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM						
1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
3	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
4	1 40	..	..	..	3 40	..	..	..	5 40	..	..	7 40	..	..	..	..	..	..	..
5	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
6	..	1 45	2 46	3 35	..	3 46	4 46	5 32	..	5 46	6 46	..	7 46	..	..	..	..	..	..
7	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
8	..	..	..	SUS PEN DED	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
9	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
10	1 46	1 53	2 54	..	3 46	3 54	4 54	5 40	5 46	5 54	6 54	7 46	7 54	..	..	..	..	..	..
11	1 56	1 56	2 59	3 45	3 56	3 56	4 59	5 42	5 56	5 56	6 59	7 56	7 56	..	..	..	..	..	..
12	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
13	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
14	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
15	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
16	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
17	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
18	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
19	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
20	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
21	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
22	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
23	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
24	..	1 59	..	..	..	3 59	..	5 45	..	5 59	..	..	7 59	..	..	..	..	..	..
25	..	2 1	..	..	..	4 1	..	5 46	..	6 1	..	..	8 1	..	..	..	..	..	..
26	..	2 6	..	..	..	4 6	..	..	..	6 6	..	..	8 6	..	..	..	..	..	..
27	..	2 7	..	3 53	..	..	..	5 52	..	..	..	..	8 7	..	..	..	..	..	..
28	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
29	..	2 14	..	4 0	..	..	..	5 59	..	..	..	..	8 14	..	..	..	..	..	..
30	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
31	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
32	..	2 19	..	..	..	..	..	..	..	..	..	..	8 19	..	..	..	..	..	..
33	..	..	..	4 5	..	..	..	6 5	..	..	..	..	..	..	..	..	..	..	..
34	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
35	..	..	..	4 15	..	..	..	6 15	..	..	..	..	..	..	..	..	..	..	..
36	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
37	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
38	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
39	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
40	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
41	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
42	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
43	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
44	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
45	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
46	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
47	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
48	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
49	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..

Runs 5th October, 1958, to
5th April, 1959, inclusive

K154 WEEKDAYS

SHREWSBURY, BRIDGNORTH AND HARTLEBURY (SEVERN VALLEY BRANCH), WOOFFERTON, TENBURY WELLS, BEWDLEY, AND KIDDERMINSTER

UP		Ruling Gradient 1 in	B	B		B		B	B	B	B	B				
			To Birmingham Diesel	Diesel		Diesel		Diesel		To Small Heath Diesel	Diesel	7.22 a.m. Ludlow Rail Motor				
			2863	2894		2896		2895	2853	2859	2894	2862				
Shrewsbury Station	dep	1	L	am		am		am	am	am	am	am				
Sutton Bridge Junction		2	169R						6 40							
Berrington		3	114R						6 43							
Cound Halt	arr	4	280F						6 52							
	dep	5														
Cressage		6	135F						7 1							
Buildwas Station		7	200R						7 10							
Buildwas Junction		8	132R													
Iron Bridge and B.	arr	9	500R													
	dep	10							7 15							
Jackfield Halt		11	200R						7 20							
Coalport		12	250R						7 25							
Linley		13	230F						7 31							
Bridgnorth	arr	14	100R						7 38							
	dep	15														
Eardington		16	100R													
Hampton Loade	arr	17	200R													
	dep	18						6 30								
Alveley Halt	arr	19	—					6 33								
	dep	20							6 50							
Highley	arr	21	100R						6 54							
	dep	22							6 57							
Arley	arr	23	225R													
	dep	24		5 45	6 30				7 41							
Northwood Halt	arr	25	145F						7 41							
	dep	26		5 50	6 35				7 41							
Down Trains	Woofferton	arr	27	—												
	Easton Court	dep	28									7 35				
	Tenbury Wells	arr	30	132F								7 41				
		dep	31	127R								7 45				
	Newnham Bridge	arr	32	100F												
		dep	33													
	Neon Sollars	arr	34	100R												
	Cleobury Mortimer	arr	35	80R												
		dep	36													
	Wyre Forest	arr	37	73F												
Bewdley Junction (N. Box)		38	145F													
Bewdley	arr	39	L	5X53	6 38			7 13								
	dep	40		6 0	6 39					7 26	7 38					
Bewdley Junction (S. Box)		41	L													
Down	Foley Park Halt	42	100R	6 5						7 31						
	Kidderminster Junction	43	112R													
	Kidderminster	44	L	6 10						7 35						
Burlish Halt		45	150F		6 44						7 43					
Stourport	arr	46	100R													
	dep	47			6 47						7 46					
Hartlebury Junction		48	100R													
Hartlebury		49	—		6 53						7 52					

**SHREWSBURY, BRIDGNORTH AND HARTLEBURY (SEVERN VALLEY
BRANCH), WOOFFERTON, TENBURY WELLS, BEWDLEY, AND
KIDDERMINSTER**

	B	B	B	B	B	B	B	B	B	B	B	B	B	B				
	Diesel		To Worcester SX Hartlebury SO Diesel	Rail Motor	Diesel		Diesel	To Birmingham Diesel	Diesel	To Birmingham Diesel	To Birmingham Diesel		Diesel	Diesel				
	2890	2890	2875†	2862	2890	2853	2890	2863	2894	2863	2863	2894	2890	2890				
	am	am	am	am	am	SO am	am	am	am	am	PM	PM	PM	PM				
1	..	..	..	..	..	9 50	..	..	..	..	..	..	..	..	..	..	..	..
2	..	..	..	..	..	9 53	..	..	..	..	..	..	..	..	..	..	..	..
3	..	..	..	..	..	10 1	..	..	..	..	..	..	..	..	..	..	..	..
4	..	..	..	..	..	10 7	..	..	..	..	..	..	..	..	..	..	..	..
5	..	..	..	..	..	10 12	..	..	..	..	..	..	..	..	..	..	..	..
6	..	..	..	..	..	10 20	..	..	..	..	..	..	..	..	..	..	..	..
7	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
8	..	..	..	..	..	10 24	..	..	..	..	..	..	..	..	..	..	..	..
9	..	..	..	..	..	10 26	..	..	..	..	..	..	..	..	..	..	..	..
10	..	..	..	..	..	10 31	..	..	..	..	..	..	..	..	..	..	..	..
11	..	..	..	..	..	10 36	..	..	..	..	..	..	..	..	..	..	..	..
12	..	..	..	..	..	10 42	..	..	..	..	..	..	..	..	..	..	..	..
13	..	..	..	..	..	10 49	..	..	..	..	..	..	..	..	..	..	..	..
14	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
15	..	..	8 0	..	9 20	..	..	..	..	..	..	12 10	..	..	..	..	..	..
16	..	..	8 5	..	9 25	..	..	..	..	..	..	12 15	..	..	..	..	..	..
17	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
18	..	..	8 11	..	9 31	B	..	..	..	..	..	12 21	..	..	..	..	..	..
19	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
20	..	..	..	..	..	..	..	..	..	..	..	12 25	..	..	..	..	..	..
21	..	..	..	..	9 35½	..	..	..	..	..	..	..	..	..	..	..	..	..
22	..	..	8 16½	..	9 36½	Diesel	..	..	..	..	..	12 31	..	..	..	..	..	..
23	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
24	..	..	8 23½	..	9 44	..	..	..	..	..	..	12 38½	..	..	..	..	..	..
25	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
26	..	..	8 28	..	9 48½	..	..	..	..	..	..	12 43½	..	..	..	..	..	..
27	..	..	..	..	..	2895	..	..	..	..	..	..	..	..	..	..	..	..
28	..	..	..	8 33	..	SO	..	..	..	..	..	12 10	12 10	..	..	..	..	..
29	..	..	..	8 38	..	am	..	..	..	..	..	12 15	12 15	..	..	..	..	..
30	..	..	..	8 42	..	9 50	9 50	..	..	..	..	12 19	12 19	..	..	..	..	..
31	..	7 55	..	..	..	..	..	..	..	..	..	12 20	12 20	..	..	..	..	..
32	..	..	..	..	..	9 58	9 58	..	..	..	..	..	..	..	..	..	..	..
33	..	8 3	..	..	..	10 3½	10 3½	..	..	..	..	12 28	12 28	..	..	..	..	..
34	..	8 8½	..	..	..	..	..	..	..	..	..	12 34	12 34	..	..	..	..	..
35	..	8 16	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
36	..	8 21	..	..	..	10 10	10 10	..	..	..	..	12 41	12 41	..	..	..	..	..
37	..	8 26	..	..	..	10 15	10 15	..	..	..	..	12 47	12 47	..	..	..	..	..
38	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
39	..	8 34	8 31½	..	9 52	10 22	10 22	10 30	10 35	11 30	12 30	12 47	12 55	22 55	..	..	..	..
40	7 54	8 35	8 38	..	9 53	..	10 23	10 30	10 35	11 30	12 30	12 49	12 56	1X 4	..	..	..	..
41	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
42	7 59	8 40	..	..	9 58	..	10 28	10 35	..	11 35	12 35	..	1 1	1 9	..	..	..	..
43	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
44	8 3	8 44	..	..	10 2	..	10 32	10 40	..	11 40	12 40	..	1 5	1 13	..	..	..	..
45	..	..	8 43	..	..	..	..	10 40	..	..	..	12 54	..	..	..	..	..	..
46	..	..	8 45	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
47	..	..	8 46	..	..	..	..	10 43	..	..	..	12 58	..	..	..	..	..	..
48	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
49	..	..	8 52	..	..	..	..	10 50	..	..	..	1 4	..	..	..	..	..	..

†—SO No. 2894

+—10.36 a.m.

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SHREWSBURY, BRIDGNORTH AND HARTLEBURY (SEVERN VALLEY BRANCH), WOOFFERTON, TENBURY WELLS, BEWDLEY, AND KIDDERMINSTER

UP			B	B	B	B	B	B	B	B	B								
			To Birmingham Diesel	To Worcester Diesel	To Birmingham Diesel	To Birmingham Diesel			Diesel	To Birmingham Diesel	Diesel								
			2863	2875	2863	2863	2890	2894	2890	2863	2894								
			SO	SO	SO	SO	SX	SO	SO	SO									
			PM	PM	PM	PM	PM	PM	PM	PM	PM								
Shrewsbury Station	dep	1	..	..	..	..	1 45	1 45	..	..	..	..	..	..	..	..	..	..	..
Sutton Bridge Junction	..	2	..	..	..	..	1 48	1 48	..	..	..	..	..	..	..	..	..	..	..
Berrington	..	3	..	..	..	..	1 56	1 56	..	..	..	..	..	..	..	..	..	..	..
Cound Halt	arr	4	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
	dep	5	..	..	..	..	2 2	2 2	..	..	..	..	..	..	..	..	..	..	..
Cressage	..	6	..	..	..	..	2 7	2 7	..	..	..	..	..	..	..	..	..	..	..
Buildwas Station	..	7	..	..	..	..	2 15	2 15	..	..	..	..	..	..	..	..	..	..	..
Buildwas Junction	..	8	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Iron Bridge and B.	arr	9	..	..	..	..	2 19	2 19	..	..	..	..	..	..	..	..	..	..	..
	dep	10	..	..	..	..	2 21	2 21	..	..	..	..	..	..	..	..	..	..	..
Jackfield Halt	..	11	..	..	..	..	2 26	2 26	..	..	..	..	..	..	..	..	..	..	..
Coalport	..	12	..	..	..	..	2 31	2 31	..	..	..	..	..	..	..	..	..	..	..
Linley	..	13	..	..	..	..	2 37	2 37	..	..	..	..	..	..	..	..	..	..	..
Bridgnorth	arr	14	..	..	..	..	2 44	2 44	..	..	..	..	..	..	..	..	..	..	..
	dep	15	..	..	..	..	3 4	3 4	..	..	..	..	..	..	..	..	..	..	..
Eardington	..	16	..	..	..	..	3 9	3 9	..	..	..	..	..	..	..	..	..	..	..
Hampton Loade	arr	17	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
	dep	18	..	1 45	..	..	3 16	3 16	..	..	..	..	..	..	..	..	..	..	..
Alveley Halt	arr	19	..	1 48	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
	dep	20	..	1 50	..	..	3 20	3 20	..	..	..	..	..	..	..	..	..	..	..
Highley	arr	21	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
	dep	22	..	1 54	..	..	3 24	3 24	..	..	..	..	..	..	..	..	..	..	..
Arley	arr	23	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
	dep	24	..	2 1	..	..	3 31	3 31	..	..	..	..	..	..	..	..	..	..	..
Northwood Halt	arr	25	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
	dep	26	..	2 6	..	..	3 36	3 36	..	..	..	..	..	..	..	..	..	..	..
Down Trains	Woofferton	arr	27	..	..	..	..	..	..	..	..	4 25	..	..	..	..	..	..	..
	Easton Court	dep	28	..	..	..	..	..	..	..	..	4 30	..	..	..	..	..	..	..
	Tenbury Wells	arr	29	..	..	..	..	..	..	..	..	4 36	..	..	..	..	..	..	..
		dep	30	..	..	..	..	..	..	..	..	4 40	..	..	..	..	..	..	..
	Newnham Bridge	arr	31	..	..	..	..	..	3 5	..	..	..	..	..	..	..	..	..	..
		dep	32	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
	Neen Sollars	arr	33	..	..	..	..	..	3 15	..	..	..	..	..	..	..	..	..	..
	Cleobury Mortimer	arr	34	..	..	..	..	..	3 22	..	..	..	..	..	..	..	..	..	..
		dep	35	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
	Wyre Forest	dep	36	..	..	..	..	..	3 29	..	..	..	..	..	..	..	..	..	..
		37	..	..	..	..	..	..	3 35	..	..	..	..	..	..	..	..	..	..
	Bewdley Junction (N. Box)	..	38	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
	Bewdley	..	39	..	2 10	..	3 40	3 40	3 43	..	..	..	..	..	..	..	..	..	..
		dep	40	1 30	2 12	2 30	3 30	3 42	3 44	4 39	4 50	..	..	..	..	..	..	..	..
	Bewdley Junction (S. Box)	..	41	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Down	Foley Park Halt	..	42	1 35	..	2 35	3 35	3 47	..	3 49	4 44	..	..	..	..	..	..	..	..
	Kidderminster Junction	..	43	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
	Kidderminster	arr	44	1 40	..	2 40	3 40	3 51	..	3 53	4 49	..	..	..	..	..	..	..	..
	Burlish Halt	..	45	..	2 17	..	..	3 47	..	..	4 55	..	..	..	..	..	..	..	..
	Stourport	arr	46	..	..	..	..	3 49	..	..	4 57	..	..	..	..	..	..	..	..
		dep	47	..	2 20	..	..	3 50	..	..	4 58	..	..	..	..	..	..	..	..
	Hartlebury Junction	..	48	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
	Hartlebury	..	49	..	2 26	..	..	3 56	..	..	5 4	..	..	..	..	..	..	..	..

WEEKDAYS K157

**SHREWSBURY, BRIDGNORTH AND HARTLEBURY (SEVERN VALLEY
BRANCH), WOOFFERTON, TENBURY WELLS, BEWDLEY, AND
KIDDERMINSTER**

	B	B	B	B	B	B	B	B	B	B	B	B							
	Diesel	Rail Motor	Diesel	To Birmingham Diesel		Diesel	To Birmingham Diesel	To Worcester Diesel	Diesel	To Stourbridge Junction Diesel	Empty Diesel	To Birmingham Diesel							
	2894	2862	2890	2863	2853	2895	2863	2875	2895	2877	3890	2863							
1	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	SO						
2	..	..	4 20	..	5 33	..	..	..	..	..	..	..	..	..	..	..	..	..	..
3	..	..	4 23	..	5 36	..	..	..	..	..	..	..	..	..	..	..	..	..	..
4	..	..	4 31	..	5 44	..	..	..	..	..	..	..	..	..	..	..	..	..	..
5	..	..	4 37	..	5 50	..	..	..	..	..	..	..	..	..	..	..	..	..	..
6	..	..	4 42	..	5 55	..	..	..	..	..	..	..	..	..	..	..	..	..	..
7	..	..	4 52	..	6 04	..	..	..	..	..	..	..	..	..	..	..	..	..	..
8	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
9	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
10	..	..	4 57	..	6 10	..	..	..	..	..	..	..	..	..	..	..	..	..	..
11	..	..	5 1	..	6 15	..	..	..	..	..	..	..	..	..	..	..	..	..	..
12	..	..	5 5	..	6 20	..	..	..	..	..	..	..	..	..	..	..	..	..	..
13	..	..	5 11	..	6 26	..	..	..	..	..	..	..	..	..	..	..	..	..	..
14	..	..	5 18	..	6 33	..	..	..	..	..	..	..	..	..	..	..	..	..	..
15	..	..	5X20	..	..	..	..	..	..	7 55	..	..	..	..	..	..	..	..	..
16	..	..	5 25	..	..	..	..	..	..	8 0	..	..	..	..	..	..	..	..	..
17	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
18	..	..	5 32	..	..	..	..	..	..	8 7	..	..	..	..	..	..	..	..	..
19	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
20	..	..	5X36	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
21	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
22	..	..	5 40	..	..	..	..	..	..	8 12	..	..	..	..	..	..	..	..	..
23	..	..	..	..	..	6 35	..	7 50	..	..	..	..	..	..	..	..	..	..	..
24	..	..	5 47	..	..	6 42	..	..	..	..	..	..	..	..	..	..	..	..	..
25	..	..	..	..	..	6X50	..	7 57	..	8 19	..	..	..	..	..	..	..	..	..
26	..	..	5 52	..	..	6 55	..	8 2	..	8 24	..	..	..	..	..	..	..	..	..
27	..	..	..	..	..	..	..	..	7 38	..	..	..	..	..	..	..	..	..	..
28	..	5 25	..	..	..	..	..	..	7 43	..	..	..	..	..	..	..	..	..	..
29	..	5 31	..	..	..	..	..	..	7 48	..	..	..	..	..	..	..	..	..	..
30	..	5 35	..	..	..	..	..	..	7 49	..	..	..	..	..	..	..	..	..	..
31	4 58	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
32	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
33	5 6	..	..	..	..	..	..	..	7 56 1/2	..	..	..	..	..	..	..	..	..	..
34	5 12	..	..	..	..	..	..	..	8 2	..	..	..	..	..	..	..	..	..	..
35	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
36	5 19	..	..	..	..	..	..	..	8 8	..	..	..	..	..	..	..	..	..	..
37	5 24	..	..	..	..	..	..	..	8 13	..	..	..	..	..	..	..	..	..	..
38	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
39	5 32	..	5 55	..	..	6 58	..	8 6	8 21	8 27	..	..	..	..	..	..	..	..	..
40	5 33	..	5 57	6 34	..	..	7 30	8 8	8 8	8 30	8 40	9 30	..	..	..	..	..	..	..
41	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
42	..	..	6 2	6 38	..	..	7 35	..	..	8 35	..	9 35	..	..	..	..	..	..	..
43	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
44	..	..	6 6	6 42	..	..	7 40	..	..	8 40	8 50	9 40	..	..	..	..	..	..	..
45	5 38	..	..	..	..	..	..	8 13	..	..	..	..	..	..	..	..	..	..	..
46	5 40	..	..	..	..	..	..	8 15	..	..	..	..	..	..	..	..	..	..	..
47	5X42	..	..	..	..	..	..	8 25	..	..	..	..	..	..	..	..	..	..	..
48	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
49	5 48	..	..	..	..	..	..	8 32	..	..	..	..	..	..	..	..	..	..	..

**SHREWSBURY, BRIDGNORTH AND HARTLEBURY (SEVERN VALLEY
BRANCH), WOOFFERTON, TENBURY WELLS, BEWDLEY, AND
KIDDERMINSTER**

[illegible]

BARNT GREEN AND ASHCURCH

WEEKDAYS

DOWN

Mileage		Ruling Gradient in																
M	C		B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	G
0	0	BARNT GREEN	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am	6.40 p.m. Birmingham
1	60	Alvechurch	7 4	8 53	7 8	8 55	7 13	9 0	7 18	9 5	7 20	9 7	7 28	9 12	7 35	9 19	7 46	7 55
4	40	Redditch North	7 13	9 0	7 18	9 5	7 20	9 7	7 28	9 12	7 35	9 19	7 46	7 55	7 59	9 34	7 52	7 55
4	78	Redditch	7 13	9 0	7 18	9 5	7 20	9 7	7 28	9 12	7 35	9 19	7 46	7 55	7 59	9 34	7 52	7 55
8	12	Studley and Astwood Bank	6 35	7 28	6 35	7 28	6 35	7 28	6 35	7 28	6 35	7 28	6 35	7 28	6 35	7 28	6 35	7 28
12	33	Alcester	6 50	7 46	6 50	7 46	6 50	7 46	6 50	7 46	6 50	7 46	6 50	7 46	6 50	7 46	6 50	7 46
15	7	Broom Jn.	7 59	9 34	7 59	9 34	7 59	9 34	7 59	9 34	7 59	9 34	7 59	9 34	7 59	9 34	7 59	9 34
15	55	Broom Jn. West	8 1	9 36	8 1	9 36	8 1	9 36	8 1	9 36	8 1	9 36	8 1	9 36	8 1	9 36	8 1	9 36
16	39	Salford Priors	8 4	9 39	8 4	9 39	8 4	9 39	8 4	9 39	8 4	9 39	8 4	9 39	8 4	9 39	8 4	9 39
18	40	Harvington	8 10	9 45	8 10	9 45	8 10	9 45	8 10	9 45	8 10	9 45	8 10	9 45	8 10	9 45	8 10	9 45
21	77	EVESHAM	8 17	9 52	8 17	9 52	8 17	9 52	8 17	9 52	8 17	9 52	8 17	9 52	8 17	9 52	8 17	9 52
25	17	Hinton	8 22	9 57	8 22	9 57	8 22	9 57	8 22	9 57	8 22	9 57	8 22	9 57	8 22	9 57	8 22	9 57
27	8	Ashton-under-Hill	8 29	10 4	8 29	10 4	8 29	10 4	8 29	10 4	8 29	10 4	8 29	10 4	8 29	10 4	8 29	10 4
29	6	Beckford	8 34	10 9	8 34	10 9	8 34	10 9	8 34	10 9	8 34	10 9	8 34	10 9	8 34	10 9	8 34	10 9
32	65	ASHCHURCH	8 39	10 14	8 39	10 14	8 39	10 14	8 39	10 14	8 39	10 14	8 39	10 14	8 39	10 14	8 39	10 14

SINGLE LINE—Barnt Green Junction to Evesham, Redditch North and Redditch South to Evesham.

Sections:

Barnt Green Single Junction to Redditch North.

Redditch North to Redditch South (Double Line Disc Block Telegraph).

Redditch South to Studley and Astwood Bank.

Studley and Astwood Bank to Alcester.

Alcester to Broom Junction.

Broom Junction North to Broom Junction West.

Broom Junction West to Harvington.

Harvington to Evesham.

*—When Broom Junction West is not in circuit, a Through Token is operated between Broom Junction and Harvington.

Crossing Stations:

Alcester.

Broom Junction.

Auxiliary Key Token Instruments

Broom Junction Station—At Alcester end of Platform.

WEEKDAYS

ASHCHURCH AND BARNT GREEN

SUNDAYS

[illegible]

KI62 WEEKDAYS

UPTON-ON-SEVERN, TEWKESBURY AND ASHCHURCH

SINGLE LINE—Worked by Electric Train Token between Ashchurch and Tewkesbury and by Train Staff, with one engine in steam or two coupled together, between Tewkesbury and Upton-on-Severn. There is no Crossing Station on this Branch.

Mileage						Ruling Gradient 1 in		G		B	B	B	B	B	G	
								LE							LE	
								0060		2586	2586	2586	2586	2586	0060	
M	C	M	C					am		SO	SX	SO	SX	SO	PM	
0	0	—	—	UPTON-ON-SEV'N dep		1	—	6:14	To work 7:14 a.m. 8 a.m.	7 37	7 57	am	am	am		
2	2	—	—	Ripple		2	—	6:14		7 42	8 3	..	..	..		
—	—	0	0	Tewkesbury M.P. Depot ..		3	—	6:33		..	..	..	..	..	11 0	
5	35	—	—	Tewkesbury arr		4	—	6:33		7 48	8 9	..	..	..		
7	9	1	44	ASHCHURCH dep		5	—	6:48		7 50	8 11	8 50	8 53	11 10		
				 arr		6	—	6:48		7 55	8 16	8 55	8 58	11 15	11 10	To work 2.17 p.m. Ashchurch to Birmingham

WEEKDAYS ASHCHURCH, TEWKESBURY AND UPTON-ON-SEVERN

Mileage						Ruling Gradient 1 in		C	C	B	B	B	G		B	
									ECS				LE			
								3586	3586	2586	2586	2586	0176		2586	
M	C	M	C					SO	SX		SX	SO			SO	
0	0	0	0	ASHCHURCH dep		1	—	am	am	am	am	am	am	11 0	am	
1	54	—	—	Tewkesbury arr		2	—	..	..	8 35	9 25	9 40	11 10	..	11 30	
—	—	1	44	Tewkesbury M.P. Depot ..		3	—	7:18	7:38	8 40	9 30	9 45	..	..	11 35	
5	7	—	—	Ripple dep		4	—	..	..	..	..	..	11 10	..	11 37	
7	9	—	—	UPTON-ON-SEV'N arr		6	—	7:30	7:50	..	..	..	..	..	11 47	
															11 52	

WEEKDAYS COALEY AND DURSLEY

SINGLE LINE—Worked by Train Staff, only one engine in steam at a time or two coupled together.

Mileage						Ruling Gradient 1 in		B		B			B			B
								Mixed								
								2595		2595			2595			2595
M	C							am		am			SO			SO
0	0	COALEY dep		1		—		7 0	..	8 25	..	..	PM	..	..	PM
1	22	Cam		2		99R		7 5	..	8 30	..	..	12 35	..	..	2 20
2	36	DURSLEY arr		3		158R		7 9	..	8 34	..	..	12 44	..	..	2 25

WEEKDAYS DURSLEY AND COALEY

Mileage						Ruling Gradient 1 in		B		B			B			B
								2595		2595			2595			2595
M	C							am		am			am			am
0	0	DURSLEY dep		1		—		6 35	..	7 35	..	..	9 55	..	..	11 35
1	14	Cam		2				6 40	..	7 40	..	..	10 0	..	..	11 40
2	36	COALEY arr		3				6 44	..	7 44	..	..	10 4	..	..	11 44

UPTON-ON-SEVERN, TEWKESBURY AND ASHCURCH

[illegible]**ASHCHURCH, TEWKESBURY AND UPTON-ON-SEVERN WEEKDAYS**

	B			G		B			B			G		G					
				LE								LE		LE					
	2586			0419		2586			2586			0176		0176					
				PM 3||55 4||2 To work 4.15 p.m. Tewkesbury to Ashchurch								SX PM 7||13 After working 5.10 p.m. from Birmingham		SO PM 10||10 After working 8.8 p.m. from Birmingham					
1	PM					PM			PM										
2	2 25	..	..			5 10	..	..	6 20	..	..								
3	2 30	..	..			5 15	..	..	6 25	..	..								
4	..	..	..			5 17	..	..		..	..								
5	..	..	..			5 25	..	..		..	..								
6	..	..	..		5 29	..	..		..	..									

COALEY AND DURSLEY

WEEKDAYS[illegible]

DURSLEY AND COALEY

WEEKDAYS

	B				B				B				B						
									Mixed										
	2595				2595				2595				2595						
	SO																		
	PM				PM				PM				PM						
1	1 55	..	..	..	4 10	..	..	..	5 55	..	..	..	7 5	..	..	..	..	..	..
2	2 0	..	..	..	4 15	..	..	..	6 0	..	..	..	7 10	..	..	..	..	..	..
3	2 4	..	..	..	4 19	..	..	..	6 4	..	..	..	7 14	..	..	..	..	..	..

K164

WORCESTER AND BROMYARD

BROMYARD AND WORCESTER

WEEKDAYS

SINGLE LINE—Between Bransford Road Junction and Bromyard* worked by the Electric Train Token.
 TOKEN SECTIONS—Bransford Road Junction (Signal Box) and Bromyard.
 *An intermediate Electric Token Instrument is installed in a hut adjacent to Suckley Middle Ground Frame. When necessary, a train (not conveying passengers) may be placed in Suckley Loop, or Sidings, for another train to pass in the same or opposite directions.

THE CROSSING STATIONS ARE—Bransford Road Junction and Bromyard. The Sidings are locked by a Key fixed in the end of the Electric Token.

Mile Post Mileage		DOWN										UP									
M	C	Ruling Gradient ↓ in										Ruling Gradient ↑ in									
120	40	WORCESTER (S.H.) dep										BROMYARD dep									
121	12	Worcester (F.St.)										Suckley									
121	68	Henwick										Knightwick									
123	7	Rushwick Halt										Leigh Court									
124	14	Bransford Road Junction										Bransford Road Junction									
126	4	Leigh Court										Rushwick Halt									
129	6	Knightwick										Henwick									
130	37	Suckley										Worcester (F.St.)									
135	1	BROMYARD arr										WORCESTER (S.H.) arr									
		Th SO										Th SO									
		am										am									
		9 37										10 50									
		9 40										11 0									
		9 43										11 11									
		9 47										11 16									
		9 53										11 22									
		10 0										11 27									
		10 5										11 33									
		10 16										11 39									
		11 44										SUS									
		PM										PEN									
		4 15										6 50									
		4 23										7 1									
		4 26										7 5									
		4 30										7 13									
		4 35										7 18									
		4 42										7 26									
		4 47										7 29									
		4 58										7 36									
		PM										PM									
		5 47										5 5									
		5 51										5 16									
		5 54										5 20									
		5 57										5 26									
		6 1										5 31									
		6 5										5 36									
		6 12										5 39									
		6 17										5 44									
		6 28										5 49									
		PM										PM									
		9 50										10 40									
		9 54										10 51									
		10 2										10 57									
		10 8										11 5									
		10 15										11 10									
		10 20										11 15									
		10 31										11 20									
		PM										PM									
		9 50										10 40									
		9 54										10 51									
		10 2										10 57									
		10 8										11 5									
		10 15										11 10									
		10 20										11 15									
		10 31										11 20									
		PM										PM									
		9 50										10 40									
		9 54										10 51									
		10 2										10 57									
		10 8										11 5									
		10 15										11 10									
		10 20										11 15									
		10 31										11 20									
		PM										PM									
		9 50										10 40									
		9 54										10 51									
		10 2										10 57									
		10 8										11 5									
		10 15										11 10									
		10 20										11 15									
		10 31										11 20									
		PM										PM									
		9 50										10 40									
		9 54										10 51									
		10 2										10 57									
		10 8										11 5									
		10 15										11 10									
		10 20										11 15									
		10 31										11 20									
		PM										PM									
		9 50										10 40									
		9 54										10 51									
		10 2										10 57									
		10 8										11 5									
		10 15										11 10									
		10 20										11 15									
		10 31										11 20									
		PM										PM									
		9 50										10 40									
		9 54										10 51									
		10 2										10 57									
		10 8										11 5									
		10 15										11 10									
		10 20										11 15									
		10 31										11 20									
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KEMBLE AND CIRENCESTER TOWN

SINGLE LINE—Worked by Electric Train Token

SUNDAYS

[illegible]**WEEKDAYS**

CIRENCESTER TOWN AND KEMBLE

SUNDAYS

[illegible]

GLOUCESTER, GRANGE COURT AND HEREFORD

SINGLE LINE—Worked by Electric Train Token between Grange Court and Rotherwas Junction.
CROSSING STATIONS—Grange Court, Longhope, Mitcheldean Road, Ross-on-Wye, Fawley, and Rotherwas Junction.
STATIONS—Grange Court, Longhope, Mitcheldean Road, Ross-on-Wye, Fawley, and Rotherwas Junction.
 The Siding points at Blaisdon Siding, Backney Siding, Ballingham and Holme Lacy North, worked by the Train Token.
 An intermediate Train Token instrument exists at Holme Lacy North Ground Frame situated between Fawley and Rotherwas Junction.

DOWN.												
Mile Post from Paddington		Mileage from Gloucester				Ruling Gradient 1 in	B	B	B	B	B	B
M	C	M	C				2990		2990	2990	2990	2990
114	9	—	—	GLOUCESTER CEN. dep	1	95F	7 10	..	SO am 9 40	SX ‡-9.50 a.m. 9 52	PM 12 40	PM 2 8
119	38	5	29	Oakle Street	2	220R	7N19	..	9N49	10N1	12N49	2N17
121	45	7	36	Grange Court .. arr	3	238R	..	..	9 53	12 53	..	2X21
				dep	4	..	7 24	..	9 54	10 6	12 54	2 23
123	6	8	77	Blaisdon Halt and Siding ..	5	60R	7 28	..	9 58	10 10	12 58	2 27
125	5	10	76	Longhope	6	71R	7X33	..	..	..	..	..
				dep	7	..	7 43	..	10 4	10 16	1 4	2 33
128	0	13	71	Mitcheldean Road	8	75R	7 49	..	10 11	10 23	1 11	2 40
				dep	9	330R	7 52	..	10 16	10 28	1 16	2 45
130	21	16	12	Weston-under-Penyard Halt ..	10	71F	7 57	..	10X19	10 31	1 19	2X48
132	8	17	79	Ross-on-Wye .. arr	11	75F	8X0	..	10 25	10X34	1 22	2 55
				dep	12	..	8 11	..	10 31	10 40	1 28	3 1
134	42	20	33	Backney Siding and Halt ..	13	75R	8 17	..	10X35	10X44	1X32	3 6
136	17	22	8	Fawley	14	75R	..	..	10 40	10 45	1 37	3 9
				dep	15	..	8 22	..	10 43	10 48	1 40	3 16
137	11	23	2	Ballingham	16	70F	8 26	..	10 50	10 55	1 47	3 22
140	19	26	10	Holme Lacy	17	74R	8 33	..	10 57	11 1	1 54	3 25
143	2	28	73	Rotherwas Junction	18	62R	8 39	..	11 0	11 4	..	..
—	—	30	8	HEREFORD (Barra Ct.)arr	19	79F	8 43	N-Treated as a Halt	Treated as a Halt	N-Treated as a Halt	N-Treated as a Halt	N-Treated as a halt on Saturdays

UP

Mileage from Hereford (Barra Court)		UP	Ruling Gradient 1 in	B		B		C		B		B		B	
M	C			2990		2990		3233		2990		2990	2990		
—	—	HEREFORD (Barra Ct.) dep	1	—	7 0	..	7 32	..	8 0	..	10 20	..	10 25	1 16	..
1	15	Rotherwas Junction	2	79R	7 3	..	7 35	..	Z8X41	..	10 23	..	10 28	1 19	..
3	78	Holme Lacy ..	3	62F	7 9	..	7 41	..	..	..	10 29	..	10 34	1 25	..
7	6	Ballingham	4	74P	..	..	7 47	..	..	..	10 35	..	10 40	1 31	..
8	0	Fawley arr	5	70R	..	..	X	..	..	..	10 37	..	10 42	1 34	..
9	55	Backney Siding and Halt	6	75F	7 17	..	7 50	..	9 2	..	10 38	..	10 47	1 35	..
12	9	Ross-on-Wye arr	7	75F	7 24	..	7 54	..	..	..	10 42	..	10 51	1 39	..
13	76	Weston-under-Penyard Halt	8	75F	7 25	..	7 59	..	..	..	10 47	..	10 56	1 44	..
16	17	Mitcheldean Road .. . arr	9	75R	7 30	..	8 7	..	9 15	..	10 52	..	10 59	1 47	..
19	12	Longhope dep	10	71R	7 36	..	8 12	..	..	..	10 57	..	11 4	1 52	..
21	11	Blaidsdon Halt and Siding	11	75F	7 41	..	8 18	..	..	..	11 3	..	11 10	1 58	..
22	52	Grange Court arr	12	75F	7 42	..	8 24	..	..	..	11 9	..	11 16	2 4	..
24	59	Oakle Street dep	13	71F	..	..	8 29	..	..	..	11 14	..	11 21	2 9	..
30	8	GLOUCESTER CEN. arr	14	60F	7 49	..	8 33	..	9 47	..	11 17	..	11 24	2 13	..
			15	238F	7 53	..	8 37	..	..	..	11 18	..	11 25	2 17	..
			16	95R	8 1	..	8 46	..	10 05	..	11 22	..	11 29	2 26	..
			17			..		..		..	11 32	..	11 38		..

UP

DOWN

Ruling Gradient
1 in

2990

3233

2990

2990

2990

2990

2990

2990

2990

2990

2990

2990

2990

2990

2990

2990

2990

KI68 WEEKDAYS

BERKELEY ROAD AND LYDNEY TOWN

DOUBLE LINE		SINGLE LINE	
From	To	From	To
Berkeley Rd. Sth. Jctn.	Berkeley Loop Junction...	Berkeley Road	Otters Pool Junction
Otters Pool Junction ..	Lydney Town		

DOWN

Mile Post Mileage from Berkeley Road	
M	C
—	—
1	26
2	24
4	0
4	15
5	40
7	71
—	—
8	15
8	73

Distance Otters Pool Junction to Lydney Junction (Main Line) Signal Box, 8 chains

		Ruling Gradient 1 in	C	B			B			B	B	C	C
			Empty Rail Motor	Rail Motor			Rail Motor			Rail Motor	Rail Motor	ECS	Empty Rail Motor
			3596	2596			2596			2596	2596	3596	3596
BERKELEY RD. dep	1	—	am	8 22	..	..	am	11 52	..	..	SX PM 1 40	SO PM 2 10	SO PM ..
Berkeley Road Sth. Jn.	2	150F	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Berkeley Loop Junction ..	3	200F	..	..	..	..	..	..	..	..	..	..	..
Berkeley	4	200F	..	8 28	.....	.....	11 58	.....	.....	1 46	2 16	.....	.....
Sharpness South ..	5	132R	..	..	.....	.....	..	.....	.....	..	..	.....	3+30
Sharpness	6	132R	..	8 34	.....	.....	12 4	.....	.....	1 52	2 22	.....	.....
Savern Bridge ..	7	132R	..	8 39	.....	.....	12 9	.....	.....	1 57	2 27	.....	.....
Otters Pool Junction	8	132F	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lydney Junction (Main Line)	9	—	..	..	..	..	..	..	..	..	..	..	..
Lydney Junction	10	132F	.....	8 46	.....	.....	12 16	.....	.....	2 4	2 34	.....	3W42
..... dep	11	.....	6+53	8 49	.....	.....	12 19	.....	.....	2 7	2 37	2+58	3W45
LYDNEY TOWN .. arr	12	160R	6+55	8 51	.....	.....	12 21	.....	.....	2 9	2 39	3+0	3+47

WEEKDAYS

LYDNEY TOWN AND BERKELEY ROAD

UP

Mileage			Ruling Gradient 1 in	B		B	B	B	B	B	B	B	B	C	B
M	C			Rail Motor		Rail Motor	Rail Motor	Rail Motor	Rail Motor	Rail Motor	Rail Motor	Rail Motor	Rail Motor	ECS	Rail Motor
				2596		2596	2596	2596	2596	2596	2596	2596	2596	3596	2596
LYDNEY TOWN .. dep	1	—	am	7 10	.....	am	PM	PM	PM	MO PM 3+0	SO PM 3 55	SX PM 4 25	SO PM 4 45	SO PM 5+0	PM 5 44
Lydney Junction arr	2	160F	.....	.....	.....	10 50	1 5	1 10	2 50	3+2	3 58	4 28	4 47	5+2	.....
..... dep	3	.....	.....	7 13	.....	10 53	1 8	1 13	2 52	3+10	3 58	4 28	.....	.....	5 47
Lydney Junction (Main Line)	4	—	..	..	..	.....	SUS PEN DED	..	..	.....	..	..	..	..	..
Otters Pool Junction	5	132R	.....	.....	.....	.....	1 15	1 20	.....	.....	.....	.....	.....	.....	.....
Savern Bridge ..	6	132R	7 20	.....	.....	11 0	1 15	1 20	.....	.....	4 5	4 35	.....	.....	5 54
Sharpness	7	132F	7 25	.....	.....	11 5	1 20	1 25	.....	.....	4 10	4 40	.....	.....	5 59
Sharpness South ..	8	132F	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Berkeley ..	9	132F	7 31	.....	.....	11 11	1 26	1 31	.....	.....	4 16	4 46	.....	.....	6 5
Berkeley Loop Junction ..	10	200R	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Berkeley Road Sth Jn. ..	11	150R	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
BERKELEY RD. .. arr	12	200R	7 36	..	..	11 16	1 31	1 36	..	Runs for 10 or more passengers	4 21	4 51	..	..	6 10

K170 WEEKDAYS

KINGHAM AND CHELTENHAM SPA

SINGLE LINE—Between Kingham and Andoversford Junction.
DOUBLE LINE—Between Andoversford Junction and Cheltenham.

STAFF SECTIONS BETWEEN
Kingham and Bourton-on-the-Water }
Bourton-on-the-Water and Notgrove } Worked by Electric Train Token.
Notgrove and Andoversford Junction }

Auxiliary Electric Train Token instruments for the Kingham, Bourton-on-the-Water Section are provided at Kingham, adjacent to the Down Cheltenham Branch Starting Signal, and on the middle platform.
STOW-ON-THE-WOLD—Intermediate Token Instruments provided.

Mile Post Mileage		DOWN	Ruling Gradient in	B		B		B		B		B		B	
				2592		2578		2592		2592		2592		2592	
				am		am		am		am		am		PM	
M	C			SX		SX		SX		SX		SX		SX	
84	59	KINGHAM .. dep	1	—	7 50	..	..	..	..	..	..	..	..	1 40	1 40
89	23	Stow-on-the-Wold .. dep	2	80R	8 0	..	..	..	..	..	..	..	..	1 49	1 49
91	32	Bourton-on-the-Water .. arr	3	83F	8 4	..	..	..	..	..	..	..	..	1 53	1 53
		.. dep	4	..	8 10	..	..	..	..	..	..	..	..	1 55	1 55
96	38	Notgrove .. dep	5	60R	8 21	..	..	..	..	..	..	..	..	2 6	2 7
101	10	Andoversford Junction .. dep	6	60R & F	..	..	..	..	..	..	..	..	..	..	..
101	16	ANDOVERSFORD .. dep	7	L	8 28	10 26	11 13	..	..	..	..	..	..	2 13	2 14
		.. dep	8	..	8 31	10 28	11 15	..	..	..	..	..	..	2 15	2 17
104	75	Charlton Kings Halt .. dep	9	62F	8 38	10 35	11 22	..	..	..	..	..	..	2 22	2 24
106	8	Cheltenham Leckhampton .. arr	10	75F	..	..	..	..	..	..	..	..	..	..	..
		.. dep	11	..	8 41	10 40	11 25	..	..	..	..	..	..	2 25	2 27
107	73	Lansdown Junction .. dep	12	90F	8 45	10 48	11 29	..	..	..	..	..	..	2 29	2 31
—	—	CHELT. SPA (Mal. R.) .. dep	13	218R	8 47	10 50	11 31	..	..	..	..	..	..	2 31	2 33
—	—	CHELT. SPA (St. J.) .. arr	14	168R	8 49	10 52	11 33	..	..	..	..	..	..	2 33	2 35

CHELTENHAM SPA AND KINGHAM

UP		Ruling Gradient 1 in	B		B							B		B	B		
			2892		2892							2892		2282	2282		
														To Southampton	To Southampton		
			am		am						PM		SO	SX			
CHELT. SPA (St. J.) .. dep	1	—	6 30	..	9 5	..	..	..	..	12 15	..	1 48	1 52	..	..		
CHELT. SPA (Mal. Rd.) ..	2	168F			9 8	..	..	..	..	12 18	..	1 51	1 55	..	..		
Lansdown Junction ..	3	218F	6 33	..	9 9	..	..	..	..	12 19	..	1 53	1 57	..	..		
Cheltenham Leckhampton ..	4	90R	6 38	..	9 14	..	..	..	..	12 24	..	1 58	2 2	..	..		
Charlton Kings Halt ..	5	75R	6 43	..	9 19	..	..	..	..	12 29	..			..	..		
ANDOVERSFORD .. arr	6	62R	6 50	..	9 26	..	..	..	..	12 36	..	2 9	2 13	..	..		
.. dep	7		6 53	..	9 27	..	..	..	..	12 37	..	2 11	2 15	..	..		
Andoversford Junction ..	8	L		..		..	..	..	..	12X38	..	2 12	2 16	..	..		
Notgrove ..	9	60R	7 2	..	9X36	..	..	..	..	12X46	..			..	..		
Bourton-on-the-Water .. arr	10	60F	7 9	..	9 43	..	..	..	..	12 53	..			..	..		
.. dep	11		7 15	..	9N46	..	..	..	..	12 56	..			..	..		
Stow-on-the-Wold .. arr	12	83R	7 19	..		..	..	..	..		..			..	..		
.. dep	13		7 21	..	9 51	..	..	..	..	1 1	..			..	..		
KINGHAM .. arr	14	80F	7 30	..	9 58	..	..	..	..	1 8	..			..	..		

K172 WEEKDAYS

GLOUCESTER AND LEDBURY

SINGLE LINE—Over Junction to Ledbury—Worked by Electric Train Token, Over Junction to Newent, and Electric Train Staff Newent to Ledbury.

				Mile Post Mileage from Over Jcn.	Mileage from Gloucester	Ruling Gradient ↓ in	B		B		B		B	
							2891	6.5 a.m. Chichester Diesel	2891	Diesel	2891	Diesel	2891	Diesel
M	C	M	C											
—	—	—	—	GLOUCESTER CEN.	dep	1	am	6 42	..	..	12 10	..	4 8	6 12 ²⁵
1	39	—	—	Over Junction	2	—	95F	6 45	..	..	12 13	..	4 11	6 28
5	37	3	78	Barber's Bridge	arr	3	594R		..	..		..		
					dep	4		6N54	..	..	12 22	..	4N20	6 41 Z
8	47	7	8	Malswick Halt		5	230R	7a 1 ¹	..	..	12a29 ¹	..	4a27 ¹	6 48 ¹
9	73	8	34	Newent	arr	6	330R	7 4 ¹	..	..	12 32 ¹	..	4X30 ¹	6 51 ¹
					dep	7		7 6	..	..	12 35	..	4 33	6 53
12	6	10	47	Four Oaks Halt		8	80R	7 11 ¹	..	..	12a40 ¹	..	4a39	6a59
13	66	12	27	Dymock	arr	9	80F	7 16	..	..	12 45	..	4 44	7 3 ¹
					dep	10		7 17 ¹	..	..	12 46	..	4 45 ¹	7 5
15	25	13	66	Greenway Halt		11	100F	7a21 ¹	..	..	12a50 ¹	..	4 49 ¹	7a 9
18	20	16	61	Ledbury Town Halt		12	72R	7 29	..	..	12 58	..	4 57	7a16
18	79	—	—	LEDBURY	arr	13	64R	7 32	..	..	1 1	..	5 0	7 19

CHIPPING NORTON AND KINGHAM

SINGLE LINE—Worked by Electric Train Token between Kingham and Chipping Norton. The Siding at Sarsden Halt is locked by a key fixed in the end of the Train Token.

Mile Post Mileage via Kingham		DOWN		Ruling Gradient 1 in						B			B		B	
												Mixed				
										2886			2886		2886	
													SO		SX	
69	21	CHIPPING NORTON dep	1	80F						am			PM		PM	
86	47	Sarsden Halt and Siding	2	95F	..	..	..	..	..	8 15	..	..	4 35	..	4 53	..
84	59	KINGHAM arr	3	1	..	..	..	..	..	8 20	..	..	4 40	..	4 58	..
					..	..	..	..	..	8 25	..	..	4 45	..	5 3	..

Distance Box to Box		NAME OF BOX	TIMES DURING WHICH BOXES ARE OPEN					Whether provided with Switch	
			Week Days		Sundays				
			Opened		Closed at	Opened at	Closed at		
			Monday	Other Days					
M.	C.								
—	18	Oxford Station South	—	Continu	ously.	—	—	—	Yes.
—	25	Oxford Station North	—	Continu	ously.	—	—	—	No.
1	53	Oxford North Junction	—	Continu	ously.	—	—	—	Yes.
—	64	Wolvercot Siding	6. 0 a.m.	—	—	—	6. 0 a.m.	—	Yes.
—	71	Wolvercot Junction	—	Continu	ously.	—	—	—	No.
3	3	Yarnton Junction	6. 0 a.m.	—	—	—	6.30 a.m.	—	Yes.
6	21	Handborough	4.15 a.m.	—	—	—	6. 0 a.m.	B	Yes.
3	60	Charlbury	5.30 a.m.	—	—	—	2. 0 p.m.	—	Yes.
1	20	Ascott-under-Wychwood	—	Continu	ously.	—	—	—	No.
—	—	Shipton	12. 0 noon	12. 0 noon	3. 0 p.m.	—	—	—	Yes.
1	37	Bruern Crossing	(Or as	required	for traffic	purposes)	—	—	No.
1	50	Kingham Station	5. 0 a.m.	Continu	ously.	—	8. 0 a.m.	—	Yes.
6	71	Moreton-in-Marsh	5. 0 a.m.	—	—	11. 0 a.m.	6. 0 a.m.	J	Yes.
3	20	Blockley	—	Continu	ously.	—	1.15 p.m.	—	No.
2	1	Chipping Campden	—	Continu	ously.	—	—	—	No.
3	55	Honeybourne (South Loop Junction)	5.30 a.m.	—	—	—	6. 0 a.m.	—	Yes.
—	75	Honeybourne Station South	5. 0 a.m.	—	2. 0 a.m.	—	—	—	Yes.
—	34	Honeybourne Station North	4.45 a.m.	—	(Monday)	—	8. 0 a.m.	V	Yes.
—	—	Honeybourne West Loop	—	Continu	ously.	—	—	—	Yes.
—	—	Honeybourne East Loop	5.30 a.m.	—	2. 0 a.m.	10. 0 p.m.	2. 0 p.m.	—	Yes.
2	30	Littleton and Badsey	—	Continu	ously.	—	—	—	No.
1	1	Aldington Siding	For	traffic purpo	ses only.	—	—	—	Yes.
1	44	Evesham W.R.	4.20 a.m.	—	—	5.45 p.m.	8. 0 a.m.	—	Yes.
2	8	Charlton Siding	12. 0 noon	12. 0 noon	5. 0 p.m.	D	8.35 p.m.	—	Yes.
—	71	Fladbury	10. 0 a.m.	10. 0 a.m.	7.20 p.m.	ESX	—	—	Yes.
2	48	Pershore	6. 0 a.m.	—	6.20 p.m.	SO	8. 0 a.m.	—	Yes.
2	21	Stoulton	For	traffic purpo	ses only.	3.30 p.m.	11.30 p.m.	—	Yes.
2	42	Norton Junction	—	Continu	ously.	—	—	—	Yes.
2	66	Worcester (Wyld's Lane Junction)	—	Continu	ously.	—	—	—	Yes.
29	29	Worcester (Goods Yard)	5. 0 a.m.	—	—	—	6. 0 a.m.	—	No.
—	25	Worcester (Shrub Hill Station)	—	—	—	—	—	—	No.
—	15	Worcester (Shrub Hill Junction)	—	Continu	ously.	—	—	—	No.
—	21	Worcester (Tunnel Junction)	—	—	—	—	—	—	No.
—	K	Worcester (Rainbow Hill Junction)	—	—	—	—	—	—	Yes.
1	18	Blackpole Sidings	For	traffic purpo	ses only	—	—	—	Yes.
1	2	Fernhill Heath	5. 0 a.m.	—	—	—	10. 0 p.m.	—	Yes.
3	13	Droitwich Spa	—	Continu	ously.	—	—	—	No.
20	20	Cutnall Green	6. 0 a.m.	—	—	—	6. 0 a.m.	—	Yes.
1	51	Elmley Lovett Sidings	For	traffic purpo	ses only.	—	—	—	Yes.
—	54	Hartlebury Station	—	Continu	ously.	—	—	—	No.
—	24	Hartlebury Junction	5.15 a.m.	5.15 a.m.	10. 0 p.m.	—	G	—	Yes.
3	2	Kidderminster Junction	—	Continu	ously.	—	—	—	Yes.
—	23	Kidderminster Station	5. 0 a.m.	—	—	—	10. 0 p.m.	—	Yes.
3	10	Churchill and Blakedown	—	Continu	ously.	—	—	—	Yes.
—	66	Hagley	6. 0 a.m.	—	—	—	6. 0 a.m.	—	Yes.
1	52	Stourbridge Junction (South Box)	5. 0 a.m.	—	—	—	11.50 p.m.	U	Yes.
—	17	Stourbridge Junction (Middle Box)	—	—	—	—	—	—	Yes.
—	29	Stourbridge Junction (North Box)	—	Continu	ously.	—	—	—	No.
—	33	Stourbridge Junction (Engine Shed)	—	—	—	—	—	—	Yes.
—	31 H	Worcester (Foregate Street)	7.15 a.m.	7.15 a.m.	4.30 p.m.	—	—	—	Yes.
—	55	Henwick	—	Continu	ously.	—	—	—	No.
2	34	Bransford Road Junction	6. 0 a.m.	6. 0 a.m.	10. 0 p.m.	SX	—	—	Yes.
—	59	Newland East	—	6. 0 a.m.	11.20 p.m.	SO	—	—	Yes.
—	48	Newland West	8. 0 a.m.	—	—	—	—	—	No.
—	79	Malvern Link	5.30 a.m.	8. 0 a.m.	3. 0 p.m.	SX	—	—	Yes.
1	23	Great Malvern	6.30 a.m.	8. 0 a.m.	11.15 a.m.	SO	—	—	Yes.
1	2	Malvern Wells	—	5.30 a.m.	11.30 p.m.	—	8.45 a.m.	8.30 p.m.	Yes.
1	56	Colwall	—	Continu	ously.	—	—	—	No.
3	10	Ledbury North End	—	Continu	ously.	—	—	—	No.
1	8	Ledbury Station	—	Continu	ously.	—	—	—	No.
3	75	Ashperton	6.30 a.m.	6.30 a.m.	9.40 p.m.	—	—	—	Yes.
2	21	Stoke Edith	—	Continu	ously.	—	—	—	No.
3	5	Withington	9. 0 a.m.	9. 0 a.m.	4.20 p.m.	SX	—	—	Yes.
2	64	Hereford (Shelwick Junction)	—	7.10 a.m.	2.30 p.m.	SO	—	—	Yes.
—	76	Hereford (Barrs Court Junction)	5. 0 a.m.	Continu	ously.	—	6. 0 a.m.	—	Yes.
—	43	Hereford (Barton Curve)	4.45 a.m.	—	—	—	6. 0 a.m.	U	Yes.
—	45	Hereford (Barton Station)	—	Continu	ously.	—	—	—	No.
—	F26	Hereford (Brecon Curve)	—	Continu	ously.	—	—	—	Yes.
—	28	Hereford (Barrs Court Station)	—	Continu	ously.	—	—	—	Yes.
—	16	Hereford (Ayleston Hill)	—	Continu	ously.	—	—	—	No.

B—Or after 11.10 p.m. (Saturday) Oxley to Swindon Freight has cleared.

D—Or after 5.0 p.m. Charlton Freight has cleared.

E—Or after 4.45 p.m. Paddington has cleared.

F—From Barrs Court Junction.

G—Open as required for Slack Trip Working.

H—From Rainbow Hill Junction.

J—Or after 12.55 a.m. Park Royal to Worcester Freight has cleared.

K—Shrub Hill Junction Box to Rainbow Hill Junction Box 9ch., Rainbow Hill Junction Box to Tunnel Junction Box 20ch.

U—Or as ordered by Control.

V—Or after Trip Working has finished.

LIST OF SIGNAL BOXES—continued

K175

Distance Box to Box			NAME OF BOX	TIMES DURING WHICH BOXES ARE OPEN						Whether provided with Switch
				Week Days			Sundays			
				Opened		Closed at	Opened at	Closed at		
				Mondays	Other Days					
M.	C.									
—	17	Stratford-upon-Avon (East)	—	Continuously.	—	—	—	Yes.		
—	—	Stratford-upon-Avon (West)	6.15 a.m.	6.15 a.m.	10.45 p.m.	9.45 a.m.	2.0 p.m.	Yes.		
—	27	Evesham Road Crossing	—	Continuously.	—	3.50 p.m.	9.30 p.m.	Yes.		
—	9	L.M.R. Junction	9.30 a.m.	9.30 a.m.	4.50 p.m.	—	—	No.		
2	40	Milcote	—	Continuously.	—	—	—	Yes.		
2	38½	Long Marston	—	Continuously.	—	—	—	No.		
2	39	Honeybourne East Junction	5.30 a.m.	—	2.0 a.m. (Monday)	10.0 p.m.	2.0 p.m.	No.		
—	40	Honeybourne West Junction	—	Continuously.	—	—	—	Yes.		
4	46	Broadway	6.0 a.m.	—	—	—	6.0 a.m.	Yes.		
4	49	Toddington	—	Continuously.	—	—	—	Yes.		
2	26	Winchcombe	6.0 a.m.	—	—	—	6.0 a.m.	Yes.		
5	8	Bishops Cleeve	4.0 a.m.	—	—	—	6.0 a.m.	Yes.		
1	45	Cheltenham (Racecourse)	Open on	race days only.	—	—	—	Yes.		
2	16	Cheltenham Malvern Road East	—	Continuously.	—	—	—	Yes.		
—	19	Cheltenham Station	—	Continuously.	—	—	—	No.		
—	55	Swindon Loco. Yard	6.0 a.m.	—	—	—	1.50 p.m.	—		
2	33	Bremell Sidings	—	As required	—	—	—	Yes.		
1	27	Purton	6.0 a.m.	6.0 a.m.	10.0 p.m.	—	—	Yes.		
3	79	Minety and Ashton Keynes	—	Continuously.	—	7.0 p.m.	8.0 a.m. †	Yes.		
5	42	Kemble	—	Continuously.	—	—	—	No.		
—	67	Coates	—	As required	M	—	—	Yes.		
2	40	Sapperton Sidings	—	Continuously.	—	—	2.0 p.m. †	Yes.		
2	1	Frampton Crossing	8.40 a.m.	6.40 a.m.	9.20 p.m.	10.0 p.m.	—	—		
1	40	Chalford	5.50 a.m.	5.50 a.m.	10.40 p.m. L	2.0 p.m.	10.0 p.m.	Yes.		
1	29	Brimscombe East	—	Continuously.	11.45 p.m. L	SO	2.0 p.m. †	Yes.		
—	20	Brimscombe West	11.40 a.m.	11.40 a.m.	1.30 p.m.	9.0 p.m.	—	Yes.		
2	42	Stroud	6.0 p.m.	6.0 p.m. S	X7.40 p.m. S	X	—	Yes.		
2	68	Stonehouse (Burdett Road)	6.0 a.m.	Continuously.	—	—	6.0 a.m. †	Yes.		
—	63	Seandish Junction	—	Continuously.	—	—	—	Yes.		
—	23	Haresfield	—	Continuously.	—	—	—	No.		
—	62	Naas Crossing	—	Continuously.	—	—	—	No.		
2	5	Tuffley Junction	6.0 a.m.	—	—	—	1.50 p.m.	Yes.		
1	32	N Gloucester South Junction	—	Continuously.	—	—	—	Yes.		
—	27	Gloucester (North)	4.30 a.m.	—	—	—	8.0 a.m. †	Yes.		
—	12	Gloucester (Tramway Junction)	—	Continuously.	—	—	—	No.		
—	23	Gloucester (East)	—	Continuously.	—	—	—	No.		
—	23	Gloucester (West)	—	Continuously.	—	—	—	No.		
1	33	Over Junction	3.45 a.m.	—	—	—	8.0 a.m. †	Yes.		
—	30	Over Sidings	—	—	—	—	8.0 a.m. †	Yes.		
—	—	Oakle Street	—	Intermediate	Block Section	10.0 p.m.	—	—		
3	37	Grange Court	—	Continuously.	—	—	—	Yes.		
—	—	Newnham	—	Intermediate	Block Section	—	—	—		
4	28	Bullo Pill East	6.0 a.m.	—	—	—	6.0 a.m. †	Yes.		
—	26	Bullo Pill West	6.0 a.m.	—	—	—	6.0 a.m. †	Yes.		
2	7	Awre Junction	—	Continuously.	—	—	—	No.		
—	—	Gatcombe	—	Intermediate	Block Section	—	—	—		
4	77	Lydney Junction	6.0 a.m.	—	—	—	6.0 a.m. †	Yes.		
—	22	Lydney West	—	Continuously.	—	—	—	Yes.		
2	54	Woolaston	6.0 a.m.	—	—	9.0 a.m. ‡	6.0 a.m. ‡	Yes.		
3	58	Beachley Junction	6.0 a.m.	—	—	9.0 a.m. ‡	6.0 a.m. ‡	Yes.		

H—Down I.B.S. Home 2m. 70ch. from Over Sidings. Up I.B.S. Home 2m. 29ch. from Grange Court.

K—Down I.B.S. Home 1m. 65ch. from Grange Court. Up I.B.S. Home 2m. 9ch. from Bullo Pill East.

L—Or after last Rail Motor has cleared. M—Open to deal with the following Freight Train having traffic to attach or detach: 8.20 a.m. Swindon to Gloucester. †—Unless otherwise ordered by Control. To consult Control before closing. ‡—Applies during Engineers occupation of Severn Tunnel only.

N—Distance, Gloucester South Junction and Engine Shed Junction, 46 chains.

Y—Down I.B.S. Home, 2m. 25ch. from Awre Junction. Up I.B.S. Home, 2m. 22ch. from Lydney Junction.

Distance Box to Box		NAME OF BOX	TIMES DURING WHICH BOXES ARE OPEN					Whether provided with Switch	
			Week Days		Sundays				
			Opened		Closed at	Opened at	Closed at		
			Mondays	Other Days					
M.	C.								
HARTLEBURY, BRIDGNORTH AND SHREWSBURY (SEVERN VALLEY BRANCH)									
—	—	Hartlebury Junction	5.15 a.m.	5.15 a.m.	10. 0 p.m.	—	F	Yes.	
2	40	Stourport-on-Severn	5. 0 a.m.	5. 0 a.m.	Closed after day's train service is completed.	—	—	No.	
2	37	Bewdley (South)	5. 0 a.m.	5. 0 a.m.		—	—	No.	
—	20	Bewdley (North)	5. 5 a.m.	5. 5 a.m.		—	—	No.	
3	43	Arley	5.10 a.m.	5.10 a.m.		—	—	No.	
2	25	Highley	5.35 a.m.	5.35 a.m.		As required for Sunday train service	—	—	No.
2	11	Hampton Loade	6.10 a.m.	6.10 a.m.					No.
4	39	Bridgnorth	7. 0 a.m.	7. 0 a.m.					No.
6	62	Coalport	6.45 a.m.	6.45 a.m.					No.
3	47	Buildwas	5.35 a.m.	5.35 a.m.	No.				
3	70	Cressage	6.30 a.m.	6.30 a.m.	—	—	No.		
4	0	Berrington	6.30 a.m.	6.30 a.m.	—	—	No.		
3	46½	Sutton Bridge Junction	—	—	9. 0 p.m.	6. 0 a.m.	H	Yes.	
—	—	Shrewsbury	—	—	—	—	—	—	

F—Open as required for Slack Trip working.

H—After last train to Yard.

KIDDERMINSTER JUNCTION, BEWDLEY AND WOOFFERTON

—	—	Kidderminster Junction	Continuously.		—	—	—	Yes.
3	7½	Bewdley Junction (South)	5. 0 a.m.	5. 0 a.m.	Closed after day's train service is completed.	8. 0 a.m.	9.15 p.m.	No.
—	20	Bewdley Junction (North)	5. 5 a.m.	5. 5 a.m.		—	—	—
6	21½	Cleobury Mortimer	6.45 a.m.	6.45 a.m.		—	—	No.
9	8½	Tenbury Wells	7. 0 a.m.	7. 0 a.m.	—	—	—	No.

BERKELEY ROAD AND LYDNEY TOWN

—	—	C Berkeley Road Junction	—	Continuously.	—	—	—	No.
—	—	Berkeley Road South Junction	9. 0 p.m.	9. 0 p.m.	4.10 a.m.	9.15 a.m. A	4.25 p.m. A	Yes.
1	22	C Berkeley Loop Junction	8.50 a.m.	8.50 a.m.	B	9.10 a.m. A	B	Yes.
2	24	Sharpness South	6.35 a.m.	6. 0 a.m.	B	9. 0 a.m. A	B	No.
1	8	Sharpness Swing Bridge	5.30 a.m.	5.30 a.m.	B	8. 0 a.m. A	B	No.
—	70	Severn Bridge	6.30 a.m.	6.30 a.m.	B	9. 0 a.m. A	B	No.
2	26	Otters Pool Junction	6. 0 a.m.	6. 0 a.m.	B	9. 0 a.m. A	B	No.
—	40	Lydney Town (Engine Shed)	6. 0 a.m.	6. 0 a.m.	B	—	—	No.
—	47	Lydney Town Station	6.45 a.m.	6.45 a.m.	B	—	—	No.

A—During Engineers' occupation of Severn Tunnel only.

B—Until last train has cleared.

C—Distance Berkeley Road Junction to Berkeley Loop Junction, 1m. 26ch.

WORCESTER AND BROMYARD

—	—	Bransford Road Junction	6. 0 a.m.	6. 0 a.m.	10. 0 p.m. SX	—	—	Yes.
10	61	Bromyard	6. 0 a.m.	6. 0 a.m.	11.20 p.m. SO	—	—	No.
					Closed after day's train service is completed.			

KEMBLE AND CIRENCESTER TOWN

—	—	Kemble	—	Continuously.	—	—	—	No.
4	2	Cirencester Town	5.35 a.m.	5.35 a.m.	After last train.	5.45 p.m.	12.20 a.m.	No.

KINGHAM, CHIPPING NORTON AND KING'S SUTTON JUNCTION

—	—	King's Sutton Junction	See Section "J"		—	—	—	—
1	49	Alderbury	For Traffic requirements	only.	—	—	—	No.
3	41	Bloxham			—	—	—	
4	19	Hook Norton			—	—	—	
—	—	Chipping Norton	7. 0 a.m.	7. 0 a.m.	5.15 p.m. A	—	—	No.
—	—	Kingham	5. 0 a.m.	—	—	—	8. 0 a.m.	No.

A—Or until last train has cleared.

LIST OF SIGNAL BOXES—continued

K177

Distance Box to Box		NAME OF BOX	TIMES DURING WHICH BOXES ARE OPEN						Whether provided with Switch
			Week Days			Sundays			
			Opened		Closed at	Opened at	Closed at		
			M.	C.				Mondays		Other Days
KINGHAM AND CHELTENHAM (ST. JAMES)									
—	—	Kingham	5. 0 a.m.	—	—	—	8. 0 a.m.	Yes.	
6	57	Bourton-on-Water	6.45 a.m.	6.45 a.m.	9.40 p.m. A	—	—	No.	
5	12	Notgrove	6.30 a.m.	6.30 a.m.	9.45 p.m. A	—	—	No.	
4	23	Andoversford Junction	6.20 a.m.	6.20 a.m.	10.10 p.m. A	—	—	No.	
—	15	Andoversford Station	Open as required		—	—	—	Yes.	
4	64	Cheltenham (Leckhampton)	6.50 a.m.	6.50 a.m.	B	—	—	Yes.	
—	—	Cheltenham (Leckhampton)	1.30 p.m.	1.30 p.m.	C	—	—	—	
1	69	Cheltenham (Lansdown Junction)	—	—	—	—	—	—	
—	42	Cheltenham Malvern Road West	5. 0 a.m.	—	—	—	6. 0 a.m.†	Yes.	
—	25	Cheltenham Malvern Road East	—	Continuously.	—	—	—	Yes.	
—	19	Cheltenham Station	—	Continuously.	—	—	—	No.	

A—Or until last train has cleared.

B—Until 8.10 a.m. Freight ex Cheltenham has been dealt with, then as required.

C—Until 11.55 a.m. Freight, Kingham to Cheltenham has cleared, and as required.

†—Or later on Control instructions.

GLOUCESTER AND LEDBURY

—	—	Gloucester Central (West)	—	—	—	—	8. 0 a.m. F	—	
1	33	Over Junction	3.45 a.m.	—	—	—	—	—	
8	32	Newent	6.30 a.m.	—	6.30 a.m.	9.15 p.m. A	—	No.	
3	63	Dymock	10.35 a.m.	—	10.35 a.m.	5.55 p.m.	—	Yes.	
5	23	Ledbury	—	—	Continuously.	—	—	No.	

A—Or until last train has cleared.

F—Unless otherwise ordered by Control.

GRANGE COURT AND HEREFORD

—	—	Grange Court	—	—	Continuously.	—	—	Yes.	
3	53	Longhope	6. 0 a.m.	—	6. 0 a.m.	10. 0 p.m. A	—	No.	
—	—	Mitcheldean Road	Sats.	—	—	10.45 p.m. A	1.45 p.m.	4. 0 p.m. L	
2	68	Mitcheldean Road	6. 0 a.m.	—	6. 0 a.m.	10.15 p.m. A	—	No.	
—	—	Ross-on-Wye	Sats.	—	—	10.35 p.m. A	1.45 p.m.	4. 0 p.m. L	
4	2	Ross-on-Wye	6.15 a.m.	—	6.15 a.m.	10.30 p.m. A	—	No.	
4	14	Fawley	6.45 a.m.	—	6.45 a.m.	10.40 p.m. A	1.45 p.m.	4.15 p.m. L	
—	—	Fawley	—	—	—	10.50 p.m. A	2. 0 p.m.	4.15 p.m. L	
6	56	Rotherwas Junction	6.30 a.m.	—	6.30 a.m.	11.15 p.m. A	—	Yes.	
—	—	Rotherwas Junction	—	—	—	—	2. 0 p.m.	4. 0 p.m. L	

A—Or after last train.

L—During Engineers' occupation of Severn Tunnel only, until return assistant engine has cleared.

FOREST OF DEAN BRANCH

—	—	Bullo Pill East	5. 0 a.m.	—	—	—	8. 0 a.m. †	Yes.	
—	26	Bullo Pill West	5. 0 a.m.	—	—	—	2. 0 p.m. †	Yes.	
3	47	Cinderford (Eastern United)	8. 0 a.m.	—	8. 0 a.m. SX	A	—	Yes.	
1	38	Cinderford (Bilson Junction)	6.45 a.m.	—	6.45 a.m.	D	—	No.	

†—Unless otherwise ordered by Control.

A—Until 3.40 p.m. Bilson Junction Freight has cleared.

D—Until last train has cleared.

UPTON-ON-SEVERN AND ASHCHURCH

—	—	Ashchurch Junction	—	—	—	—	—	—	
1	48	Tewkesbury	5.35 a.m.	—	5.35 a.m. SX	8. 5 p.m. SX	—	—	No.
—	—	Tewkesbury	—	—	5.50 a.m. SO	10.20 pm SO	—	—	

Distance Box to Box		NAME OF BOX	TIMES DURING WHICH BOXES ARE OPEN					Whether provided with Switch
			Week Days		Sundays			
			Opened		Closed at	Opened at	Closed at	
			Monday	Other Days				
BARNT GREEN AND CHARFIELD								
B2	27	Barnt Green Main Line Junction	—	Continuously.	—	—	—	No.
1	42	Blackwell	—	Continuously.	—	—	—	No.
2	19	Bromsgrove Station	—	Continuously.	—	—	—	No.
—	32	Bromsgrove South	—	Continuously.	—	—	—	No.
1	53	Stoke Works Junction	—	Continuously.	—	—	—	No.
4	57	Dunhampstead	—	Continuously.	—	—	—	Yes.
4	5	Spetchley Station	6. 0 a.m.	—	—	—	5.50 a.m.	Yes.
2	45	Abbotts Wood Junction	—	Continuously.	—	—	—	No.
1	72	Pirton Sidings	—	Continuously.	—	—	—	Yes.
2	65	Defford	6.40 a.m.	6.40 a.m. 9.10 p.m.	—	—	—	Yes.
1	8	Eckington	—	Continuously.	—	—	—	No.
2	66	Bredon	6. 0 a.m.	—	—	—	5.50 a.m.	Yes.
2	10	Ashchurch	—	Continuously.	—	—	—	Yes.
3	38	Ashchurch Cleeve	6. 0 a.m.	—	—	—	7. 0 a.m.	Yes.
2	69	Cheltenham (High Street)	4. 0 a.m.	—	—	8. 0 p.m.	10. 0 p.m.	Yes.
—	33	Cheltenham (Alston Junction)	—	Continuously.	—	—	1.50 p.m.	No.
—	32	Cheltenham (Lansdown Station)	—	Continuously.	—	—	—	No.
—	29	Cheltenham St. James (Lansdown Junction)	—	Continuously.	—	—	—	No.
—	38	Hatherley Junction	5. 0 a.m.	—	—	—	6. 0 a.m.	Yes.
2	24	Churchdown Station	—	Continuously.	—	—	—	Yes.
1	37	Elm Bridge	6. 0 a.m.	—	—	—	5.50 a.m.	Yes.
N1	8	Engine Shed Junction	—	Continuously.	—	—	—	No.
—	41	Tramway Junction	—	Continuously.	—	—	—	No.
—	8	Gloucester Goods Junction	5.15 a.m.	—	—	—	6. 0 a.m.	No.
—	7	Gloucester Eastgate Station	—	Continuously.	—	—	—	No.
—	18	Barton Street Junction	—	Continuously.	—	—	—	No.
—	18	California Crossing	—	Continuously.	—	—	—	No.
—	31	Painswick Road Crossing	—	Continuously.	—	—	—	No.
1	3	Tuffley Junction	6. 0 a.m.	—	—	—	1.50 p.m.	Yes.
2	5	Naas Crossing	—	Continuously.	—	—	—	No.
1	62	Haresfield	—	Continuously.	—	—	—	No.
1	23	Standish Junction	—	Continuously.	—	—	—	Yes.
1	41	Stonehouse (Bristol Road)	6. 0 a.m.	—	—	—	8. 0 a.m.	Yes.
1	70	Frocester	6. 0 a.m.	—	6. 0 p.m.	—	5.50 a.m.	Yes.
2	6	Coaley Junction	6. 0 a.m.	—	—	7.30 p.m.	9.30 p.m.	Yes.
2	23	Berkeley Road Junction	—	Continuously.	—	—	8. 0 a.m.	No.
1	26	Berkeley Road South Junction	9. 0 p.m.	9. 0 p.m. 4.10 a.m.	—	9.30 a.m.‡	4.25 p.m.‡	Yes.
H	—	Wick	—	Intermediate Block Signals.	—	—	—	—
4	4	Charfield	—	Continuously.	—	—	—	Yes

B—From Halesowen Junction Signal Box.

H—Down I.B.S. Home 42ch. from Berkeley Road South Junction. Up I.B.S. Home 2m. 35ch. from Charfield.

N—Distance Engine Shed Junction and Gloucester South Junction, 46 chains.

‡—Applies during Engineer's occupation of Severn Tunnel only.

BARNT GREEN AND ASHCHURCH (VIA EYESHAM)

A	39	Barnt Green Single Line Junction	4. 0 a.m.	—	—	—	6. 0 a.m. B	No.
4	15	Redditch North	4. 0 a.m.	—	—	8.30 a.m. 6.40 p.m.	11.15 a.m. 9.15 p.m.	—
—	43	Redditch South	4. 0 a.m.	—	—	8.30 a.m. 6.40 p.m.	11.10 a.m. 9.10 p.m.	No.
3	6	Studley and Astwood	7. 0 a.m.	7. 0 a.m.	2.50 p.m.	—	6. 0 a.m. B	Yes.
4	18	Alcester	4.30 a.m.	—	—	8.45 a.m. 6.45 p.m.	11. 0 a.m. 8.55 p.m.	No.
2	67	Broom Junction North	4.50 a.m.	—	—	9. 0 a.m. 7.10 p.m.	10.35 a.m. 8.45 p.m.	No.
—	42	Broom Junction West	8.45 p.m.	8.45 p.m. SX 8.30 p.m. SX	4.45 a.m. B 4.45 a.m. B	—	—	Yes.
2	59	Harvington	5. 0 a.m.	—	—	—	4.35 a.m. B 5.50 a.m. B	No.
3	46	Evesham	5.15 a.m.	—	—	9. 0 a.m. 7.15 p.m.	10.25 a.m. 8.35 p.m.	No.
3	8	Hinton	3.55 p.m.	3.55 p.m. SX	4.10 p.m. SX	7.20 p.m.	8.25 p.m.	Yes.
3	69	Beckford	6.20 a.m.	6.20 a.m.	8.50 p.m.	—	—	Yes.
3	73	Ashchurch Junction	—	Continuously.	—	—	—	Yes.

A—From Barnt Green Main Line Junction Box.

B—Or until last train has cleared.

GLOUCESTER YARD

—	—	Barnwood Sidings	12.30 a.m.	—	—	—	6. 0 a.m.	—
---	---	--------------------------	------------	---	---	---	-----------	---

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

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

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

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

In the case of another Region's vehicle not marked with the tare weight, being formed in a train, the weight of the vehicle must be counted as 10 tons for a horse box, carriage truck, or other such small vehicle; 20 tons for a four or six-wheeled passenger carrying vehicle or brake van; 30 tons for an eight-wheeled passenger-carrying vehicle or brake van other than 70-ft. stock; and 40 tons for a dining car, sleeping car, or 70-ft. passenger-carrying vehicle or brake van.

LOADED VANS CONTAINING OCEAN MAILS AND BAGGAGE

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

PARCELS AND FISH TRAINS

Owing to the difference in the weights of loaded and unloaded Parcels Vans and Fish Trucks, it will be necessary in the case of Parcels and Fish Trains, to add to the total of the tare weights shewn on the vehicles an agreed figure representing the weight of the average load, for every loaded truck formed in the train. It has been decided that this fixed figure shall be 1 ton per vehicle for Parcels and 3 tons per vehicle for Fish, and, therefore, a guard in calculating the load of his train, must multiply the number of loaded trucks by these figures and add the resulting figure to the total of the tare weights marked upon the trucks.

MILK TRAFFIC

The weight of vehicles containing Milk traffic to be computed as follows, whether the vehicles are working on Passenger, Milk, Fish, or Perishable Trains:

Milk Tanks:

	Empty. Tons.	Loaded. Tons.
Fixed ("Miltas")	14	28
Road/Rail ("Rotanks")	18	28

B Vehicles and Siphons, J:

BG Vehicles and Siphons, F, G & H:

Other Vehicles:

Empty	Tare Weight.	Tare Weight.	Tare Weight.
Loaded (empty churns)	Tare Weight, plus 5 tons.	Tare Weight, plus 5 tons.	Tare Weight, plus 3 tons.
Loaded (full churns)	Tare Weight, plus 10 tons.	Tare Weight, plus 8 tons.	Tare Weight, plus 5 tons.

MIXED TRAINS

The weight of Parcels (including Stores), Perishable, Fish and Milk Trains, which are run in accordance with Passenger Train regulations, must not exceed a gross weight of 550 tons, including brake, whether assisted or unassisted.

Where trains are authorised to be run as "Mixed" Trains, the total weight of the train is to be obtained as follows:

Tonnage of Passenger Stock.

Tare Weight of Goods Brake Van (where provided).

Tonnage of Freight Vehicles to be calculated as under:

Class 1 Traffic—16 tons per wagon.
Class 3 Traffic—10 tons per wagon.

Class 2 Traffic—13 tons per wagon.

Empties (4-wheel stock)—6 tons per wagon.

Notes.

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

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

Empty Stock must not exceed 20 8-wheeled vehicles or their equivalent.

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

Stations will, in wiring particulars of trains, give the number, the number of vehicles and the total weight of each portion of the train in tons, viz.:

Train 120 five late; one Plymouth, 34; five Ponzance, 179; three Newquay, 100; two Kingsbridge, 61; Engine 4093; loading moderate.

When trains are not numbered the time of the train must be shewn in place of the number, viz.:

11.0 a.m. Paddington five late, etc., etc.

The tonnage loads shewn in the "Engine Loads Table" do not apply when Rail Motor services are being worked by engines of the 14XX, 54XX and 64XX Classes, the authorised loads for which are specially laid down separately, in accordance with the instruction in the General Appendix.

K180 ENGINE LOADS FOR PASSENGER, PARCELS, MILK AND FISH TRAINS FOR ENGINE WORKING PURPOSES—continued

OXFORD, WORCESTER AND WOLVERHAMPTON

SECTION		CLASS OF ENGINE				
		10XX	49XX 4073-4099 50XX 70XX	78XX 43XX, 53XX 63XX, 73XX 93XX	56XX, 66XX	45XX 55XX 36XX, 37XX 46XX, 57XX 77XX, 87XX 96XX, 97XX
From	To	Tons	Tons	Tons	Tons	Tons
Oxford	Moreton-in-Marsh ..	455	420	420		336
Moreton-in-Marsh ..	Worcester	455	420	420		364
Worcester	Stourbridge Junction	427	392	364		336
Stourbridge Junction	Dudley†	392	336‡	308		252
Stourbridge Junction	Dudley*	364	308†	252		196
Dudley	Wolverhampton	455	420	420		392
Wolverhampton	Worcester	427	420	364		336
Worcester	Moreton-in-Marsh ..	427	392	364		336
Moreton-in-Marsh ..	Oxford	455	420	420		392

SECTION		CLASS OF ENGINE			
		22XX 32XX	0-6-0 and 0-6-0T "A" Group 90XX	0-4-2T 14XX 58XX	
From	To	Tons	Tons	Tons	
Oxford	Moreton-in-Marsh ..	308	280	—	
Moreton-in-Marsh ..	Worcester	336	308	—	
Worcester	Stourbridge Junction	308	280	196	
Stourbridge Junction	Dudley†	238	224	—	
Stourbridge Junction	Dudley*	168	168	120	
Dudley	Wolverhampton	364	336	252	
Wolverhampton	Worcester	308	280	196	
Worcester	Moreton-in-Marsh ..	308	280	—	
Moreton-in-Marsh ..	Oxford	364	336	—	

BIRMINGHAM, WORCESTER AND HEREFORD

SECTION		CLASS OF ENGINE				
		"King" 60XX	Ex L.M.R. 6P	10XX 4037 4073-4099 50XX 70XX B.R. Standard Class 7 70XXX	49XX 59XX 69XX 79XX 68XX ‡‡ B.R. Standard Class 5 73XXX	78XX 43XX, 53XX 63XX, 73XX 93XX 31XX, 41XX 51XX, 61XX 81XX 56XX, 66XX B.R. Standard Class 4 75XXX 76XXX
From	To	Tons	Tons	Tons	Tons	Tons
Birmingham	Stourbridge Junction	—	—	455	420	392
Stourbridge Junction	Worcester	—	—	420	392	364
Worcester	Great Malvern	—	—	420	392	364
Great Malvern	Ledbury	—	—	420	392	336
Ledbury	Hereford	—	—	420	392	364
Hereford	Ledbury	—	—	420	392	364
Ledbury	Colwall	—	—	392	364	336
Colwall	Worcester	—	—	455	420	420
Worcester	Stourbridge Junction	—	—	420	392	364
Stourbridge Junction	Birmingham†	—	—	315	260†	252
Stourbridge Junction	Birmingham*	—	—	280	232†	224

*—Stopping Trains. †—Through Trains.

‡‡—Also applies to ex L.M.R. 5X.

†—49XX and 59XX Classes only. 68XX, 288† and 252* tons only.

§—Trains worked over diversionary route at Hereford via Barr's Court, Brecon Curve and Barton, also via Barr's Court Junction and Barton. Maximum load 500 tons. Maximum speed 20 m.p.h. The maximum load from Llantarnam Junction to Panteg and Griffithstown is 340 tons.

ENGINE LOADS FOR PASSENGER, PARCELS, MILK AND FISH K181 TRAINS FOR ENGINE WORKING PURPOSES—continued

BIRMINGHAM, WORCESTER AND HEREFORD—continued.

SECTION		CLASS OF ENGINE				
		45XX 55XX	22XX 32XX B.R. Class 2	90XX	0-4-2T 14XX 58XX	
		36XX, 37XX 46XX, 57XX 77XX, 87XX, 96XX 97XX		0-6-0 and 0-6-0T		
		34XX, 84XX, 94XX		"A" Group		
From	To	B.R. Standard Class 3				
		Tons	Tons	Tons	Tons	
Birmingham	Stourbridge Junction	336	308	280	196	
Stourbridge Junction	Worcester	336	308	280	196	
Worcester	Great Malvern	308	280	252	—	
Great Malvern	Ledbury	280	252	224	—	
Ledbury	Hereford	308	280	252	—	
Hereford	Ledbury	308	280	252	—	
Ledbury	Colwall	280	252	224	—	
Colwall	Worcester	364	336	308	—	
Worcester	Stourbridge Junction	336	308	280	196	
Stourbridge Junction	Birmingham†	196	182	182	125	
Stourbridge Junction	Birmingham*	168	150	150	110	

WORCESTER AND BROMYARD

SECTION		CLASS OF ENGINE				
		45XX 55XX	22XX 32XX B.R. Standard Class 2	90XX	0-4-2-T 14XX, 58XX	
		36XX, 37XX 46XX, 57XX 77XX, 87XX 96XX, 97XX		0-6-0 and 0-6-0T		
		34XX, 84XX, 94XX		"A" Group		
From	To	B.R. Class 3				
		Tons	Tons	Tons	Tons	
Worcester	Bromyard	250	220	200	140	
Bromyard	Worcester	250	220	200	140	

BIRMINGHAM AND BRISTOL SECTION

SECTION		CLASS OF ENGINE				
		60XX	B.R. Standard Class 7 70XXX	49XX 59XX 69XX 79XX	78XX	
			10XX		43XX, 53XX 63XX, 73XX 93XX	
			4037 4073-4099 50XX 70XX		31XX, 41XX 51XX, 61XX 81XX	
From	To	Tons	Tons	Tons	56XX, 66XX B.R. Standard Class 4 75XXX 76XXX	Tons
Birmingham	Stratford-upon-Avon	—	455	420	420	
Stratford-upon-Avon	Cheltenham (Mal. Rd.)	—	455	420	420	
Cheltenham (Mal. Rd.)	Bristol (T.M.)	—	455	420	420	
Bristol (T.M.)	Filton†	—	420	392	364	
Bristol (T.M.)	Filton§	—	392	364	336	
Filton	Cheltenham (Mal. Rd.)	—	455	420	420	
Cheltenham (Mal. Rd.)	Stratford-upon-Avon	—	455	420	420	
Stratford-upon-Avon	Birmingham||	—	420	392	364	
Stratford-upon-Avon	Birmingham y	—	364	336	308	
Bristol	Fishponds	—	410	380	352	
Fishponds	Yate	—	455	420	420	
Yate a	Bristol	—	455	420	420	

†—Through Trains.

§—Stopping at Ashley Hill.

||—Running through Stratford-upon-Avon.

a—Via Mangotsfield.

y—Stopping at Stratford-upon-Avon.

K182 ENGINE LOADS FOR PASSENGER, PARCELS, MILK AND FISH TRAINS FOR ENGINE WORKING PURPOSES—continued

BIRMINGHAM AND BRISTOL SECTION—continued

SECTION		CLASS OF ENGINE				
		45XX 55XX	22XX 32XX	90XX	0-4-2T 14XX 58XX	
		36XX, 37XX 46XX, 57XX 77XX, 87XX 96XX, 97XX		0-6-0 and 0-6-0T		
		34XX, 84XX, 94XX		"A" Group		
From	To	B.R. Standard Class 3 Tons	Tons	Tons	Tons	
Birmingham	Stratford-upon-Avon	392	364	350	—	
Stratford-upon-Avon	Cheltenham (Mal. Rd.)	364	336	322	—	
Cheltenham (Mal. Rd.)	Bristol (T.M.)	364	336	322	—	
Bristol (T.M.)	Filton†	308	280	252	—	
Bristol (T.M.)	Filton§	280	252	224	168	
Filton	Cheltenham (Mal. Rd.)	364	336	322	—	
Cheltenham (Mal. Rd.)	Stratford-upon-Avon	364	336	322	—	
Stratford-upon-Avon	Birmingham|| .....	308	280	266	—	
Stratford-upon-Avon	Birmingham y	252	224	210	—	
Bristol	Fishponds	280	245 X	180	—	
Fishponds	Yate	364	336 X	322	—	
Yate a	Bristol	392	364 X	350	—	

For notes, see page 181.

SWINDON, GLOUCESTER AND SEVERN TUNNEL JUNCTION

SECTION		CLASS OF ENGINE				
		4037 4073-4099 50XX 70XX	49XX 59XX 69XX 79XX	78XX	45XX 55XX	36XX, 37XX 46XX, 57XX 77XX, 87XX 96XX, 97XX
				43XX, 53XX 63XX, 73XX 93XX		
				31XX, 41XX 51XX, 61XX 81XX		
From	To	B.R. Standard Class 7 70XXX Tons	Tons	56XX, 66XX B.R. Standard Class 4 75XXX 76XXX Tons	34XX, 84XX, 94XX B.R. Standard Class 3 Tons	
Swindon	Gloucester	455	420	420	364	
Gloucester	Severn Tunnel Jct.	455	420	420	392	
Severn Tunnel Jct. ..	Gloucester	455	420	420	392	
Gloucester	Brimscombe	455	420	420	364	
Brimscombe	Kemble§	371	336	308	247	
Brimscombe	Kemble†	342	308	280	221	
Kemble	Swindon	455	420	420	392	

SECTION		CLASS OF ENGINE				
		B.R. Standard Class 2	90XX	14XX 58XX		
			0-6-0 and 0-6-0T			
			"A" Group			
From	To	22XX 32XX Tons	Tons	Tons		
Swindon	Gloucester	336	308	—		
Gloucester	Severn Tunnel Jct.	364	336	—		
Severn Tunnel Jct. ..	Gloucester	364	336	—		
Gloucester	Brimscombe	336	308	—		
Brimscombe	Kemble§	234	208	—		
Brimscombe	Kemble†	195	195	—		
Kemble	Swindon	364	336	—		

†—Stopping at Chalford.

§—Running through Chalford.

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

K183

HARTLEBURY, BRIDGNORTH AND SHREWSBURY

SECTION		CLASS OF ENGINE			
		10XX 4037 4073-4099 50XX 70XX B.R. Standard Class 7 70XXX Tons	49XX 59XX 69XX 79XX 68XX B.R. Standard Class 5 73XXX Tons	78XX 43XX, 53XX 63XX, 73XX 93XX 31XX, 41XX 51XX, 61XX 81XX 56XX, 66XX B.R. Standard Class 4 75XXX 76XXX Tons	45XX 55XX 36XX, 37XX 46XX, 57XX 77XX, 87XX 96XX, 97XX 34XX, 84XX, 94XX B.R. Standard Class 3 Tons
From	To				
Hartlebury	Shrewsbury	—	420*	392	310
Shrewsbury	Hartlebury	—	420*	392	310
Each	direction	—	—	—	335‡

*—Between Bewdley and Hartlebury only in each direction.

‡—Applies only to trains liberally timed.

SECTION		CLASS OF ENGINE		
		22XX 32XX B.R. Standard Class 2 Tons	90XX 0-6-0 and 0-6-0T " A " Group Tons	0-4-2T 14XX 58XX Tons
From	To			
Hartlebury	Shrewsbury	290	275	234
Shrewsbury	Hartlebury	290	275	234
Each	direction	315‡	300‡	—

‡—Applies only to trains liberally timed.

KIDDERMINSTER, BEWDLEY, TENBURY WELLS AND WOOFFERTON

SECTION		CLASS OF ENGINE			
		10XX 4037 4073-4099 50XX 70XX B.R. Standard Class 7 70XXX Tons	49XX 59XX 69XX 79XX 68XX B.R. Standard Class 5 73XXX Tons	78XX 43XX, 53XX 63XX, 73XX 93XX 31XX, 41XX 51XX, 61XX 81XX 56XX, 66XX B.R. Standard Class 4 75XXX 76XXX Tons	45XX 55XX 36XX, 37XX 46XX, 57XX 77XX, 87XX 96XX, 97XX 34XX, 84XX, 94XX B.R. Standard Class 3 Tons
From	To				
Kidderminster	Bewdley	—	—	—	400
Bewdley	Tenbury Wells	—	—	—	290
Tenbury Wells	Woofferton	—	—	—	400
Woofferton	Tenbury Wells	—	—	—	400
Tenbury Wells	Bewdley	—	—	—	290
Bewdley	Kidderminster	—	—	—	320

K184 ENGINE LOADS FOR PASSENGER, PARCELS, MILK AND FISH TRAINS FOR ENGINE WORKING PURPOSES—continued

KIDDERMINSTER, BEWDLEY, TENBURY WELLS AND WOOFFERTON—continued.

SECTION		CLASS OF ENGINE			
		22XX 32XX	90XX	0-4-2T 14XX 58XX	
			0-6-0 and 0-6-0T " A " Group		
From	To	Tons	Tons	Tons	
Kidderminster	Bewdley	350	350	308	
Bewdley	Tenbury Wells	280	280	200	
Tenbury Wells	Woofferton	343	343	308	
Woofferton	Tenbury Wells	343	343	308	
Tenbury Wells	Bewdley	280	280	200	
Bewdley	Kidderminster	300	300	240	

KINGHAM AND CHELTENHAM

SECTION		CLASS OF ENGINE			
		49XX 59XX 69XX 79XX	78XX	45XX 55XX	
			43XX, 53XX 63XX, 73XX 93XX		
From	To	Tons	Tons	Tons	
Kingham	Bourton	See Note A	336	308	
Bourton	Notgrove		252	196	
Notgrove	Cheltenham		336	308	
Cheltenham	Notgrove	See Note A	252	196	
Notgrove	Kingham		336	308	

SECTION		CLASS OF ENGINE			
		22XX 32XX	90XX	0-4-2T 14XX 58XX	
			0-6-0 and 0-6-0T " A " Group		
From	To	Tons	Tons	Tons	
Kingham	Bourton	280	266	196	
Bourton	Notgrove	168	168	140	
Notgrove	Cheltenham	280	266	224	
Cheltenham	Notgrove	168	168	154	
Notgrove	Kingham	280	266	224	

A—Engines of the 49XX type can convey a load of 315 tons unassisted between Cheltenham and Kingham, subject to the point-to-point times shown on page 165 being observed when working special trains conveying troops. Excursion trains worked by 49XX Class engines can convey a load of 315 tons, between Lansdown Junction and Andoversford, subject to 20 minutes running time being allowed. A load of 382 tons can be conveyed by 49XX Class engines to Cheltenham Leckhampton, running time Lansdown Junction pass to Leckhampton arrive, 6 minutes.

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

K185

BANBURY GENERAL AND KINGHAM

SECTION		CLASS OF ENGINE				
		10XX 4037 4073-4099 50XX 70XX B.R. Standard Class 7 70XXX Tons	49XX 59XX 69XX 79XX 68XX B.R. Standard Class 5 73XXX Tons	78XX 43XX, 53XX 63XX, 73XX 93XX 31XX, 41XX 51XX, 61XX 81XX 56XX, 66XX B.R. Standard Class 4 75XXX 76XXX Tons	45XX 55XX 36XX, 37XX 46XX, 57XX 77XX, 87XX 96XX, 97XX 34XX 84XX, 94XX B.R. Standard Class 3 Tons	
From	To					
Banbury General ..	Kingham	—	—	336		308
Kingham	Banbury General	—	—	336		308

SECTION		CLASS OF ENGINE			
		22XX 32XX B.R. Standard Class 2 Tons	90XX 0-6-0 and 0-6-0T " A " Group Tons		0-4-2T 14XX 58XX Tons
From	To				
Banbury General ..	Kingham	280	266		196
Kingham	Banbury General ..	280	266		224

SECTION		CLASS OF ENGINE				
		4037 4073-4099 50XX 70XX 10XX B.R. Standard Class 7 70XXX Tons	49XX 59XX 69XX 79XX 68XX B.R. Standard Class 5 73XXX Tons	78XX 43XX, 53XX 63XX, 73XX 93XX 31XX, 41XX 51XX, 61XX 81XX 56XX, 66XX B.R. Standard Class 4 75XXX 76XXX Tons	45XX 55XX 36XX, 37XX 46XX, 57XX 77XX, 87XX 96XX, 97XX 34XX 84XX, 94XX B.R. Standard Class 3 Tons	
From	To					
Bristol	Filton|| .....	420	392Y	364	308	
Filton	Pontypool Road|| ....	455	420	406	336	
Pontypool Road	Severn Tunnel Jct.|| ..	455	420	420	392	
Severn Tunnel Jct....	Bristol	455	420	406	336	
Cheltenham Spa	Gloucester	455	420	420	364	
Gloucester	Cheltenham Spa	455	420	420	364	
Kemble	Cirencester	—	—	—	330W	
Cirencester	Kemble	—	—	—	350W	
Kemble	Tetbury	—	—	—	260D	
Tetbury	Kemble	—	—	—	270D	
Gloucester	Newent	—	—	—	336	
Newent	Dymock	—	—	—	308	
Dymock	Ledbury	—	—	—	252*	
Dymock	Ledbury C	—	—	—	228	
Ledbury	Dymock	—	—	—	336	
Dymock	Newent	—	—	—	308*	
Newent	Gloucester	—	—	—	336	
Grange Court	Hereford	364H	336J	308	252	
Hereford	Grange Court	364H	336J	308	252	
Newnham	Bilson Junction	—	—	—	180D	
Bilson Junction	Cinderford	—	—	—	220D	
Cinderford	Newnham	—	—	—	300D	
Berkeley Road	Lydney Junction	—	—	400M	—	
Lydney Junction	Coleford Junction....	—	—	—	—	
Coleford Junction	Speech House Road...	—	—	—	—	
Speech House Road ...	Lydney Junction	—	—	—	—	
Lydney Junction	Berkeley Road	—	—	400M	—	
Coleford Junction ..	Coleford Town E ...	—	—	—	—	
Coleford Town	Coleford Junction E ..	—	—	—	—	

K186 ENGINE LOADS FOR PASSENGER, PARCELS, MILK AND FISH TRAINS FOR ENGINE WORKING PURPOSES—continued

SECTION		CLASS OF ENGINE				
		22XX 32XX	90XX	14XX 58XX		
		B.R. Standard Class 2	0-6-0 and 0-6-0T "A" Group			
From	To	Tons	Tons	Tons		
Bristol	Filton|| .....	280	252	196		
Filton	Pontypool Road|| .....	308	280	196		
Pontypool Road	Severn Tunnel Jct.|| ..	364	336	280		
Severn Tunnel Jct.	Bristol	308	280	170		
Cheltenham Spa	Gloucester	336	308	280		
Gloucester	Cheltenham Spa	336	308	280		
Kemble	Cirencester	—	280	252		
Cirencester	Kemble	—	300	270		
Kemble	Tetbury	—	190B	160		
Tetbury	Kemble	—	200B	170		
Gloucester	Newent	308	280	252		
Newent	Dymock	280	252	224		
Dymock	Ledbury	224	196	175		
Dymock	Ledbury C	202	178	158		
Ledbury	Dymock	308	280	252		
Dymock	Newent	280	252	224		
Newent	Gloucester	308	280	252		
Grange Court	Hereford	224	224	196		
Hereford	Grange Court	224	224	196		
Newnham	Bilson Junction	—	140	—		
Bilson Junction	Cinderford	—	196	—		
Cinderford	Newnham	—	252	—		
Berkeley Road	Lydney Junction	—	280	224		
Lydney Junction	Coleford Junction	—	308	252		
Coleford Junction	Speech House Road	—	264	196		
Speech House Road	Lydney Junction	—	308	252		
Lydney Junction	Berkeley Road	—	280	224		

B—16XX (0-6-0T) Class only.

C—For trains calling at Ledbury Halt.

D—For 45XX Class Engines only.

H—Engines of the 4073-4099, 5000-5099, 70XX, 10XX and B.R. Standard Class 7 types (maximum speed 20 m.p.h.).

J—Engines of the 49XX and 68XX types (maximum speed 20 m.p.h.).

M—43XX, 53XX, 63XX, and 73XX only.

W—45XX and 55XX Class only.

Y—364 tons for trains calling at Ashley Hill.

*—Through loads between Gloucester and Ledbury. Provision to be made at Dymock and Newent for Crossing. This tonnage also applies to Mixed Trains.

||—Through Trains.

ENGINE LOADS FOR PASSENGER, PARCELS, MILK AND FISH K187 TRAINS FOR ENGINE WORKING PURPOSES—continued

BARNT GREEN AND BRISTOL AND BRANCHES

SECTION		CLASS OF ENGINE						
		4037 4073—4099 50XX, 70XX	BR Std. Cl. 6	49XX, 59XX 69XX, 79XX	78XX	45XX, 55XX	22XX 32XX Ex LMR Class 2	90XX 0-6-0 0-6-0T "A" Group
		10XX		68XX	43XX, 53XX 63XX, 73XX	36XX, 37XX 46XX, 57XX 77XX, 87XX 96XX, 97XX		
		BR Std. Cl. 7 Ex LMR Cl. 7P	Ex LMR Cl. 6P	BR Std. Cl. 5 Ex LMR Std. Cl. 5	BR Std. Cl. 4	84XX, 94XX		
From	To			Ex LMR Std. Cl. 4	BR Std. Cl. 3	Ex LMR Cl. 3		
		Tons	Tons	Tons	Tons	Tons	Tons	Tons
Barnt Green	Bristol (T.M.)	455	420	385	350	325	270	—
Bristol (T.M.)	Fishponds	415	380	345*	300	270	225	—
Fishponds	Bromsgrove	455	420	385	350	325	270	—
Bromsgrove	Blackwell	230	200	190	90	90	90	—
Blackwell	Barnt Green	455	420	385	350	325	270	—
Mangotsfield	Bath Green Park	455	420	385	350	325	270	200
Bath Green Park ...	Mangotsfield	420	405	355	310	280	230	170
Ashchurch	Barnt Green	400	375	335	290	260	220	160
Barnt Green (via Evesham)	Ashchurch	400	375	335	290	260	220	160
Abbotts Wood ..	Worcester (S.H.)	455	420	385	350	325	270	—
Worcester (S.H.) ..	Stoke Works	455	420	385	350	325	270	—
Stoke Works	Worcester (S.H.)	455	420	385	350	325	270	—
Worcester (S.H.) ..	Abbotts Wood ..	455	420	385	350	325	270	—
							64XX, 74XX	
							16XX	
Coaley	Dursley	—	—	—	—	—	210	—
Dursley	Coaley	—	—	—	—	—	210	—
Ashchurch	Upton-on-Severn..	—	350	310	270	245	200	150
Upton-on-Severn..	Ashchurch	—	350	310	270	245	200	150

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

LOADS FOR SPECIAL TRAINS CONVEYING TROOPS—CHELTENHAM AND KINGHAM SECTION

A maximum load of 315 tons unassisted may be applied to these trains when worked by 49XX type engines, providing the following point-to-point running times as shown below are arranged:

	Mins.		Mins.		Mins.		Mins.
Lansdown Junction	—	Stow-on-Wold	7	Kingham Station	—	Andoversford Jct.	16
Andoversford Jct.	24	Kingham Station	20	Stow-on-Wold	20	Lansdown Jct.	22
Notgrove ..	15			Bourton-on-Water	7		
Bourton-on-Water	16			Notgrove ..	19		

STANDARD SPEED RESTRICTIONS

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

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

	Speed m.p.h.
(1) On double lines when passing through Junctions between parallel lines or through 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*

*—Subject to any lower maximum speed laid down.

NOTES :

- (i) 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.
 - (ii) 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 |

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

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

Permanent and temporary speed restrictions, also the instructions relating to the speed of light engines (as laid down on this page) must be observed.

Instances where the above authority is qualified are detailed below :

Route (a) over triangle, Worcester (Shrub Hill), Rainbow Hill, Tunnel Jct.

Route (b) over triangle, Worcester Loco. Shed to Goods Yard.

Route (c) between Kidderminster and Stourport via Bewdley or Hartlebury.

Up to and including five permitted engines may work in steam coupled together over routes (a), (b), and (c).

Cheltenham and Gloucester

Up to and including five permitted engines may work in steam coupled together between these points

SPEED OF TRAINS THROUGH JUNCTIONS AND AT OTHER SPECIFIED PLACES K189

IMPORTANT. THE SPEED OF TRAINS MUST NOT EXCEED 75 MILES PER HOUR AT ANY PLACE EXCEPT WHERE SPECIALLY AUTHORISED

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

NAME OF PLACE	DIRECTION OF TRAINS		Miles per Hour
	From	To	
BARTN GREEN ML JUNCTION AND CHARFIELD			
DOWN LINE			
Blackwell Station	Through Station	en Blackwell and Bromsgrove Station	10
Lickey Incline	Trains not to exceed 27 m.p.h. between Signal Box Down Home Signal.		
Bromsgrove Station	Down Fast and Down Slow Lines between Bromsgrove Station Down Home Signals and Bromsgrove South Box		10
Stoke Works Junction	Through Junction to Spetchley on fast lines		60
	Through Junction to Worcester on fast lines		40
	Down slow to Down Main for Spetchley		30
	Through Junction from Down slow to Down fast for Worcester		25
Abbotts Wood Junction	Through Junction to Spetchley		70
Cheltenham Spa (High Street)	When passing over connections at High Street Sidings when working from Gas Works Sidings		10
Cheltenham Spa (Lansdown Station)	Over curves North of Station, 85½ and 85½ m.p.		60
	Over curve through Station		20
Lansdown Junction	Through Junction—All lines		40
Hatherley Junction	Relief	Main	40
Churchdown Station	Relief line 89½ M.P.	90 m.p.	50
Churchdown Station	Main	Relief	40
Churchdown Station	Relief	Main	40
Gloucester (Engine Shed Junction)	Through Junction	Gloucester Eastgate	35
	Through Junction	Gloucester South Junction	35
	Goods Line	Avoiding Line	10
Tramway Junction	Main line through Tramway Junction and Barton Street Junction and between these Junctions		20
	Goods line through Tramway Junction and Barton Street Junction and between these Junctions		15
Barton Street Junction	Through Junction	Southgate Street	15
	Over curves south of Gloucester Eastgate Passenger Station 93½ and 94½ m.p.		50
Tuffley Junction	Through Junction	Tuffley Branch	15
Standish Junction	Gloucester South Junction	Stonehouse (Bristol Road)	35
Berkeley Road Junction	Through Junction	Sharpness	20
Berkeley Road South Junction	Berkeley Loop	Through Junction	15
UP LINE			
Berkeley Road South Junction	Through Junction	Berkeley Loop	15
Berkeley Road Junction	Sharpness	Through Junction	20
Standish Junction	Stonehouse (Bristol Road)	Gloucester South Junction	35
Tuffley Junction	Tuffley Branch	Through Junction	15
Tuffley Junction 94½ and 93½ m.p.	Over Curves south of Gloucester (Eastgate Station)		50
Barton Street Junction	Southgate Street Crossing	Through Junction	15
Barton Street Junction	Goods Lines through Barton Street Junction and Tramway Junction and between these Junctions		15
Barton Street Junction	Main line through Barton Street Junction and Tramway Junction and between these Junctions		20
Engine Shed Junction	Gloucester South Junction	Cheltenham	35
Engine Shed Junction	Gloucester (Eastgate)	Cheltenham (Through Junction)	35
Churchdown	Main	Relief	40
Churchdown	Relief	Main	40
Churchdown Relief Line, 90 m.p. and 89½ m.p.	Gloucester	Cheltenham	50
Hatherley Junction	Relief	Main	40
Lansdown Junction	Through Junction	Cheltenham Lansdown. All lines	40
Cheltenham Lansdown	Over curves through Station		20
Cheltenham Lansdown	Over curves North of Station, 85½ to 85½ m.p.		60
Cheltenham (High Street)	When passing over connections at High Street Sidings when working from Gas Works Sidings		10
Ashchurch Junction	Through Junction	Tewkesbury	10
Ashchurch Junction	Through Junction	Evesham	20
Abbotts Wood Junction	Through Junction	To and from Worcester	30
Abbotts Wood Junction	Through Junction	Spetchley	70
Stoke Works Junction	Through Junction. From Up Main to Up Slow from Spetchley		25
Stoke Works Junction	Spetchley	Through Junction on fast lines	60
Bromsgrove	Through Station		30

UPTON-ON-SEVERN AND ASHCURCH

The speed of trains over this Branch must not exceed 40 miles per hour in either direction, and must be further restricted to lower speeds as shown.

Upton-on-Severn and Tewkesbury	Between these points on 'dead' road, All Down and Up trains	15
Tewkesbury	Tewkesbury Ripple	15
	(between 1m. 72ch. and 1m. 69ch. over curve in single line)	
Ashchurch	Through Junction—All trains	10

NAILSWORTH BRANCH

The speed of trains over this Branch must not exceed 40 miles per hour, and must be further restricted to lower speeds as shown.

Stonehouse (Bristol Road)	Between Stonehouse and 102½ m.p.	All Down and Up trains	25
Dudbridge Station	Through Junction and up to end of	Down Loop. All Down and Up trains	15
Birds Crossing	Dudbridge	Nailsworth	25
	All Down trains.		
Nailsworth Station	Nailsworth	Dudbridge	25
	All Up trains.		

STROUD BRANCH

The speed of trains over this Branch MUST NOT EXCEED 25 miles per hour and must be further restricted as shown below.

At Dudbridge	All Up trains through Junction	15
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DURSLEY BRANCH

The speed of trains over this Branch MUST NOT EXCEED 25 miles per hour.

K190 SPEED OF TRAINS THROUGH JUNCTIONS AND AT OTHER SPECIFIED PLACES—continued

NAME OF PLACE	DIRECTION OF TRAINS		Miles per Hour
	From	To	
OXFORD AND STOURBRIDGE JUNCTION			
DOWN LINE			
Oxford Station South	Main Line	Down Platform	15
Oxford Station	All Trains passing from one line to another through Scissors Crossing		
Oxford Station North	Crossover Roads between Platform		10
Wolvercot Junction	Down Platform	Main Line	15
Yarnton Junction (Oxford Road Junction)	Oxford	Worcester	40
Yarnton—Witney Junction	L.M.R. Line	W.R. Line	15
Kingham	Oxford	Fairford	15
Aston Magna	Main Line	Cheltenham Branch	15
Honeybourne South Loop Junction	93m. 50ch.	94m. 2ch.	50
Honeybourne Station South	Main Line	Branch Line	25
Honeybourne Station South	Main Line	Relief (101m. 43½ch.)	20
Honeybourne Station South	Branch Line (101m. 55½ch.)	Main Line	15
Honeybourne Station North	Relief Line (102m. 2½ch.)	Main Line	20
Evesham Station	106m. 40ch.	106m. 60ch.	60
Evesham	River Avon Bridge at 107m. 0ch. Three or more light engines coupled together		5
Evesham	Over Goods Loop to and from Ashchurch Line		10
Norton Junction	L.M.R. Line	Main Line	15
Worcester (Wyld's Lane Junction)	Main Line	Goods Yard	15
Worcester (Shrub Hill Station)	Through Middle Line		10
Worcester (Shrub Hill Station)	Through Scissors Crossovers between Platforms		10
Worcester (Shrub Hill Junction)	Down Line	Wolverhampton Line	25
Worcester (Shrub Hill Junction)	Down Line	Hereford Line	20
Worcester (Rainbow Hill Junction)	Tunnel Junction	Hereford Line	15
Worcester (Rainbow Hill Junction)	Shrub Hill Junction	Hereford Line	10
Worcester Tunnel Junction	Shrub Hill Junction	Droitwich	15
Worcester Tunnel Junction	Hereford Line	Droitwich	25
Droitwich Junction	Worcester	Hartlebury	40
Droitwich Junction	Worcester	Stoke Works	20
	(Down Main to Down Branch, 126m. 21ch. to 126m. 50ch.)		
Hartlebury Junction	Main Line	Branch Line	10
Kidderminster Junction	Branch Line	Main Line	15
Stourbridge Junction	Main Line (142m. to 142m. 15ch.)		40
Stourbridge Junction	Main	Relief Platform	15
UP LINE			
Stourbridge Junction	Relief Platform	Main	15
Stourbridge Junction	Main Line (142m. 15ch. to 142m.)		40
Kidderminster Junction	Main Line	Branch Line	15
Hartlebury Junction	Branch Line	Main Line	10
Droitwich Junction	Hartlebury	Worcester	40
Droitwich Junction	Stoke Works	Worcester	20
	(Up Branch to Up Main, 126m. 50ch. to 126m. 21ch.)		
Worcester Tunnel Junction	Droitwich	Shrub Hill Junction	15
Worcester Tunnel Junction	Droitwich	Hereford Line	25
Worcester (Rainbow Hill Junction)	Hereford Line	Tunnel Junction	15
Worcester (Rainbow Hill Junction)	Hereford Line	Shrub Hill Junction	10
Worcester (Shrub Hill Junction)	Hereford Line	Up Line	20
Worcester (Shrub Hill Junction)	Wolverhampton Line	Up Line	25
Worcester (Shrub Hill Station)	Through Scissors Crossover between Platforms		10
Worcester (Shrub Hill Station)	Through Middle Line		10
Worcester (Wyld's Lane Junction)	Goods Yard	Main Line	15
Norton Junction	Main Line	L.M.R. Line	15
Evesham	Over Goods Loop to and from Ashchurch Line		10
Evesham	River Avon Bridge at 107m. 0ch. Three or more light engines coupled together		5
Evesham Station	106m. 60ch.	106m. 40ch.	60
Honeybourne Station North	Main Line	Relief Line (102m. 2½ch.)	20
Honeybourne Station South	Main Line	Branch Line (101m. 55½ch.)	15
Honeybourne Station South	Relief Line (101m. 43½ch.)	Main Line	20
Honeybourne Station South	Relief Line (101m. 30ch.)	Main Line	20
Honeybourne South Loop	Branch Line	Main Line	25
Aston Magna	94m. 2ch.	93m. 50ch.	50
Kingham	Banbury Branch	Main Line	15
Kingham	Cheltenham Branch	Main Line	15
Yarnton—Witney Junction	Fairford	Oxford	15
Yarnton Junction (Oxford Road Junction)	W.R. Line	L.M.R. Line	15
Wolvercot Junction	Worcester	Oxford	40
Oxford Station North	Main Line	Up Platform	10
Oxford Station	All Trains passing from one line to another through Scissors Crossing Crossover Roads between Platform		10
Oxford Station South	Up Platform	Main Line	15

DROITWICH AND STOKE WORKS

The speed of all Up and Down Trains between Droitwich Spa and Stoke Works must not exceed 50 m.p.h. and must be further restricted to lower speeds as shown below.

DOWN LINE			
Droitwich Junction	Worcester	Stoke Works	20
	(Down Main to Down Branch, 126m. 21ch. to 126m. 50ch.)		
Stoke Works Junction	Through Junction to Up Bromsgrove	Fast Line	40
Stoke Works Junction	Through Junction to Up Bromsgrove	Slow Line	30
UP LINE			
Droitwich Junction	Stoke Works	Worcester	20
	(Up Branch to Up Main, 126m. 50ch. to 126m. 21ch.)		

SPEED OF TRAINS THROUGH JUNCTIONS AND AT OTHER SPECIFIED PLACES—continued K191

NAME OF PLACE	DIRECTION OF TRAINS		Miles per Hour
	From	To	
WORCESTER AND HEREFORD			
Until further notice, the maximum permissible speed of trains on the Down and Up Main Lines between Worcester and Hereford, must not exceed 90 m.p.h., subject to the observance of all permanent and temporary speed restrictions :			
DOWN LINE			
Worcester (Shrub Hill Station)	Through Scissors Crossovers between	Platforms	10
Worcester (Shrub Hill Station)	Through Middle Line .. .. .	.. .. .	10
Worcester (Shrub Hill Junction)	Worcester (Shrub Hill)	Hereford Line	20
Worcester (Rainbow Hill Junction)	Worcester Tunnel Junction	Hereford Line	15
Worcester (Rainbow Hill Junction)	Worcester (Shrub Hill)	Hereford Line	10
Worcester Tunnel Junction	Droitwich	Hereford Line	25
Between Worcester (Foregate Street) and Henwick (121m. 30ch. and 121m. 50ch.) ..	Worcester	Hereford	55
Bransford Road Junction	Henwick	Bromyard	15
Malvern Wells	Malvern Wells Station	Single Line	35
Colwall	South End of Tunnel	131m. 40ch. and 131m. 60ch. ..	55
Ledbury North End	Down Main	Single Line	15*
Ledbury Station	Single Line (Tunnel)	Ledbury Station	15
Ledbury Junction	All trains to and from Branch ..	.. .. .	15
Between Stoke Edith and Withington (145 m.p. and 145m. 20ch.)	Worcester	Hereford	60
Shelwick Junction	Worcester	Hereford	20
Brecon Curve Junction	From Barton .. .. .	.. .. .	10
Barton Curve	Barr's Court, Worcester, or Shrews- bury	Brecon Line	10
Hereford, Barr's Court Junction and Ayleston Hill	Speed over all running lines between specially mentioned	Barton	10
UP LINE			
Hereford, Ayleston Hill and Barr's Court Junction	Speed over all Passenger lines between specially mentioned	these points except through Junctions	20
Barton Curve	Brecon Line	Barr's Court, Worcester, or Shrews- bury	10
Brecon Curve Junction	Barton .. .. .	.. .. .	10
Shelwick Junction	To Barton .. .. .	.. .. .	10
Between Withington and Stoke Edith (145m. 20ch. and 145 m.p.)	Hereford	Worcester	20
Ledbury Station	Through Station at 136m. 9ch. ..	.. .. .	60
Colwall	Colwall Station	Single Line	50
Bransford Road Junction	Bromyard	Henwick	25*
Between Henwick and Worcester (Foregate Street) (121m. 50ch. and 121m. 30ch.) ..	.. .. .	.. .. .	15
Worcester Tunnel Junction	Hereford	Worcester	55
Worcester (Rainbow Hill Junction)	Hereford Line	Droitwich	25
Worcester (Rainbow Hill Junction)	Hereford Line	Worcester (Shrub Hill)	10
Worcester (Shrub Hill Junction)	Hereford Line	Worcester Tunnel Junction	15
Worcester (Shrub Hill Station)	Hereford Line	Worcester (Shrub Hill Station) ..	20
Worcester (Shrub Hill Station)	Through Middle Line .. .. .	.. .. .	10
Worcester (Shrub Hill Station)	Through Scissors Crossovers between	Platforms	10
*—Permanent Speed Restriction Indicator provided.			

*—Permanent Speed Restriction Indicator

BRANSFORD ROAD JUNCTION AND BROMYARD

DOWN LINE			
Bransford Road Junction	Henwick	Bromyard	15
Suckley	Down Loop	Single Line	10
UP LINE			
Suckley	Up Loop	Single Line	10
Bransford Road Junction	Bromyard	Henwick	15

Note.—In addition to the foregoing restrictions, no train must exceed a speed of 35 miles per hour at any point in either direction between Bransford Road Junction and Bromyard.

STRATFORD-UPON-AVON AND CHELTENHAM (MALVERN ROAD)

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

DOWN LINE			
Stratford-upon-Avon East, 8m. 63ch. and	Over Reverse Curves .. .. .	.. .. .	35
9m. 25ch.	Main	Goods Yard	15
Stratford-upon-Avon East	Main Line	L.M.R. Line	5
Stratford-upon-Avon (L.M.R. Junction) ..	Branch Line	Main Line	15
Honeybourne Station South	Cheltenham Line Trains .. .. .	.. .. .	20
Honeybourne North Junction	Cheltenham Line Trains .. .. .	.. .. .	20
Honeybourne West Junction	Main Line	Branch Line	25
Honeybourne South Loop Junction	South Loop Junction Trains .. .. .	.. .. .	25
Honeybourne East Junction	Over Bridge at 102m. 64ch. ..	0m. 15ch. on Cheltenham Line ..	40
Honeybourne East Junction	Honeybourne Station Trains .. .. .	.. .. .	40
Honeybourne East Junction	Between 102m. 54ch. and over Bridge	at 102m. 64ch. .. .. .	.. .. .
Toddington and Bishops Cleeve 11m. 40ch. and	All Down Trains .. .. .	.. .. .	60
13 m.p.	Honeybourne	Gloucester	25
Cheltenham (Malvern Road East) .. .. .	.. .. .	.. .. .	.. .. .
UP LINE			
Cheltenham (Malvern Road East)	Gloucester	Honeybourne	25
Bishops Cleeve and Toddington, 13 m.p. and	.. .. .	.. .. .	.. .. .
11m. 40ch.	All Up Trains .. .. .	.. .. .	60
Honeybourne Station South	Main Line	Branch Line	15
Honeybourne North Junction	Cheltenham Line Trains .. .. .	.. .. .	20
Honeybourne West Junction	Cheltenham Line Trains .. .. .	.. .. .	20
Honeybourne South Loop Junction	Branch Line	Main Line	25
Honeybourne East Junction	South Loop Junction Trains .. .. .	.. .. .	25
Honeybourne East Junction	From 0m. 15ch. on Cheltenham Line to	Over Bridge at 102m. 64ch. ..	40
Honeybourne East Junction	Honeybourne Station Trains between	Over Bridge at 102m. 64ch. to 102m. 54ch. ..	40
Honeybourne East Junction	L.M.R. Line	Main Line	5
Stratford-upon-Avon (L.M.R. Junction) ..	Main	Platform Loop	5
Stratford-upon-Avon West	Platform Loop	Main	15
Stratford-upon-Avon East	Goods Yard	Main	15
Stratford-upon-Avon East .. .. .	.. .. .	.. .. .	.. .. .
Stratford-upon-Avon East, 9m. 25ch. and	Over Reverse Curves .. .. .	.. .. .	35
8m. 63ch. .. .. .	.. .. .	.. .. .	.. .. .

K192 SPEED OF TRAINS THROUGH JUNCTIONS AND AT OTHER SPECIFIED PLACES—continued

NAME OF PLACE	DIRECTION OF TRAINS		Miles per Hour
	From	To	

SWINDON AND BEACHLEY JUNCTION			
Until further notice, the maximum permissible speed of trains on the Down and Up Main Lines between Swindon and Chepstow, via Gloucester, must not exceed 90 m.p.h., subject to the observance of all permanent and temporary speed restrictions.			
DOWN LINE			
Swindon West	Down Through Line	Down Gloucester Line	10
Swindon Station West Box	Down Platform or Down Gloucester Platform Line	Down Main or to 77m. 40ch. on Down Gloucester Line	15
Swindon (Gloucester Line)	Between 77m. 40ch. and 77m. 60ch. ..	.. .. .	30
Brimscombe Incline. Between Sapperton Tunnel West End and Brimscombe Station	All Trains over the reverse curves ..	.. .. .	40*
Brimscombe Station and Stroud	All Trains over the reverse curves ..	.. .. .	45
Standish Junction	Bristol	Gloucester South Junction	35
Gloucester South Junction	Stonehouse	Cheltenham	40
Gloucester South Junction Box, between 113m. 12ch. and 113m. 15ch. (over curves in Main Line)	Swindon	Gloucester	20
Tramway Junction, between 113m. 49ch. and 113m. 59ch.	Swindon	Gloucester	10
Gloucester Central Station	Cheltenham	Gloucester	10
Gloucester Central Station	Main Line	Platform Line	15
Gloucester Central Station	Platform Line	Main Line	15
Over Junction, between 115½ m.p. and 115m. 70ch.	When passing from one line to another between Platforms	through Scissors Crossover Roads ..	5
Over Junction	Gloucester	Chepstow	60
Over Junction	Gloucester	Ledbury	10
Bullo Pill West Box	Between Main Line and Docks Branch ..	.. .. .	10
Awre Junction and Lydney Junction, 129 m.p. and 133m. 60ch.	Main Line and Forest Branch .. ..	.. .. .	15
*—Permanent Speed Restriction Indicator provided.	Gloucester	Newport	60
UP LINE			
Lydney Junction	Main Line	Otters Pool Junction	15
Lydney Junction and Awre Junction, 133m. 60ch. to 129 m.p.	Newport	Gloucester	60
Bullo Pill West Box	Forest Branch	Main Line	10
Over Junction, between 115m. 70ch. and 115½ m.p.	Chepstow	Gloucester	60
Over Junction	Ledbury	Gloucester	10
Over Junction	Between Main Line and Docks Branch ..	.. .. .	10
Gloucester Central Station	Main Line	Platform Line	15
Gloucester Central Station	Platform Line	Main Line	15
Gloucester Central Station	When passing from one line to another between Platforms	through Scissors Crossover Roads ..	5
Tramway Junction, between 113m. 59ch. and 113m. 49ch.	Gloucester	Swindon	10
Gloucester South Junction Box, between 113m. 15ch. and 113m. 12ch. (over curves in Main Line)	Gloucester	Cheltenham	10
Gloucester South Junction	Gloucester	Swindon	20
Standish Junction	Cheltenham	Stonehouse	40
Stroud and Sapperton Tunnel	Gloucester South Junction	Bristol	35
Swindon Station West Box	All Up Trains between 102m. 13ch. and 95m. 74ch. .. .. .	.. .. .	50
Swindon Station West Box	Up Main	Up Main Platform	20
Swindon	Up Gloucester Line	Up Main or Up Main Platform ..	15
From 77m. 60ch. to 77m. 40ch.	Gloucester	Swindon	30
From 77m. 40ch. to 77m. 25ch.	All Up Gloucester trains between 77m. 40ch. and Up Gloucester Platform Line ..	.. .. .	20

HARTLEBURY JUNCTION, BRIDGNORTH AND SHREWSBURY

Speed of all trains, Up and Down, between Hartlebury Junction and Shrewsbury, must not exceed 50 miles per hour and must be further restricted to lower speeds as shown below :

Hartlebury Junction	Main	Branch	10
Hartlebury Junction	Branch	Main	10
Stourport-on-Severn	All Up and Down Trains over connection at 134m. 26ch. ..	.. .. .	25
Stourport-on-Severn	Single Line to Down Platform Line (134m. 45ch.) ..	.. .. .	15
Stourport-on-Severn	Single Line to Up Platform Line (134m. 60ch.) ..	.. .. .	15
Bewdley South Junction	All Trains .. .. .	.. .. .	15
Bewdley North Junction	All Up and Down Trains between 139 m. 30ch. and 140½ m.p. ..	.. .. .	40
Bewdley and Arley	Between 140½ m.p. and Arley Station .. .. .	.. .. .	30
Bridge over River Severn and to Arley Station ..	To and from Loop .. .. .	.. .. .	10
Arley	All Up and Down Trains between 141½ m.p. and 144m. 70ch. ..	.. .. .	35
Between Arley and Hampton Loade	To and from Loop .. .. .	.. .. .	10
Hampton Loade	To and from Loop .. .. .	.. .. .	15
Bridgnorth	All Up and Down Trains between 153m. 67ch. and 156m. 74ch. ..	.. .. .	40
Between Bridgnorth and Iron Bridge	All Up and Down Trains between 156m. 74ch. and 158m. 50ch. ..	.. .. .	25*
Coalport and Iron Bridge	To and from Loop .. .. .	.. .. .	15
Iron Bridge and Broseley	Iron Bridge	Cressage	15
Buildwas Junction	Cressage	Iron Bridge	15
Buildwas Junction	All Up and Down Trains between 161 m. 66ch. and 162m. 35ch. ..	.. .. .	25*
Between Buildwas and Cressage	All Up and Down Trains through Station .. .. .	.. .. .	15
Cressage	To and from Branch .. .. .	.. .. .	15
Berrington	All Trains entering or leaving Station ..	.. .. .	10
Sutton Bridge Junction .. .. .	.. .. .	.. .. .	15
Shrewsbury .. .. .	.. .. .	.. .. .	10

*—Permanent Speed Restriction Indicator provided.

SPEED OF TRAINS THROUGH JUNCTIONS AND AT OTHER SPECIFIED PLACES—continued K193

NAME OF PLACE	DIRECTION OF TRAINS		Miles per Hour
	From	To	

WOOFFERTON JUNCTION AND KIDDERMINSTER JUNCTION

The speed of all Up and Down trains between Wofferton and Kidderminster Junction must not exceed 45 m.p.h. and must be further restricted to lower speeds shown below.

DOWN LINE			
Wofferton Junction	S. and H. Line	Bewdley	15
Tenbury Wells	All Trains leaving Down Loop	.. .. .	25
Between Tenbury Wells and Neen Sollars ..	All Trains between 151m. 20ch. and	149m. 27ch.	35
Between Neen Sollars and Cleobury Mortimer	All Trains between 146m. 78ch. and	146m. 38ch.	35
Bewdley	Curve over River Severn Bridge, between	138m. 35ch. and 138m. 14ch. ..	15*
Bewdley North Junction	Bewdley Station	Bridgnorth	15
Bewdley North Junction	Cleobury Mortimer	Bewdley Station	15
Bewdley South Junction	Bewdley Station	Kidderminster	15
Bewdley South Junction	Stourport	Bewdley Station	15
Kidderminster Junction	Bewdley	Kidderminster Station ..	15
UP LINE			
Kidderminster Junction	Kidderminster Station	Bewdley	15
Bewdley South Junction	Bewdley Station	Stourport	15
Bewdley South Junction	Kidderminster	Bewdley Station	15
Bewdley North Junction	Bewdley Station	Cleobury Mortimer	15
Bewdley North Junction	Bridgnorth	Bewdley Station	15
Bewdley	Curve over River Severn Bridge, 138m. 14ch. to 138m. 35ch. ..	.. .. .	15*
Cleobury Mortimer (through Station and Yard)	Bewdley	Neen Sollars	15
Between Cleobury Mortimer and Neen Sollars	All Trains between 146m. 38ch. and	146m. 78ch.	35
Neen Sollars (through Station and Yard) ..	Cleobury Mortimer	Wofferton	15
Between Neen Sollars and Tenbury Wells ..	All Trains between 149m. 27ch. and	151m. 21ch.	35
Tenbury Wells	All Trains entering and leaving Up Lo	op	20

*—Permanent Speed Restriction Indicator provided.

BERKELEY ROAD AND LYDNEY TOWN

Berkeley Road Junction	Main line to Branch (Through Junction)	All Down and Up Trains	20
Berkeley Road Junction	Through Branch Platforms to Junction	with Single line. All Down and Up trains	40
Berkeley Road Junction	Junction from Double to Single Line ..	.. .. .	15
Berkeley Road to Sharpness (Single Line) ..	All Down and Up trains.	.. .. .	40
Berkeley Loop	Berkeley Road South Junction to Ber	keley Loop Junction	15*
Berkeley Loop Junction	All Down and Up trains.	.. .. .	15
Sharpness South : 3m. 38ch. to 3m. 42ch.	To and from the Loop Line .. .. .	.. .. .	15
and 3m. 69ch. to 3m. 73ch.	All Down and Up trains entering or	leaving Loop	15
Severn Bridge	No engine or train must cross the iron	portion of the Severn Bridge in less than	15
Severn Bridge Station	3 minutes .. .. .	.. .. .	15
Severn Bridge to Otters Pool Junction ..	Entering or leaving Loops .. .. .	.. .. .	15
Lydney Junction	All Down and Up trains.	.. .. .	25
Lydney Junction	Otters Pool Junction to South Wales	Main Line	15
Lydney Junction	South Wales Main Line to Otters Pool	Junction	15
Lydney Junction	Otters Pool Junction to Lydney Engine	Shed Box	10
Lydney Town	All Down and Up trains.	.. .. .	15
Lydney Town	Junction from Double to Single Line ..	.. .. .	10
Lydney Town	Up Line to Up Goods Line .. .. .	.. .. .	10
Lydney Town	Trains passing over the Goods Line must	not exceed a speed of 10 m.p.h.	

*—Permanent Speed Restriction Indicator provided.

KING'S SUTTON JUNCTION, KINGHAM AND CHELTENHAM SPA

King's Sutton Junction (82m. 65ch.)	Between Main Line and B. and C. Line	in each direction	20
Adderbury	Double Line	Single Line	25
Bloxham	All Up and Down Trains, Single Line	to Loops	25
Hook Norton	All Up and Down Trains, Single Line	to Loops	25
Hook Norton Viaducts	All Up and Down Trains, 91½ m.p. to	92½ m.p.	20*
.. .. .	(Trains to be brought under proper	control so that the brakes shall not be	
.. .. .	applied while passing over the viad	ucts unless unforeseen circumstances	
.. .. .	demand this.)	.. .. .	
Chipping Norton	All Up and Down Trains, Single Line	to Loops	20
Kingham	Main Line and Cheltenham Branch.	All Up and Down Trains ..	15
Kingham	Banbury Branch	Main Line	15
Kingham	Cheltenham	Kingham Station	20
.. .. .	(Single Line to Up Branch Line)	.. .. .	
Stow-on-the-Wold and Kingham	Cheltenham at 85½ m.p.	Kingham	15*
Bourton-on-the-Water	Cheltenham	Kingham	25
Nortgrove (Down Loop)	Kingham	Cheltenham	25
Andoversford Junction	Kingham	Cheltenham	25
Andoversford Junction	Andover Line	Cheltenham	15
Andoversford Junction	Cheltenham	Andover Line	15
Gloucester Loop Junction (107m. 39ch.) ..	Leckhampton	Cheltenham	30
Gloucester Loop Junction (107m. 39ch.) ..	Cheltenham	Leckhampton	35
Lansdown Junction	Leckhampton	Cheltenham (Malvern Road) ..	40
Lansdown Junction	Leckhampton	Cheltenham (Lansdown) ..	30
Lansdown Junction	Cheltenham (Malvern Road) ..	Leckhampton	40
Lansdown Junction	Cheltenham (Lansdown)	Leckhampton	30
Cheltenham (Lansdown) over curve through	Leckhampton and Gloucester ..	Cleeve	20
Station .. .. .	.. .. .	.. .. .	
Cheltenham (Lansdown) over curve through	Cleeve	Leckhampton and Gloucester ..	20
Station .. .. .	.. .. .	.. .. .	

The speed of trains between Kingham and Lansdown Junction over the single and double lines, must not exceed 40 m.p.h. and must be further restricted to lower speeds as shown above.

*—Permanent Speed Restriction Indicator provided.

K194 SPEED OF TRAINS THROUGH JUNCTIONS AND AT OTHER SPECIFIED PLACES—continued

NAME OF PLACE	DIRECTION OF TRAINS										Miles per Hour
	From					To					
GLOUCESTER AND HEREFORD BRANCH (Grange Court to Rotherwas Junction)											
The speed of trains between Grange Court and Rotherwas Junction must not exceed 35 m.p.h. and must be further restricted to lower speeds as shown:											
Grange Court	..	..	..	..	..	All Up and Down Trains	..	..	..	..	15
Longhope	..	..	..	..	..	All Up and Down Trains	..	..	..	..	10
Mitcheldean Road	..	..	..	..	..	All Up and Down Trains	..	..	..	..	15
Ross-on-Wye	..	..	..	..	..	Gloucester	..	..	Hereford	..	10
Ross-on-Wye	..	..	..	..	..	Hereford	..	..	Gloucester	..	10
Ross-on-Wye	..	..	..	..	..	All Trains to or from Monmouth Branch	..	..	..	..	10
Fawley	..	..	..	..	..	Gloucester	..	..	Hereford	..	10
Fawley	..	..	..	..	..	Hereford	..	..	Gloucester	..	15
Rotherwas Junction	..	..	..	..	..	Gloucester	..	..	Hereford	..	15
Rotherwas Junction	..	..	..	..	..	Hereford	..	..	Gloucester	..	15
Rotherwas Junction	..	..	..	..	..	Up Branch Line	..	..	Single Line	..	25

GLOUCESTER AND LEDBURY BRANCH			
At Over Junction, 0 m.p. and 0m. 10ch.	All Trains to and from Branch .. .. .	.. .. .	10
Over Junction to 1 m.p.	All Up and Down Trains .. .. .	.. .. .	30
1 m.p. to 4½ m.p.	All Up and Down Trains .. .. .	.. .. .	40
4½ m.p. to 5m. 50ch.	All Up and Down Trains .. .. .	.. .. .	35
5m. 50ch. to 6½ m.p.	All Up and Down Trains .. .. .	.. .. .	45
6½ m.p. to 7½ m.p.	All Up and Down Trains .. .. .	.. .. .	35
7½ m.p. to Newent Loop Junction	All Up and Down Trains .. .. .	.. .. .	40
Newent Station and Loops	All Up and Down Trains .. .. .	.. .. .	15
Newent Loop Junction to 9½ m.p.	All Up and Down Trains .. .. .	.. .. .	40
9½ m.p. to Dymock Loop Junction	All Up and Down Trains .. .. .	.. .. .	50
Dymock Station and Loops	All Up and Down Trains .. .. .	.. .. .	15
Dymock Loop Junction to 13m. 50ch.	All Up and Down Trains .. .. .	.. .. .	45
13m. 50ch. to 15½ m.p.	All Up and Down Trains .. .. .	.. .. .	35
15½ m.p. to curve at Ledbury Junction	All Up and Down Trains .. .. .	.. .. .	30
Ledbury Junction and curve	All Trains to and from Branch .. .. .	.. .. .	15

FOREST OF DEAN BRANCH			
The speed of trains between Bullo Pill and Bilson Junction must not exceed 30 miles per hour and must be further restricted to lower speeds as shown :			
Bullo Pill (Goods Trains only 330 yards outside Up Distant Signal for Bullo Pill West Box at spot where restrictions commence)	Forest of Dean Branch	Main Line	5*
Bullo Pill West Box	Main Line	Forest of Dean Branch	15
Bullo Pill West Box	Forest of Dean Branch	Main Line	10
Bullo Pill West Box	Yard	Forest of Dean Branch	10
2½ m.p. (at Upper Soudley Halt)	Forest of Dean Branch	Yard	10
2½ m.p. (at Upper Soudley Halt)	Newnham	Cinderford	25
At Staple Edge 3m. 24ch. and 3m. 30ch.	Cinderford	Newnham	25
At Ruspidge Halt 3m. 78ch. and 4m. 9ch.	All Up and Down Trains .. .. .	.. .. .	20
Bilson Junction and Whimsey, 5m. 5ch. and 7m. 24ch.	All Up and Down Trains .. .. .	.. .. .	20
Bilson Junction	All Up and Down Trains .. .. .	.. .. .	25
Bilson Junction	Newnham	Whimsey	10
Bilson Junction	Whimsey	Newnham	10
Bilson Junction	Newnham	Cinderford	15
Bilson Junction	Cinderford	Newnham	15
Cinderford Junction	Bilson Junction	Cinderford Station	15
Cinderford Junction	Cinderford Station	Bilson Junction	15

*—Permanent Speed Restriction Indicator provided.

CIRENCESTER BRANCH			
The speed of trains over this Branch must not exceed 40 m.p.h.			

TETBURY BRANCH			
The speed of trains over this Branch must not exceed 40 m.p.h. and must be further restricted to lower speeds as shown :			

Between Kemble and Culkerton between 1¼ m.p. and 1½ m.p.	All Down and Up Trains .. .. .	.. .. .	20
Kemble and Culkerton, between 0.0ch. and 0.20 ch.	All Down and Up Trains .. .. .	.. .. .	15
Kemble and Culkerton, between 0.20ch. and 0.40ch.	All Down and Up Trains .. .. .	.. .. .	25
Culkerton and Tetbury, between 5m. 50ch. and 6m. 75ch.	All Down and Up Trains .. .. .	.. .. .	25
Culkerton and Tetbury, between 6m. 75ch. and 7m. 14ch.	All Down and Up Trains .. .. .	.. .. .	15

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

K195

NAME OF PLACE	DIRECTION OF TRAINS		Miles per Hour
	From	To	
‡—CHELTENHAM (ST. JAMES) AND GLOUCESTER CENTRAL			
UP LINES			
Tramway Junction, 0m. 0ch. to 0m. 6ch.	Gloucester	Cheltenham	10
All Crossovers between Tramway Junction and ½ m.p.	Gloucester	Cheltenham	15
Engine Shed Junction UP Main and UP Relief ..	Gloucester	Cheltenham	35
Engine Shed Junction	Stonehouse (Burdett Road) ..	Cheltenham	35
Churchdown	Up Main	Up Relief	40
Churchdown	Up Relief	Up Main	40
Churchdown UP Relief, 3m. 0ch. to 3m. 20ch.	Gloucester	Cheltenham	50
Hatherley Junction	Up Relief	Up Main	40
Lansdown Junction	Up Relief	Up Main	40
Lansdown Junction	Leckhampton	Cheltenham (Malvern Road) ..	40
Lansdown Junction	Up Main	Cheltenham (Lansdown) ..	40
Lansdown Junction	Leckhampton	Cheltenham (Lansdown) ..	30
Cheltenham (Lansdown) over curve through Station	Gloucester and Leckhampton ..	Cleeve	20
Malvern Road East	Gloucester	Honeybourne	25
DOWN LINES			
Malvern Road East	Honeybourne	Gloucester	25
Lansdown Junction	Down Main	Down Relief	40
Lansdown Junction	Down Main	(Commencement of Relief Line)	
Lansdown Junction	Down Main	Down Relief	40
Lansdown Junction	Cheltenham (Malvern Road) ..	(Through Crossover Road)	
Lansdown Junction	Cheltenham (Lansdown) ..	Leckhampton	40
Cheltenham (Lansdown) over curve through Station	Cleeve	Down Main	40
Lansdown Junction	Cheltenham (Lansdown) ..	Gloucester and Leckhampton ..	20
Hatherley Junction	Down Relief	Leckhampton	30
Churchdown	Down Main	Down Main	40
Churchdown	Down Relief	Down Relief	40
Churchdown (Down Relief), 3m. 25ch. to 2m. 70ch.	Down Relief	Down Main	40
Engine Shed Junction Down Main and Down Relief ..	Cheltenham	Gloucester	50
All Crossovers between ½ m.p. and Tramway Junction ..	Cheltenham	Gloucester	35
Engine Shed Junction	All Down Trains	Stonehouse (Burdett Road) ..	15
Engine Shed Junction	Down Main	Stonehouse (Burdett Road) ..	35
Tramway Junction, 0m. 6ch. to 0m. 0ch.	Down Relief	Stonehouse (Burdett Road) ..	35
	Cheltenham	Gloucester	10

‡—For restrictions in force at Gloucester Central Station, see Swindon—Beachley Junction Section.

BART GREEN SINGLE LINE JUNCTION TO ASHCURCH JUNCTION (VIA REDDITCH)

The speed of Red Group Engines over this Branch must not exceed 20 m.p.h.

DOWN LINES			
Bart Green	Over curves between Main Line and Single Line Junction		15
52 m.p. to 53½ m.p.	All Down Trains		30
53½ m.p. to 56 m.p.	All Down Trains		35
56 m.p. to 57½ m.p.	All Down Trains		20
57½ m.p. to 60 m.p.	All Down Trains		40
Studley and Astwood Bank	Studley	Alcester 60 m.p. to 64 m.p.	45
Broom Junction North	Through Junction to Stratford-upon-Avon		15
Harvington Station	73 m.p. to 73½ m.p.		20
Evesham	Over curves to Hinton 73½ m.p. to 74½ m.p.		15
Evesham	Over curves to Hinton, 74½ m.p. to 75m. 30ch.		30
Evesham	Over Goods Loop to and from Honeybourne Line		10
Ashchurch Level Crossing	Over Junction to Ashchurch Junction		20
Ashchurch Junction	Through Junction		20
UP LINES			
Ashchurch Level Crossing	Over curve from Ashchurch Junction		20
Hinton	Over curves to Evesham, 75m. 30ch. to 74½ m.p.		30
Hinton	Over curves to Evesham, 74½ m.p. to 73½ m.p.		15
Evesham	Over Goods Loop to and from Honeybourne Line		10
Harvington Station	73½ m.p. to 73 m.p.		20
Broom West Junction	Through Junction to Stratford-upon-Avon		15
Alcester	Alcester (64½ m.p. to 60 m.p.)	Studley and Astwood Bank	45
Studley and Astwood Bank	Studley	Redditch, 60 m.p. to 57½ m.p.	40
Redditch South	Up passenger trains approaching occupation level crossing situated about 400 yards on the Studley side of Redditch Tunnel, between 57½ m.p. and 57½ m.p.		10
Redditch North	57½ m.p. to 56 m.p.		20
56 m.p. to 53½ m.p.	All Up Trains		35
53½ m.p. to 52 m.p.	All Up Trains		30
Bart Green	Over curves between Single Junction and Main Line		15

BROOM JUNCTION EAST TO BROOM JUNCTION WEST

Broom Junction East	Broom Junction East	Broom Junction West	15
Broom Junction West	Broom Junction West	Broom Junction East	15
Broom Junction East	Through Junction		15
Broom Junction West	Through Junction		5

OXFORD TO STOURBRIDGE JUNCTION (EXCLUSIVE)

Engines of all descriptions (with the exception of the "King" Class) may work between Oxford and Stourbridge Junction (exclusive), subject to the following prohibitions:

STATION	CONNECTIONS AND SIDINGS	CLASS OF ENGINE PROHIBITED
Oxford Yarnton .. .. .	.. .. .	For particulars of prohibitions, see "A" Section of the Service Time Tables.
Handborough	Crossover, Down Main to Goods Shed, Worcester end of Goods Shed Crossover, Up Main to Goods Shed, London end of Goods Shed Loading Dock, Up Sidings, Worcester end of Goods Shed Back Road, Down Sidings, London end of Station Short Siding and Loading Dock, Up Sidings, Worcester end of Station Crossover, Up Platform to Up Siding, Worcester end of Station Up Side, Loading Dock, Station end, from top of ramp of Passenger Platform to Stop Block	47XX, "1000" Class. Diesel Cars Nos. 19 to 33, inclusive.
Charlbury	Pump House Siding, Down Side Cattle Pen Siding, Up Sidings (past Cattle Pens) Back Road, Up Siding Back Road, Up Siding Crossover, Up Platform to Loading Dock, Worcester end of Up Platform	47XX, "1000" Class. To be negotiated by 94XX Class Engines at dead slow speed. Diesel Cars Nos. 19-33, inclusive.
Ascott-under-Wychwood ..	Crossover, Down Platform to Down Siding, London end of Station	Diesel Cars Nos. 19 to 33, inclusive.
Shipton-under-Wychwood ..	Crossover from Up Platform to Goods Shed	Diesel Cars Nos. 19 to 33, inclusive.
Kingham	Dead end connection to Horse Dock (Up Side), London end of Dock Connection against Down Main Platform Dead end of Horse Box Dock, Up Side, London end of Station From Down Main, No. 1 and No. 2 to Horse Box Dock, Up Side, London end of Station Up Main to Front Road, Worcester end of Station Up Main to Down Refuge, Worcester end of Station Coal Road, Down Sidings Back Road, Down Sidings Connection from Banbury Branch to Banbury Branch Siding Up Bay Platform (arrival side) Horse Loading Dock Siding (Up Side), London end of Station Road from Up Sidings to Locomotive Turntable Little Dock Road from Down Main Inner Home Signal to Stop Block No. 2 Siding, Up Side, from Cheltenham Branch Down Refuge Siding Triangle	"Castle" and "Austerity." "Castle." 47XX, "1000" Class, L.M.R. Class 4. 2-6-0 Freight Tender Engines. 47XX, "1000" Class. 68XX, 78XX, "1000" Class. To be negotiated by 94XX Class engines at dead slow speed. All 4-6-0 engines must traverse this line at walking pace. The lines forming this triangle are classified "dotted Red" with the exception of the loop from Kingham towards Chipping Norton, which is "full Blue." "Red" group engines may use this side of the triangle for turning purposes, provided the speed does not exceed 5 miles per hour.
Adlestrop	Short Dock, from end of Passenger Platform to Stop Block (London end) Crossover from Up Platform to Goods Shed	68XX, 78XX, "1000" Class. Diesel Cars Nos. 19 to 33, inclusive.
Moreton-in-Marsh	No. 1 and 2 Coal Siding, Down Side (Worcester end of Station) Down Side Loading Dock (back of Platform), Worcester end of Station Crossover Road, Down Main to Goods Shed, London end of Passenger Station Shed Road (through Goods Shed) Shed Road (from crossing in lead at London end to Stop Block) Milk Siding, Up Side Crossover from Down Platform to Goods Shed Shipston Branch No. 1 Siding	47XX, 68XX, 78XX, 94XX, "1,000," "Castle," "Austerity," and L.M.R. Class 4 2-6-0 Freight Tender Engines. 47XX, 68XX, 78XX, "1,000" Class. 47XX. 68XX, 78XX, "1000" Class. 94XX and "Austerity" Class. Diesel Cars Nos. 19-33, inclusive. L.M.R. Class 4 2-6-0 Freight Tender Engines.
Aston Magna	Brickworks Sidings	"Castle," 47XX, 68XX, 78XX, "1,000" Class.
Blockley	Goods Shed Loading Dock, London end of Shed Connection leading from Shed to Brickworks Sidings, Down Side Shed Road Loading Dock (outside Shed, London end) Brickworks Siding (back and front) beyond gate	47XX. 68XX, 78XX, "1000" Class. 68XX, 78XX, "1000" Class, "Austerity" and L.M.R. Class 4 2-6-0 Freight Tender Engines.
Chipping Campden	Connection leading from Down Main to Down Siding and Gas Works Siding, London end of Station Cattle Dock Siding, Down Side Clark's Siding, Up Side Crossover from Down Platform to Goods Shed	47XX. Diesel Cars Nos. 19 to 33, inclusive.

ENGINE RESTRICTIONS—continued

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OXFORD TO STOURBRIDGE JUNCTION (EXCLUSIVE)—continued.

STATION	CONNECTIONS AND SIDINGS	CLASS OF ENGINE PROHIBITED
Honeybourne	Cattle Dock Siding from Verandah covering to Stop Block. Up Goods Siding, No. 7 Cattle Dock Siding from Cattle Pens to Stop Block. Over Junction, Honeybourne Station South to East Loop Junction	68XX, 78XX, "1000" Class, also L.M.R. Class 3 and 4 0-6-0 Freight Tender, Class 4 and 5 2-6-0 Mixed Traffic Tender, Class 5 4-6-0 Mixed Traffic Tender and Class 8 2-8-0 Freight Tender Engines, 94XX, "Austerity," and L.M.R. Class 4 and 5 2-6-0 Freight Tender Engines. Diesel Cars Nos. 19 to 33, inclusive. Class 9F, 92XXX, B.R. 2-10-0.
Evesham	Connection leading from Down Main to Goods Shed Goods Shed Dock, at rear of Goods Shed Dock (Down Side) nearest London on Back Road Loading Dock, Down Side, London end of Station Crossover Road from Down Main to Goods Shed Road, Worcester end of Shed Cattle Pens and Passenger Loading Dock (back of Signal Box, London end of Station) Past Carriage Cleaning Stage (Down Side Carriage Sidings, London end of Station) Cattle Dock (Down Side) from a point 90-ft on London side of Goods Offices to Stop Block Crossover, Down Passenger Platform to Down Sidings (London end of Down Platform) Bulmer's Sidings Nos. 1, 2, 3, 4, 5, and 6 Sidings No. 1 Siding	"Castle." 47XX. 68XX, 78XX, "1000" Class; also L.M.R. Class 3 and 4 0-6-0 Freight Tender and Class 5 4-6-0 Mixed Traffic Tender Engines. 68XX, 78XX, "1000" Class. 68XX, 78XX, "1000" Class; also L.M.R. Class 3 and 4 0-6-0 Freight Tender and Class 5 4-6-0 Mixed Traffic Tender Engines. Diesel Cars Nos. 19 to 33, inclusive.
Evesham New Yard (Up Side)	No. 5 Siding No. 6 Siding Note. —L.M.R. Class 3 and 4 0-6-0 Freight Tender and Class 5 4-6-0 Mixed Traffic Tender Engines may use this Siding at dead slow speed Nos. 1, 5 and 6 Sidings No. 3 Siding from Level Crossing to Stop Block. Fittings leading to Nos. 1 and 2 Sidings from opposite storage shed to stage in Canner's Siding.	47XX. "Austerity" and L.M.R. Class 4 and 5 2-6-0 Freight Tender Engines; also L.M.R. Class 3 and 4 0-6-0 Freight Tender and Class 5 4-6-0 Mixed Traffic Tender Engines. To be negotiated by "Austerity" Class engines at slow speed "Austerity" and L.M.R. Class 4 and 5 2-6-0 Freight Tender Engines. To be negotiated by 94XX Class engines at dead slow speed.
L.M.R. Yard	Goods Shed Exchange Siding (adjacent to Dock) Cattle Dock Fruit Shed Landing (Back Road) Fruit Shed Landing (Back Road)	68XX, 78XX, "1000" Class. All 4-6-0 engines must traverse these lines at walking pace. W.R. Engines working over L.M.R. Lines. All types of engines in all groups are prohibited from entering the Goods Shed. Engines with outside cylinders to work with caution on the part of the Siding adjoining Landing Wall. 49XX, 4073, 42XX, 52XX, 43XX, 28XX, 30XX, 51XX, 90XX, 45XX, 55XX, "1000" Class, B.R. Standard Class 4, 2-6-4T (80XXX). 49XX, 4073, 42XX, 52XX, 43XX, 28XX, 30XX, 51XX, "1000" Class. 90XX, 45XX, 55XX, may work with caution. L.M.R. Engines working into W.R. Yard.
W.R. Goods Yard	Connection leading from Down Main to Goods Shed Siding through Goods Shed Siding alongside Dock at rear of Goods Shed Siding alongside Cattle Pen Dock, Down Side Siding alongside Warehouse, Up Side Nos. 1, 5 and 6 Sidings (Up Side)	2-6-0 "Mixed Traffic" Diagram 43, Cross-section 18677.
W.R. New Yard		L.M.R. 0-6-0 engines, tender type, may work over these Sidings at dead slow speed.
Fladbury	Bomford's Sidings, beyond gate	68XX, 78XX, "1000" Class; also L.M.R. Class 3 and 4 0-6-0 Freight Tender and Class 5 4-6-0 Mixed Traffic Tender Engines.
Pershore	Cattle Pens Sidings Down Side Loading Dock at Oxford end of Station, including connections from Down Main to Dock and from Dock to Main Goods Shed to Dock, Down Side Goods Shed Road, through Goods Shed Crossover from Down Main to Down Side Loading Dock, London Side of Goods Shed Crossover from Up Main to Down Side Loading Dock, London Side of Goods Shed Down Side Loading Dock Siding (London side of Shed) on London side of connection from Up Main	"Castle." 47XX. 68XX, 78XX, "1000" Class. 68XX, 78XX and "1000" Class locomotives must under no circumstances, use the connection Down Main to Down Side Loading Dock, near 112m., 42ch., i.e., all movements from Down Main to Loading Dock with these types of engines must be made through the Goods Shed. Engines of the above type may be allowed to work from the Down Main line through the Goods Shed and alongside the Down Side Loading Dock. They may also use the Crossover from Up Main to the Down Side Loading Dock at 112m. 31ch. The clearance for both these movements are less than the normal minimum and are subject to the rigid enforcement of a speed restriction of 3 miles per hour.
Stoulton	Back Road, Down Side Back Road, from Level Crossing to Stop Block. Connection from Down Platform to Down Sidings	47XX. 68XX 78XX "1000" Class. Deisel Cars Nos. 19 to 33 inclusive.

OXFORD TO STOURBRIDGE JUNCTION (EXCLUSIVE)—continued.

STATION	CONNECTIONS AND SIDINGS	CLASS OF ENGINE PROHIBITED
Worcester (Shrub Hill) Passenger Station	Down Bay Worcester (SH) Jcn. to Rainbow Hill Jc. Long Dock Down Side, South end of Station From Loop to McNaught's Dock, North end of Station Ex-G.V.V. type Diesel Cars Nos. 1-38 may work subject to the following restrictions: McNaught's Dock	92XXX 47XX, "1000" Class. into Sidings at Worcester (Shrub Hill) Station, Nos. 1-38 prohibited. N.B.—Nos. 1-18 may be permitted when telephone cable has been removed. Nos. 1-18 may work at 5 m.p.h. Nos. 19-38 may work at 5 m.p.h. for a distance of 74 feet from the top of the platform ramp. Nos. 1-38 prohibited. N.B.—When telephone cable has been removed, Nos. 1-18 may be permitted, and Nos. 19-33 may be permitted at 5 m.p.h. Nos. 1-38 prohibited.
Worcester Motive Power Depot	Down Bay Down Loading Dock Short Dock	47XX, "1000" Class, "Austerity" and L.M.R. Class 4 and 5 2-6-0 Freight Tender Engines. 47XX and all 4-6-0 Classes. 94XX, "Austerity" and L.M.R. Class 4 and 5 2-6-0 Freight Tender Engines.
Worcester Motive Power Shops	Short Road, Passenger Engine Shed, through connection at Shrub Hill end Factory Sidings, Road next to Lift Road (on right hand side of Lift Road going in) Siding next to Time Office and Engineering Department Shop, Up Side	
Worcester Goods Yard	Outside Siding, North Sidings Hereford Sidings, Nos. 1, 2 and 4 Roads Hereford Sidings—No. 2 Road	47XX, "1000" Class. Owing to the severe curve (4½ ch. radius) large engines are prohibited from working over this Siding. The only classes of engines which can be permitted to work over the Siding in question are 41XX, 56XX, 57XX, 36XX, 20XX, 14XX, 58XX, 94XX and L.M.R. 0-6-0.
Between Worcester and Fernhill Heath	Blackpole Private Sidings	The following engines are at present authorised to work over the Private Siding at Blackpole as far as the engine Stop Board: 0-6-0 2251 type, "Yellow." 0-4-2T 14XX type, "Uncoloured" 0-6-0T 54XX type, "Yellow" 0-6-0T 64XX type, "Yellow" 0-6-0T 57XX type, "Blue." 2-6-2T 45XX type, "Yellow." To meet existing needs in regard to shunting in these Sidings, it has been agreed to the above types of engine being so employed, subject to the following prohibitions: 1.—Loading Dock Road, in Shed East Side— Absolute. 2.—Crossover Road between Sidings in Shed— Absolute. 3.—Turn-out Curves on either side of the straight road at both ends (W.R. engines can only use the straight road to the Stop Block near the Firm's Engine Shed). Engine Stop Boards are provided as under: A.—At the toe of switches (numbered 2 by the Firm) leading to the Canal Siding, this board reads—"W.R. Engines to work over straight road only, to and from Stop Block." B.—Adjacent to the siding leading to the East Side Loading Dock, this board reads—"W.R. Engines not to pass this Board." C.—In proximity to the facing end of Crossover Road in Loading Dock, West Side, this board reads—"W.R. Engines must not use Crossover Road."
Fernhill Heath	Down Main to Down Refuge, London end of Station Front Road to Back Siding leading to Cattle Dock, Down Side	47XX, "1000" Class.
Droitwich Spa	Up Branch to Up Branch Refuge Up Sidings to Nos. 2 and 3 Coal Drops Sidings Spur and Coal Siding, Up Sidings	47XX, "1000" Class.
Cutnall Green	Up Main to Mileage Siding	47XX, "1000" Class.
Hartlebury	Down Sidings to Down Dock, London end of Station Up Main to Up Siding, London end of Station Horse Loading Dock (Down Side), from heel of Crossing to Stop Block Brickworks Loading Dock Sidings	47XX, "1000" Class. 78XX, B.R. Standard Class 4, 2-6-4T (80XXX). 51XX, 78XX, B.R. Standard Class 4, 2-6-4T.
Kidderminster	No. 1 Siding and No. 2 Siding to Mileage Yard, North end of Kidderminster Yard Down Main to Yard, through Points 50 or 50 and 52 Up Main to Down Yard, through Crossover No. 40 Through Crossover No. 40 between Up and Down Main Lines Down Main to Manchester Siding and Goods Shed Platform Road Cattle Pen Siding	7XX, "1000" Class. 47XX, "1000" Class, "Austerity" Class and L.M.R. Class 4 2-6-0 Freight Tender Engines. 31XX, 41XX, 51XX, 61XX, 81XX.
Hagley	Crossover Road, Down Main to Cattle Pens Front Road into Loading Dock	31XX, 41XX, 51XX, 61XX, 81XX, 43XX, 53XX, 63XX, 73XX, 93XX. The following are the only types of engines permitted to work into the Loading Dock: 0-4-OT, 1101. 0-6-0, 2251. 0-6-OT, 1361, 1366, 2021, 54XX, 64XX, 74XX.

ENGINE RESTRICTIONS—continued

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WORCESTER TO HEREFORD (EXCLUSIVE)

Engines of all descriptions (with the exception of the "King" Class and 2-8-0 47XX Class) may work between Worcester and Hereford (exclusive), subject to the following prohibitions:
(For prohibitions at Hereford, see "J" Section Book.)

STATION	CONNECTIONS AND SIDINGS	CLASS OF ENGINE PROHIBITED
WORCESTER	Tunnel Jcn. to Rainbow Hill Jcn.	92XXX
Malvern Link	Up Side—Front and Back Stone Sidings, alongside Pyx Granite Loading Dock	28XX, "Castle," 49XX, 59XX, 68XX, 69XX, 78XX and "1000" Class.
Malvern Link	Down Side—Garden Siding	"Castle," 49XX, 50XX, 59XX, 68XX, 69XX, 78XX and "1000" Class.
Ledbury	Over connection between the Goods Shed Siding and the Yard	
	Over connection—West end of Coal Stage Siding ..	

WORCESTER AND BROMYARD BRANCH

Engines in the "Yellow" Group only may work between Bransford Road Junction and Bromyard subject to the following restrictions:

STATION	CONNECTIONS AND SIDINGS	CLASS OF ENGINE PROHIBITED
Suckley	Not to enter or leave Sidings via connection to Down Loop at Worcester end of Down Platform	45XX and 55XX.

CHELTENHAM AND STRATFORD-UPON-AVON

Engines of all descriptions (with the exception of the "King" Class and 2-8-0 47XX Class) may work between Cheltenham (Malvern Road) and Stratford-upon-Avon, subject to the following prohibition:

STATION	CONNECTION AND SIDING	CLASS OF ENGINE PROHIBITED
Toddington	Over connection, North end of Fruit Packing Shed Platform Siding	78XX and "1000" Class.
Honeybourne	Over Junction, Honeybourne Station South to East Loop Junction	Class 9F, 92XXX, B.R. 2-10-0.

CHARFIELD AND CHELTENHAM LANSDOWN (INCLUDING GLOUCESTER EASTGATE)

ENGINES AUTHORISED				Remarks
Western Region	B.R. Standard	Diesel	L.M. Region	
All Except: 4-6-0 60XX 2-8-0 47XX*	All except: 4-6-2 71XXX‡	All: ‡ (The Fell Diesel Mech. No. 10100 must travel with caution through Crossover Roads at Frocester and Glou- cester (Eastgate).)	All except: 4-6-2 46200-46212 46220-46257 2-8-0 53800-53810 0-6-0 2E and 3H 0-4-4T 2K and 2L 0-6-0T 2R and 3Y	W.R. and B.R. Standard Engines must not pass under Old M.R. Load Gauges. Ex Cal.

SIDING RESTRICTIONS ON W.R. AND B.R. STANDARD ENGINES

PLACE	CONNECTIONS AND SIDINGS	ENGINES PROHIBITED
Charfield	Coal Shutes Siding Wagon Turntable	All.
Berkeley Road	Goods Shed Road from the Down Main Line (Glo- cester end of Down Platform) N.B.—If any of the engines listed in the "Engines Prohibited" column are required to pick up or set down traffic in the Loading Dock from off the Up Main Line there must be a raft of vehicles of sufficient length to enable the vehicles standing in the Loading Dock to be coupled up or un- coupled without the engine passing along side the Loading Dock Wall.	4-6-0 50XX, 49XX, 10XX, 68XX and 78XX. 2-6-0 43XX, 93XX, 465XX. 2-8-0 28XX, 48XXX, 30XX and W.D. Austerity. 2-8-0 42XX. 2-8-2T 72XX. 2-6-2T 45XX, 55XX, 31XX, 41XX, 51XX, 61XX, 81XX. B.R. Standard Classes 9 (2-10-0), 7 (4-6-2), 6 (4-6-2), 5 (4-6-0), 4 (4-6-0), 4 (2-6-0), 4 (2-6-4T), 3 (2-6-0), and 3 (2-6-2T).
Gloucester Eastgate ..	Wagon Shed outer Sidings. Coal Wharf Sidings	4-6-0 50XX, 49XX, 10XX, 68XX and 78XX. 2-6-0 43XX, 93XX, 465XX. 2-8-0 28XX, 48XXX, 30XX, and W.D. Austerity. 2-8-0T 42XX. 2-8-2T 72XX. 2-6-2T 45XX, 55XX, 31XX, 41XX, 51XX, 61XX, 81XX. 0-6-0T 15XX. All B.R. Standard Classes.

*—47XX Class engines are authorised between Cheltenham (St. James) and Standish Junction, via Gloucester South Junction. For local restrictions, see below. The shoe of the A.T.C. apparatus on all permitted engines may be left in the operative position between Cheltenham Lansdown and Bristol (T.M.), via Mangotsfield.

‡—See also page 185.

DURSLEY AND COALEY

ENGINES AUTHORISED				Remarks
Western Region	B.R. Standard	Diesel	L.M. Region	
‡ 0-6-0T 64XX 74XX 16XX	2-6-2T 82XXXX 84XXXX 2-6-0 77XXX	200 h.p. B.R. 204 h.p. B.R. 350 h.p. B.R.	0-4-4T 58052-58087 0-6-0T 41660-41879 51316-57524 0-6-0 52095-52527 58114-58932 2-6-0 46400-46502 2-6-2T 40001-40209	

‡—NOTE—W.R. Engines of the 14XX Class are prohibited.

STROUD AND DUDBRIDGE JUNCTION

ENGINES AUTHORISED				Remarks
Western Region	B.R. Standard	Diesel	L.M. Region	
None	2-6-2T 82XXX 84XXX 2-6-0 76XXX 77XXX 2-6-4T 80XXX	8200-8209 200 h.p. B.R. 204 h.p. B.R. 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 2-8-0 46400-46502 2-6-4T 42050-42299 42425-42499 42537-42686	

NAILSWORTH AND STONEHOUSE (BRISTOL ROAD)

None.	2-6-2T 82XXX 84XXX 2-6-0 76XXX 77XXX 2-6-4T 80XXX	8200-8209 8400-8409 200 h.p. B.R. 204 h.p. B.R. 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 2-6-4T 42050-42299 42425-42499 42537-42686	
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TUFFLEY BRANCH (GLOUCESTER)

None.	All except : 4-6-2 70XXX 71XXX	All except : 5500-5579 10000-10001 10201, 10202, 10203 (As single and double units) 10100 Fell Diesel Mech.	All except : 4-4-0 41049-41198 2-6-4T 42500-42536 2-6-0 42700-42984 4-6-0 45500-45742 46100-46170 4-6-2 46200-46212 46220-46257 2-8-0 53800-53810 0-6-0 2E and 3H 0-4-4T 2K and 2L 0-6-0T 2R and 3Y	Ex Cal.
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CHELTENHAM (LANSDOWN) AND ABBOTTS WOOD JUNCTION

4-6-0 10XX, 40XX, 49XX, 50XX, 59XX, 68XX, 69XX, 70XX, 78XX 79XX. 2-6-0 43XX, 53XX, 63XX, 73XX, 93XX 4-4-0 90XX 2-8-0 28XX, 38XX 0-6-0 22XX, 32XX 2-8-2T 72XX 2-8-0T 42XX, 52XX* 0-6-2T 56XX, 66XX 0-6-0T 57XX group†.	All except : 4-6-2 71XXX	All : (The Fell Diesel Mech. No. 10100 must travel with caution through the Crossover roads at Cheltenham).	All except : 4-6-2 46200-46212 46220-46257 0-6-0 2E and 3H 0-4-4T 2K and 2L 0-6-0T 2R and 3Y	Ex Cal.
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LANSDOWN JUNCTION AND CHELTENHAM (HIGH ST.)
ROUTE COLOUR—"RED"

The following engines may work into the Sidings at Cheltenham (High Street) without restriction :

2-6-0 W.R. 43XX—73XX
2-6-2T W.R. 45XX and 55XX
0-6-0T W.R. 57XX—77XX
2-8-0 W.D. Austerity
2-6-0 S.R. "N" and "U" Classes.

W.R. engines of the 90XX (4-4-0) class may work into the Sidings at Cheltenham (High Street), subject to the following prohibitions :

Crossover Road from front of Shed Road to Camp Hill Siding and Cattle Pen Road, Birmingham end.

Through lead from Up Lye-By Siding to Main Line, Birmingham end.

Through Slip from front road to Shed.

W.R. 49XX, 68XX, 78XX, B.R. Standard Class 4 (75XXX) and B.R. Standard Class 5 (73XXX) engines may use Up and Down Lines through Station and Up Lye-By Siding at Cheltenham (Lansdown) but must not use Cross-over Roads between Platforms.

W.R. engines of the 28XX Class and 2-8-0 "Austerity" Class may use Up and Down Lines through Cheltenham (Lansdown) but must not use Up By-Lye Siding or Cross-over between Platforms.

*—A.T.C. shoe may be left in operating position.

†—Should 0-6-0T engines be fitted with Trip Cock apparatus operating trigger must be fixed in raised position.

ENGINE RESTRICTIONS—continued

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SIDING RESTRICTIONS ON WESTERN REGION ENGINES

PLACE	CONNECTIONS AND SIDINGS	W.R. ENGINES PROHIBITED
Cheltenham (Lansdown) ..	Crossover Road between Platforms	28XX, 38XX, 40XX, 49XX, 50XX, 59XX, 68XX, 69XX, 70XX, 78XX, 79XX.
Bredon	Up Lye-By Siding Crossover Road between Platforms	28XX, 38XX, 72XX, 42XX, 52XX. 28XX, 38XX, 40XX, 49XX, 50XX, 59XX, 68XX, 69XX, 70XX, 78XX, 79XX, 72XX, 42XX, 52XX, 56XX, 66XX.
Crossover Roads situated between Platforms at other Stations en route, to be used with caution.		

GLOUCESTER DOCKS BRANCH (INCLUDING HIGH ORCHARD GOODS LINE)

ENGINES AUTHORISED				Remarks
Western Region	B.R. Standard	Diesel	L.M. Region	
None.	All except : 4-6-2 71XXX	All except : 10000-10001 10201, 10202, 10203 } *—As single and double Units. 10100 Fell Diesel Mech. The following are not to work beyond the level crossing at Canal end of High Orchard Yard : 5000-5019/5300-5319 5500-5519/5700-5719 5900-5909/6100-6109 8000-8019/8200-8209 8400-8409	All except : 4-6-2 46200-46212 46220-46257 2-8-0 53800-53810 4-6-0 No. 46170. 0-6-0 2E and 3H 0-4-4T 2K and 2L 0-6-0T 2R and 3Y } Ex Cal.	

ASHCHURCH AND UPTON-ON-SEVERN

None.	2-6-2T 82XXX 84XXX 2-6-0 77XXX 2-6-4T 80XXX	8200-8209 200 h.p. B.R. 204 h.p. B.R. 10800	0-4-4T 41900-41909 58052-58087 0-6-0T 41660-41879 47200-47651 57316-57524 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 46400-46502 2-6-4T 42050-42499 42537-42686	The following L.M.R. 2-6-0 class engines are authorised between Ashchurch Junction and Tewkesbury. 42700-42944/43000-43049 /43112-43121.
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TEWKESBURY QUAY BRANCH

ENGINES AUTHORISED				Remarks
Western Region	B.R. Standard	Diesel	L.M. Region	
None.	2-6-2T 82XXX 84XXX 2-6-0 73XXX 2-6-4T 80XXX	5000-5019/5300-5319 5400-5909/6100-6109 8000-8019/8200-8209 8400-8409 200 and 204 h.p. B.R. 10800	0-4-4T 41900-41909 58052-58087 0-6-0T 41660-41879 47200-47681 51316-57524 4-4-0 40332-40700 0-6-0 43180-43629 43800-44606 52059-52527 58114-58932 2-4-2T 50643-50850 2-6-2T 40001-40209 2-6-0 42700-42944 43000-43049 43112-43121 46400-46502 2-6-4T 42050-42499 42537-42686	

ABBOTTS WOOD JUNCTION AND STOKE WORKS JUNCTION (VIA DUNHAMSTEAD)

All except : 60XX and 47XX.	All except : 4-6-2 71XXX	All.	All except : 4-6-2 46200-46212 46220-46257 0-6-0 2E and 3H 0-4-4T 2K and 2L 0-6-0T 2R and 3Y } Ex Cal.
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ABBOTTS WOOD JUNCTION AND STOKE WORKS JUNCTION (VIA WORCESTER)

All except : 60XX and 47XX	All except : 4-6-2 71XXX	All.	All except : 4-6-2 46200-46212 46220-46257 0-6-0 2E and 3H 0-4-4T 2K and 2L 0-6-0T 2R and 3Y } Ex Cal.
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STOKE WORKS JUNCTION AND BARNT GREEN

ENGINES AUTHORISED				Remarks
Western Region	B.R. Standard	Diesel	L.M. Region	
All except : 60XX and 47XX	All except : 4-6-2 71XXX	All.	All except : 4-6-2 46200-46212 46220-46257 0-6-0 2E and 3H 0-4-4T 2K and 2L 0-6-0T 2R and 3Y } Ex Cal.	

4-6-0 40XX, 50XX, 70XX, 10XX, 68XX, 78XX, 49XX, 59XX, 69XX, 79XX not to exceed 5 m.p.h. over Crossover between Up and Down Main Lines at **Bromsgrove Station** and these engines are prohibited from using the Crossover Up Main to Down Main between Platforms at **Blackwell Station**.

ASHCHURCH AND BARNT GREEN (VIA EVESHAM)

None.	All except : 4-6-2 71XX	All except : 10000, 10001 10201, 10202, 10203, (As Single/Double Units) 10100 Fell Diesel Mech.	All except : 4-6-2 46200-46212 46220-46257 4-6-0 No. 46170. 2-8-0 53800-53810 0-6-0 2E and 3H 0-4-4T 2K and 2L 0-6-0T 2R and 3Y } Ex. Cal.	The following L.M.R. and B.R. Standard engines are restric- ted to 25 m.p.h. throughout. 2-6-0 42700-42984 4-6-0 44658-45742 46100-46170 B.R. Std. 73XXX 4-6-2 B.R. Std. 70XXX and 72XXX. 0-8-0 48893-49454 49505-49674 2-8-0 48000-48772 70807-79483 90007-90774 2-10-0 B.R. Std. 92XXX Diesel Locos. : 600-604/5700-5719 350 h.p. B.R. 500 h.p. E.E.
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The following engines are permitted to work over the Section, Ashchurch to Evesham :

4-6-0 Castle
4-6-0 County
4-6-0 Grange
4-6-0 Hall
4-6-2 B.R. Std. 7
4-6-0 B.R. Std. 5
42XX
52XX
72XX

Subject to a maximum
speed of 25 m.p.h. throughout.

4-6-0 B.R. Standard 4.
4-6-0 78XX.
2-8-0 28XX.
2-8-0 30XX R.O.D.
2-8-0 W.D. Austerity.
2-8-0 ex L.M.R. Class 8F.
2-6-0 43XX.
2-6-2T 41XX, 51XX.

Inter-City Diesels—Subject to a maximum speed of 40 m.p.h. throughout.

NOTE—The speed of 10 m.p.h. must not be exceeded when running over the Goods Loops at Evesham (between the Ashchurch and Honeybourne Lines).

MAXIMUM LOADS FOR RAIL MOTOR ENGINES

	Gradient	Rail Motor Engines	
		0-4-2T	0-6-0T 2-6-2T
		Tons	Tons
The tonnage loads shown in the "Engine Loads Table" do not apply when Rail Motor Services are being worked by engines of the 14XX, 54XX, 64XX Classes, the authorised loads for which are specially laid down separately, in accordance with the instruction in the General Appendix, viz :	1-40	72	90
	1-50	96	120
	1-60	120	150
	1-80	144	180
	1-100	168	210

ENGINE RESTRICTIONS—continued

K203

SECTION OF LINE	PROHIBITIONS
Swindon (exclusive) to Beachley Junction (via Gloucester), excluding Gloucester Docks, also Gloucester to Cheltenham St. James' (excluding Webb's Sidings) Route Colour—RED. Types of Engines authorised : All except 60XX.	4-6-0 Chalford—Crossovers between Up Main and Sidings. Goods Yard Sidings. Old Coal Sidings. 4-6-0 (49XX) "Hall" and "1000" Class Must not enter Sidings at which Stop Boards are exhibited. Gloucester Station : Goods Shed. Siding alongside Cattle Pens. Over Weighbridge. Grange Court—Down Dock Siding behind Passenger Platform. Cheltenham Spa (St. James')—Through lead on Cattle Pen Siding. 2-8-0T (42XX) Class Kemble—Pump House Coal Road. *—Loading Dock—Up Side. *†Chalford—All Sidings. Gloucester—Lines at Engineer's Depot. *Grange Court—Down Dock behind Passenger Platform. Crossover from Down Siding to Centre of Back Siding Down Side. *Lydney Junction—Connection leading to Shunting Neck and Severn and Wye Transfer Sidings Up Side. 72XX and 28XX Kemble—Tetbury Down Sidings to Pump House Road. Loading Dock, Up Side. Up and Down Main Lines to Tetbury Branch Platform and Back Road. 2-8-0H (47XX) Brimscombe—Outer Up Sidings. Gloucester—Up and Down Relief Lines. Nos. 1 and 2 Down Sidings at East End of Platform and Transfer Road. Docks Branch—All Sidings. Cheltenham Spa (St. James') : All Sidings in Goods Yard, including Shunting Spur. All Sidings in New Street Yard. Siding leading to Old Cattle Pen. *50XX, 49XX and "1000" Class Kemble—Leads from Tetbury Down Sidings to Pump House Road and Tetbury Branch. *—These engines may work over the curves from the Down Main Line to Tetbury Branch Platform and Back Road, subject to a speed restriction of 5 m.p.h. Gloucester Station—"Castle" Class Engines may use the Horse Box Siding at slow speed.

†—Also applies to 72XX Class.

*—Also applies to 47XX Class.

DROITWICH SPA AND STOKE WORKS JUNCTION

All Western Region engines, except 4-6-0 60XX ("King") and 2-8-0 47XX, may be permitted to work between Droitwich Spa Junction and Stoke Works Junction.

HARTLEBURY, BRIDGNORTH AND SHREWSBURY

DOTTED "RED" ROUTE—HARTLEBURY AND BEWDLEY

Engines in the "Red" group (with the exception of the "King" Class and 2-8-0 47XX Class) may work between Hartlebury and Bewdley, subject to the maximum speed not exceeding 20 miles per hour at any point, also to strict adherence to the following prohibitions and restrictions.

DOTTED "BLUE" ROUTE—BEWDLEY AND BUILDWAS

Engines in the "Blue" group (with the exception of the 2-8-0 types) may work between Bewdley and Iron Bridge and Broseley, inclusive, at a maximum overall speed not exceeding 25 miles per hour at any point, subject to the following prohibitions and restrictions.

51XX and 81XX Class engines are not restricted between Bewdley and the River Bridge at 140m. 35ch. (near Arley) and between Linley and Ironbridge and Broseley but the speed of these classes of engines must not exceed 25 miles per hour between 140m. 35ch. and Linley.

"BLUE" ROUTE—BUILDWAS AND SHREWSBURY

Engines in the "Red" group (excluding the "King" Class and 2-8-0 47XX Class) may work over the running lines only between Buildwas and Shrewsbury, provided the speed does not exceed 20 miles per hour at any point and subject to service restrictions.

STATION	CONNECTIONS AND SIDINGS	CLASS OF ENGINE PROHIBITED
Hartlebury .. .. .	.. .. .	For particulars of prohibitions, see "Oxford, Worcester and Wolverhampton" Section.
Stourport-on-Severn : Basin	Over weighing machine	"Red" and "Blue" group engines.
South End	Crane Road	"Red" and "Blue" group engines.
North End	Through Slip Road, leading from Down Line to Down Sidings	"Red" group and 78XX Class engines. B.R. Standard Class 4, 2-6-4T.
Steatite Works	Private Sidings	W.R. engines, other than those in the Yellow (or Uncoloured) classification, must not proceed beyond the Private Siding Gates.
Arley	Victoria Bridge at 140m. 35ch.	Permitted engines in the "Blue" group must not be coupled to any other engine. 0-6-0 and 2-6-2 tank engines in the "Yellow" group may only be coupled to a tender engine in the "Uncoloured" group. 4-4-0 and 0-6-0 tender engines in the "Yellow" group may work, coupled together or coupled to an engine in the "Uncoloured" group. When a tender engine and a tank engine are coupled together, the tank engine must be coupled to the tender of the tender engine. Not more than two engines may work coupled together.
Jackfield Siding	Doughty and Prestage's Wharf Exley's Wharf W. P. Jones' Wharf	"Blue" group engines and all engines with outside cylinders.
Buildwas	W.R. Loop and Siding at Buildwas Power Station Sidings	"Red" engines may use the W.R. Loop and Siding.

Note—Engines of the 94XX Class may use the Sidings at the undermentioned places :
Cressage—"Straight" Road only.
Berrington—All Sidings.

KIDDERMINSTER, BEWDLEY, TENBURY WELLS AND WOOFFERTON

Kidderminster and Bewdley.

Any engine in the "Red" group (excluding the "King" Class and the 2-8-0 47XX Class) may work between Kidderminster and Bewdley, subject to the maximum overall speed not exceeding 20 miles per hour.

Bewdley and Woofferton (Dotted Blue).

Engines in the "Yellow" group may work between Bewdley and Woofferton, subject to service and special speed restrictions. Engines in the "Blue" group are authorised to work between Bewdley and Woofferton at a maximum speed of 25 miles per hour, subject to the following prohibitions and service speed restrictions.

STATION	CONNECTIONS AND SIDINGS	CLASS OF ENGINE PROHIBITED
Wyre Forest	Sidings alongside Wharf	78XX and "Austerity," B.R. Standard Class 4, 2-6-4T (75XXX and 76XXX). Speed of 78XX, B.R. Standard Class 4, 2-6-4T, and "Austerity" Class engines must not exceed 5 miles per hour over this connection.
Cleobury Mortimer	No. 3 Outer Yard Siding	
	Ditton Priors Branch Sidings	
	Alongside Back Platform	
Newnham Bridge	Cattle Pen Wharf	
	Through scissors connection from running lines to Siding	

2-6-2T, 45XX and 55XX Class Engines.

In addition to the observance of permanent speed restrictions applicable to the above section shown on page 132, engines of the 2-6-2T, 45XX and 55XX Class must not exceed the speed shown between the points indicated:

STATIONS	MILEAGE	SPEED NOT TO EXCEED
Between Kidderminster and Foley Park Halt	All Up and Down trains between : 135½ m.p. and 136 m.p.	30 miles per hour
Between Foley Park Halt and Bewdley	All Up and Down Trains between : 136 m.p. and 138½ m.p.	50 " " "
Between Bewdley and Wyre Forest	All Up and Down trains between : 137m. 42ch. and 138m. 14ch.	40 " " "
	138m. 35ch. and 139m. 50ch.	40 " " "
	139m. 50ch. and 140m. 60ch.	45 " " "
	140m. 60ch. and 141m. 58ch.	40 " " "
	141m. 58ch. and 143m. 46ch.	45 " " "
Between Wyre Forest and Cleobury Mortimer	All Up and Down Trains between : 143m. 68ch. and 144m. 47ch.	40 " " "
Between Cleobury Mortimer and Neen Sollars	144m. 47ch. and 146m. 60ch.	45 " " "
	146m. 60ch. and 147m. 20ch.	40 " " "
Between Neen Sollars and Tenbury Wells	All Up trains between 147m. 41ch. and 151m. 54ch. All Down trains between 147m. 20ch. and 151m. 54ch. All Up and Down trains between 151m. 54ch. and 5m. 10ch. (Tenbury Wells Station)	40 " " "
Between Tenbury Wells and Woofferton Junction	All Up and Down trains between : 4m. 63ch. and 3m. 72ch.	50 " " "
	3m. 72ch. and 3m. 27ch.	40 " " "
	3m. 27ch. and 1m. 10ch.	50 " " "
	1m. 10ch. and 0m. 40ch.	40 " " "
	0m. 40ch. and 0m. 12ch.	35 " " "

FOREST OF DEAN BRANCHES

Route Colour—Dotted Blue.

Types of Engines authorised : Blue, Yellow and Uncoloured groups. Blue group engines are subject to a speed restriction of 25 miles per hour.

0-6-0T 57XX and 2-8-0 Austerity types.—These engines may work over the undermentioned sections of Line, subject to the observance of service restrictions and the following prohibitions:

ROUTES.

- (1) Bullo Pill to Whimsey.
- (2) Bilson Junction Loop to Cinderford Station.
- (3) Bullo Pill to termination of the Dock Branch.
- (4) Churchway Branch. To the Stop Board at termination of Branch.

PROHIBITIONS.

Route : (1) :
Eastern United Colliery
Sidings. Under Screens.

BERKELEY ROAD AND SHARPNESS

In addition to types of engines authorised to work over this Section, as shown on page K183, 78XX Class engines may work between Berkeley Road South Junction and Sharpness via Berkeley Loop or via Berkeley Road Junction, also over Sharpness North and South Dock Branches, subject to the following restrictions:

- (1) Not to use Crossover Road between Sharpness Branch Platforms at Berkeley Road Station.
- (2) On Sharpness North Dock Branch may work up to but not over Swing Bridge No. 3 over Gloucester and Berkeley Canal (4½ m.p. and 4½ m.p.).
- (3) On Sharpness South Dock Branch may work up to but not beyond gate.
- (4) Not to work into No. 2 Inwards Siding at Sharpness.
- (5) Turntable at Sharpness not to be utilised.

The following restrictions also apply:

36XX, 37XX, 46XX, 57XX, 67XX, 77XX, 87XX, 96XX, 97XX, and 56XX Classes are prohibited over Sharpness North Docks.

2251 Class (2200 to 2299 and 3200 to 3219) may work over the Sharpness North Docks Branch up to, but not over, the first connection beyond Swing Bridge No. 3, 4½ m.p.—4½ m.p.

3150 Class to travel with caution through Berkeley Platform and Sharpness Up Platform (Up Loop).

Ex L.M.S. engines working over the Gloucester to Bristol Section may work between Berkeley Road and Sharpness without restriction.

2-8-0 Engines of the 28XX and 38XX Classes may work between Berkeley Road and Sharpness over the under-mentioned lines, subject to the observance of service restrictions:

Berkeley Road Junction to Sharpness South (Down Advanced Starting Signal)	Running Lines.
Sharpness South	Goods Lines.
South Docks Branch (South Junction to Docks Gates)	Up and Down Lines.
Berkeley Loop (Berkeley Road South Junction to Berkeley Loop Junction)	Up and Down Lines.
Crossovers at Berkeley Road, Sharpness and on Docks Branch.	

Note.—All Lines, Sidings, Crossovers, etc., other than those specified—PROHIBITED.

THE SEVERN BRIDGE

The following engines only are permitted to pass over the Severn Bridge.

Western Region Engines.

Yellow and Uncoloured Groups.

Class 4300 (2-6-0) Tender (Blue Group). Subject to the strict observance of all Service Restrictions.

London Midland Region Engines.

Class 2 (2-6-2) Tank (Standard).

Class 2 (2-6-0) Tender (Standard).

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

Trains running over the Severn Bridge must not be worked by more than one engine in front. Two engines coupled together must not in any circumstances be run over the bridge.

In the event of the failure of an engine at either end of the bridge, and it is necessary for such engine to be taken to the opposite end, or if an engine fails on the bridge, arrangements must be made for the engine to be worked specially, and 4 wagons must be placed between the assisting engine and the disabled engine. A competent man must in all cases ride upon the disabled engine.

SEVERN AND WYE LINE

(Section—Lydney Junction to Berkeley Road, including Severn Bridge).

Route Colour—Yellow.

Types of Engines authorised—Yellow and Uncoloured Groups. 43XX (Blue Group). B.R. Standard 75XXX\$, 76XXX\$.

Restrictions—43XX Class and B.R. Standard 75XXX\$, 76XXX\$, are permitted to work over running lines only, including the Berkeley Loop.

\$—With "light" tender.

Attention is directed to the instructions above and on page K182 relative to the working of engines over the Severn Bridge and between Berkeley Road and Sharpness only.

Section—Lydney Junction to Coleford Junction and Coleford Branch.

Uncoloured Route :

Types of Engines authorised—Uncoloured Group, also 74XX and 57XX (Yellow Group).

Restrictions—74XX are subject to the following prohibitions :

Sling Branch—Sand Siding alongside loading bank. Colour Works Siding alongside loading bank.

Coleford (ex W.R.)—Loading Bank, Back Siding, Station Platform.

43XX Engines are permitted to work between Lydney Junction and Lydney Town, subject to the following prohibitions :

(1) Over weighbridge at 8½ m.p.

(2) Crossover between Up and Down Platforms at Lydney Town.

Section—Coleford Junction to Serridge G.F.

Uncoloured Route.

Types of Engines authorised : Uncoloured Group.

Note.—Only UNCOLOURED engines are permitted to work over Pillowell Sidings, Oakwood and Wimberry Branches

KEMBLE AND TETBURY BRANCH

Uncoloured Route.

Types of Engines authorised.—Uncoloured Group, also 45XX 2-6-2T (Yellow Group).

KEMBLE AND CIRENCESTER TOWN BRANCH

Route Colour—Yellow

Types of Engines authorised.—"Yellow" and "Uncoloured" Groups.

Engines of the 2-6-2T (55XX) may work over the Cirencester Branch, subject to the following restriction :

Not to work into Engine Shed on account of the smoke shoots being too low.

KINGHAM AND KING'S SUTTON (INCLUSIVE)

Engines in the "Blue" group or a lower category may work between Kingham and King's Sutton, subject to the following prohibitions.

STATION	CONNECTIONS AND SIDINGS	CLASS OF ENGINE PROHIBITED
Kingham.		For particulars of prohibitions, see "Oxford and Wolverhampton" Section.
Chipping Norton	Fittings near Loading Dock leading to Shed Side Road, Banbury end. Slip Road of Compound in Down Line, Kingham end of Platform. Bliss and Company's Private Sidings to works and to site of old Loading Dock. Coal Road beyond old Engine Shed. Cattle Pen Siding from Cattle Pens to Stop Block. From Up Line to Goods Shed (Banbury end). Messrs. Bliss and Co., Ltd., Private Sidings.	78XX. 78XX Engines must traverse this connection at walking pace. 78XX.

CHELTENHAM SPA (LANSDOWN JUNCTION) AND KINGHAM (EXCLUSIVE)

Route Colour—Dotted Red.

Permitted Engines—All Classes except "King," "Castle," and 47XX Classes, subject to a speed restriction of 20 miles per hour for all "Red" Group Engines and the following prohibitions. See also "B" Section Working Time Table.

STATION	CONNECTIONS AND SIDINGS	CLASS OF ENGINE PROHIBITED
Cheltenham Leckhampton.	Loading Dock Siding at back of Up Platform.	28XX, 30XX, 38XX, 45XX, 49XX, 51XX, 53XX, 55XX, 68XX, 1000 Class, and 2-8-0 Austerity. 49XX, 68XX, and 1,000 Class.
Andoversford. Notgrove.	Alongside Goods Shed on Cattle Dock Siding. Cattle Dock Siding.	

NOTE.—Engines of the 78XX Class are permitted to work over the running lines only between Kingham and Cheltenham Spa (Lansdown Junction).

GLOUCESTER, OVER JUNCTION AND LEDBURY

Route Colour—Dotted Blue.

Types of Engines Authorised—Blue, Yellow and Uncoloured Groups. Blue Group Engines are subject to a speed restriction of 25 miles per hour.

4-6-0 ENGINES, 78XX "MANOR" CLASS

May work over the Section at a speed not exceeding 25 miles per hour, subject to following prohibitions and restrictions:

Newent.—Connection in Up Main Line between platforms leading to Goods Shed. Through connection to Back Siding off Goods Shed Road. Speed not to exceed 4 miles per hour.

Dymock.—Connection in Down Line between platforms leading to Goods Shed.

CHELTENHAM (ST. JAMES—NEW ST. YARD)

Webb's Sidings—Engines of the undermentioned Classes only are permitted to work into this Siding :
2021, 14XX, 2251, 58XX, 94XX, 54XX, 64XX, 74XX, 36XX, 37XX, 46XX, 57XX, 67XX, 77XX, 87XX, 96XX, and 97XX.

GRANGE COURT AND ROTHERWAS JUNCTION

Route Colour—Dotted Red.

Types of Engines Authorised.—All except 60XX and 47XX. Red Group engines are subject to a speed restriction of 20 miles per hour.

2-8-0T (42XX) and 2-8-2T (72XX Classes).—These engines may work between Grange Court and Rotherwas Junction, subject to the following prohibitions :

Ross-on-Wye :

Connection from No. 1 Down Siding to Main Line.
No. 2 Down Siding.
Engine Shed Siding.
Main Line Crossover.
Connections from Up Main Line to Goods Shed.
Goods Shed.
Crane Siding.

Backney Siding.—Cattle Pen Siding.
Fawley.—Loading Bank Siding.
Holme Lacy.—Loading Bank Siding.
Longhope.—Back Mileage Siding.
Mitcheldean Road.—Coal Siding.

2-6-0 (43XX Class).

These engines may work over this route, subject to the following prohibitions :

Ross-on-Wye :

Road through Goods Shed.
Over connection from No. 1 Down Siding leading to the Main Line.

Backney Siding.—Cattle Pen Road.
Fawley Station.—Loading Bank Road.
Holme Lacy Station.—Loading Bank Road.

4-6-0 Engines (Including "1,000" Class).

The above engines (except "King" Class) are authorised to work over the running lines and sidings between Grange Court Junction and Rotherwas Junction, subject to the following prohibitions :

Longhope.—Back Mileage Siding.

Mitcheldean Road.—Coal Siding.

Ross-on-Wye.—Connection from No. 1 Down Siding to Main Line. No. 2 Down Siding. Engine Shed Siding. Main Line Crossover. Connections from Up Main Line to Goods Shed. Goods Shed. Mileage Sidings. Crane Siding.

Backney Siding.—Cattle Pen Siding.

Fawley.—Loading Bank Siding.

Holme Lacy.—Loading Bank Siding.

2-6-2T (41XX*), (45XX), (55XX) and 2-8-0 "Austerity" Classes. These Engines may work over this section subject to the following prohibitions :

* 41XX Class prohibited from using the connection from Up Main to Goods Shed at Ross-on-Wye.

Ross-on-Wye :

Connections from No. 1 Down Siding to Main Line.
Engine Shed Siding.
Goods Shed.
Cattle Pens and Loading Bank Siding, Up Side.

Backney Siding.—Cattle Pen Siding.
Fawley.—Loading Bank Siding.
Holme Lacy.—Loading Bank Siding.

0-6-0T (94XX) Class.—These engines may work over this section subject to the following prohibition :

Ross-on-Wye.—Engine Shed Siding.

EX L.M.S. ENGINES

PADDINGTON AND NEWPORT VIA GLOUCESTER

Engines of the 2-6-0 Class 2F may work between above points without restriction.

SWINDON AND GLOUCESTER SOUTH JUNCTION VIA KEMBLE

Standard Class 4 2-6-0 Mixed Traffic Tender Engines (Diagram E.D. 274), Standard Class 4F 0-6-0 Tender Engines (Diagram E.D. 167B), and Standard Class 5 4-6-0 Engines are permitted to work between the above points subject to the observance of Service restrictions.

CHELTENHAM (LANDSOWN JUNCTION) AND NORTON JUNCTION VIA HONEYBOURNE AND EVESHAM

The following classes of ex L.M.S. engines may work between Cheltenham (Landsown Junction) and Norton Junction, via Honeybourne and Evesham, subject to the observance of Service restrictions :

B.R. Standard Class 5 (73XXX).
Ex L.M.R. 6P/5F (4-6-0) (Parallel Boiler).
Ex L.M.R. 6P/5F (4-6-0) (Taper Boiler).
Ex L.M.R. 3F (0-6-0).
Ex L.M.R. 4F (0-6-0).
Ex L.M.R. 5 (4-6-0).
Ex L.M.R. 6P/5F (2-6-0).

All ex L.M.S. engines working over this section of line are subject to a speed restriction of 20 m.p.h. over the Canal Bridge at 126m. 27ch. at Droitwich Spa.

CHELTENHAM (LANDSOWN JUNCTION) AND ANDOVERSFORD JUNCTION

Standard Class 4 (2-6-0) Mixed Traffic Engines are permitted to work between the above points.

W.R. LINE BETWEEN GLOUCESTER (TRAMWAY JUNCTION) AND BRISTOL, VIA THE SEVERN TUNNEL

The undermentioned types of ex L.M.S. Engines may be allowed to work, in cases of emergency, over running lines between Gloucester and Bristol, via Severn Tunnel Junction, subject to the observance of the usual speed restrictions :

Standard Class 6 4-6-0 Passenger.
Standard Class 4 4-4-0 Passenger (Compound).
Standard Class 2 4-4-0 Passenger.
Standard Class 5 4-6-0 Mixed Traffic.
Standard Class 8 2-8-0 Freight Tender.

Standard Class 5 2-6-0 Freight.
Standard Class 7 0-8-0 Freight Tender.
Standard Class 4 0-6-0 Freight Tender.
Standard Class 5 2-6-0 Freight Tender.
Ex Mid. Class 3 0-6-0 Freight Tender.

CHELTENHAM AND CHURCHDOWN

Two engines of the L.M.R. 4-4-0 Passenger Tender and Standard 4-4-0 Class 4 Compound Passenger Tender types may work coupled together over the section of line between Cheltenham and Churchdown, subject to the speed not exceeding 45 m.p.h.

GLOUCESTER TRAMWAY JUNCTION AND GLOUCESTER SOUTH JUNCTION

All Standard Class types permitted, except Class 8P (4-6-2) Tender, subject to observance of Service restrictions.

EX L.M.S. ENGINES—continued.

GLOUCESTER (ENGINE SHED JUNCTION) AND STANDISH JUNCTION, VIA GLOUCESTER SOUTH JUNCTION

The following engines are permitted to work over this section subject to the observance of Service restrictions :

CLASS	TYPE	DIAGRAM
5	4-6-0 M.T. Tender.	E.D. 178, 276, 277, 280, 283, 284.
6	4-6-0 (Parallel and Taper Boiler Type).	E.D. 173, 176.

BORDESLEY JUNCTION, LONG MARSTON, HONEYBOURNE AND CHELTENHAM (LANSDOWN JCT.)

The following classes of ex L.M.S. engines may work between Bordesley Junction and Cheltenham (Lansdown Junction) via Long Marston and Honeybourne, subject to the observance of Service restrictions :

Ex L.M.R. 4F (0-6-0).
Ex L.M.R. 6P/5F (2-6-0).

SOUTHERN REGION ENGINES

S.R. 2-6-0 Engines of the "N" and "U" Classes are permitted to work between Cheltenham (St. James') and Swindon Junction, subject to the observance of Service restrictions, also between Andoversford Junction and Lansdown Junction.

For working restrictions between Cheltenham (High Street) and Andoversford Junction, see Section "B" Working Time Table.

B.R. STANDARD ENGINES**Route Availability**

Class 8 (4-6-2) (71XXX)—As for "KING" Class.
Class 7 (4-6-2) (70XXX)—As for "CASTLE" Class.
Class 5 (4-6-0) (73XXX)—Prohibited on all "BLUE," "YELLOW," and "UNCOLOURED" Routes. Restrictions—As for W.R. 4-6-0 (49XX) ("HALL") Class engines.
Class 4 (75XXX and 76XXX)—As for "MANOR" Class.
Class 4 (2-6-4T) (80XXX)—Prohibited on all "YELLOW" and "UNCOLOURED" Routes. Restrictions—As for "BLUE" engines.
Class 3 (2-6-2T) (82XXX)—Prohibited on all "UNCOLOURED" Routes.

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

Engine Numbers 82030, 82035, 82036, 82037, 82038, 82039, 82040, 82041, 82042, 82043, and 82044, when working over "Yellow" routes must not be coupled to another engine of the same class.

B.R. STANDARD CLASS 9 (2-10-0) LOCOMOTIVES

These locomotives are subject to the following restrictions and may not work between :

- Stourbridge Engine Shed Box and Stourbridge Junction North Box in the Up direction.
- Stourbridge North Junction and Lye in the Up direction.
- Old Hill Station and Stourbridge North Junction in the Down direction.
- Worcester (Foregate Street) Station and Rainbow Hill Junction in the Down direction.
- Worcester (Foregate Street) Station and Tunnel Junction in the Down direction.
- Tunnel Junction and Rainbow Hill Junction in the Up direction.
- Worcester (Foregate Street) and Nroton Junction in the Up direction.
- Wellington and Stafford in the Down direction.
- From Up Wellington to Stafford line to Coalport Branch.

These locomotives are prohibited from working from Down Platform and Down Middle Line at Worcester (Shrub Hill Junction) to the Hereford Line. They are also prohibited from working through Ashchurch Junction and Abbots Wood Junction on the ex L.M.R. Lines.

ABBOTTS WOOD JUNCTION AND YATE SOUTH JUNCTION

B.R. Standard Class 7 (4-6-2) engines are permitted to work between Abbots Wood Junction and Yate South Junction, subject to the following restrictions :

Berkeley Road—Prohibited through crossover road from Down Main Line into Goods Shed Road (Gloucester end of Down Platform).

Class 9F (2-10-0) (92XXX), including those fitted with Franco Crosti Boiler :
"DOUBLE RED" and "RED" Routes—As for 2-8-0 28XX and 47XX Class engines.
"BLUE" Routes—As for 2-8-0 28XX Class engines. Speed not to exceed 50 m.p.h.
"DOTTED BLUE" Routes—As for 2-8-0 28XX Class engines. Speed not to exceed 25 m.p.h.
"YELLOW" and "UNCOLOURED" Routes—Prohibited.

EX L.N.E. B.I CLASS 4-6-0 TENDER TYPE—KING'S NORTON AND BRISTOL (T.M.), MANGOTSFIELD AND BATH (GREEN PARK)

The above class of engine may work between Stoke Works and Abbots Wood Junction, via Worcester, subject to the observance of Service restrictions and the following restrictions :

Speed not to exceed 20 m.p.h. over the Canal Bridge at Droitwich Spa, 126m. 27ch.
Crossover Roads between platforms to be used at Dead Slow Speed.

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

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

L.M.R. DIESEL MECHANICAL LOCOMOTIVES

L.M.R. Diesel Mechanical Locomotive No. 10100 "Fell System" is permitted to work over the Main Line between Birmingham and Bristol (T.M.) (ex L.M.R. Line), subject to the observance of Service restrictions and the following prohibition :

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

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

Speed not to exceed 20 m.p.h. over the canal bridge at 126m. 27ch., Droitwich.

WORKING OF DIESEL CARS

May be permitted to work over the routes shown below, and subject to the prohibitions listed :

Nos. 19 to 33, inclusive—Worcester and Hereford, subject to Service restrictions and the following prohibitions :

Hereford (Barra Court). Leominster and Brecon Bay Platform.

Stoke Edith Goods Shed Siding beyond Engine Stop Board.

Nos. 4 to 17, inclusive—Lydney Junction and Berkeley Road.

Nos. 4 to 38, inclusive—Swindon and Newport ; Kingham and Cheltenham ; Cheltenham and Honeybourne ; Grange Court and Hereford ; Ross and Little Mill ; Gloucester and Ledbury. Abbots Wood Junction to Bristol, via Cheltenham (Lansdown), except : Cheltenham (Lansdown) not to work through connection in Up Main Line into Up Siding.

6-Car Inter-City Express Sets (Drawings 140327 and 140543).

3-Car Cross Country Sets (Drawing 140607B).

3-Car Suburban Sets (Drawing DE/1852).

The above may work over all lines and sidings normally used by Coaching stock, subject to the observance of Service restrictions.

DIESEL SHUNTING ENGINES

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

Engine Route Classification	Yellow.
Maximum permissible speed	20 m.p.h.
Average speed for timing purposes	15 m.p.h.

The following restrictions and prohibitions on the working of 350 h.p. B.R. Standard Diesel Electric Shunting Engines will apply :

STATION OR PLACE	PROHIBITIONS OR RESTRICTIONS
Hereford (Show Yard)	Not to work past gate into Groom's Siding. Not to work past gates leading to Stevco Emulsion Co.'s Sidings and loading bank, Painter Bros. Sidings and W. Midlands Gas Board Siding.
Hereford (Worcester Siding)	Not to work in Edgar Street Cattle Pens, Messrs. Wagon Repairs Siding or into B.T.C. Wagon Repairing Depot.
Moreton-on-Lugg	Not to work past end of B.T.C. Maintenance W.D. Sidings.
Hereford (Barrs Court)	Not to work into loading docks Up side Shrewsbury end of Station. Not to work alongside Messrs. Thynnes Tileworks or into Corporation Siding.
Gloucester (Eastgate)	Not to work in C. and W. Depot or Bridge Depot Taylor's Siding.
Quedgeley	Not to work over any Siding not at present used by B.T.C. locomotives.
Eardisley	Not to work past gates, Thames Timber Co.'s Siding.
Hay-on-Wye	Not to work in Saw Mills Sidings.
Workman's Siding (Cam)	Not to be used.
Cam	Not to work in Coal Yard Siding or Messrs. Hunt and Winterbottom's Siding.
Dursley	Not to work beyond limits of B.T.C. Maintenance in Gas Board's Sidings or any of Messrs. Lister's Sidings.
Gloucester Docks Branch (High Orchard)	Not to work on any Private Sidings, High Orchard Yard or on line to Gloucester Dock (Albion Crossing).
Hempstead Branch	Not to work into Collett's Siding or past end of B.T.C. Maintenance, Gas Board's Siding.
Ryeford	Not to work beyond limit of B.T.C. Maintenance, Workmen's Siding.
Lane's Siding (near Dudbridge)	Not to be used.
Woodchester	Not to work into Timber Co.'s Siding.
Newman Hender's Siding (near Nailsworth)	Not to be used.
Nailsworth	Not to work on Siding behind Store at bottom end of Goods Yard.
Tewkesbury Quay Branch	To work to Loco. Depot only ; care to be exercised when working past Messrs. Dowty's Works.

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

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

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

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

Engine Route Classification	Uncoloured.
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2,000 h.p. DIESEL HYDRAULIC LOCOMOTIVES—TYPE 4

2,000 h.p. DIESEL HYDRAULIC LOCOMOTIVES—NORTH BRITISH CO.†

"RED" Route Classification.

Prohibitions :

All "BLUE," "YELLOW," and "UNCOLOURED" Routes.

Nailsworth Branch.

Stroud Branch.

Ashchurch to Upton-on-Severn.

†These locomotives may work coupled together or coupled to a North British 1,000 h.p. Diesel Hydraulic locomotive, including passage over the River Wye Bridge at Chepstow.

STOKE WORKS JUNCTION AND WATER ORTON OR LAWLEY STREET VIA CAMP HILL OR SELLY OAK

G.W. "Hall" Class 4-6-0 locomotives are permitted to work over running lines between Abbots Wood Junction and Water Orton or Lawley Street via Camp Hill or via Selly Oak, subject to the following :

- (1) The A.T.C. Shoe to be clipped up in the inoperative position via the Camp Hill Line.
- (2) Bromsgrove Station—5 miles per hour over Crossover between the Up and Down Main Lines.
- (3) Blackwell Station—Crossover Up Main to Down Main between platforms prohibited.
- (4) King's Norton Station—15 miles per hour over Up and Down West Suburban lines. Crossover between Up and Down West Suburban lines prohibited.
- (5) Lifford Curve—10 miles per hour throughout.
- (6) Moseley Tunnel—25 miles per hour in each direction.
- (7) Birmingham (New Street)—Platform Lines Nos. 1, 1A, 2, 2A, 3, 4, 6 Bay, 8, 10 and 11 prohibited. Crossover road from No. 7 Platform to No. 3 Siding prohibited. Platform lines Nos. 5, 6, 7 and 9 permitted. Sidings Nos. 1, 2, 3 and 4 permitted.

G.W. 43XX Class 2-6-0 are not permitted to work into Birmingham (New St.) either via Selly Oak or Camp Hill.

RUNNING TIMES FOR LOCAL PASSENGER TRAINS BETWEEN CHELTENHAM AND KINGHAM WHEN LOAD EXCEEDS 100 TONS

The times shown on pages K170 and K171 for the local passenger trains between Cheltenham and Kingham are for loads not exceeding 100 tons. If the load is over 100 tons, but does not exceed 150 tons, the following point-to-point times are allowed :

Charlton Kings to Andoversford	9 minutes instead of 7
Andoversford to Notgrove	10½ " " " 8
Notgrove to Bourton	8 " " " 7
Bourton to Stow-on-Wold	5 " " " 4
Stow-on-Wold to Kingham	7½ " " " 7
Kingham to Stow-on-Wold	9 " " " 8
Stow-on-Wold to Bourton	6 " " " 4
Bourton to Notgrove	12 " " " 11
Notgrove to Andoversford	8 " " " 7
Andoversford to Charlton Kings	No alteration
Leckhampton to Malvern Road	6 minutes instead of 5

The following point-to-point times are allowed for loads in excess of 150 tons :

Charlton Kings to Andoversford	10 minutes
Andoversford to Notgrove	12½ " "
Notgrove to Bourton	9 " "
Bourton to Stow-on-Wold	6 " "
Stow-on-Wold to Kingham	8 " "
Kingham to Stow-on-Wold	9½ " "
Stow-on-Wold to Bourton	7 " "
Bourton to Notgrove	12½ " "
Notgrove to Andoversford	9 " "
Andoversford to Charlton Kings	7 " "
Leckhampton to Malvern Road	6 " "

SHUNTING ENGINES

K209

STATIONS	En- gine No.	Starting Times	AUTHORISED HOURS							Total hours per week	PARTICULARS OF WORK AND REMARKS
			Mon.	Tues.	Wed.	Thur.	Fri.	Sat.	Sun.		
Kingham	1	6. 10 a.m.	1	1	1	1	1	1	—	6	Works 7.10 a.m. Kingham to Chipping Norton. 8.15 a.m. Chipping Norton to Kingham. Thence to Moreton-in-Marsh at 8.38 a.m. SX , shunt as required at Kingham SO to 9.45 a.m., thence passenger working.
Kidderminster	1	6.30 a.m.	4	4	4	4	4	4	—	24	Passenger Shunting.
Worcester (Shrub Hill)	1	3.15 a.m.	20	20	20	20	20	20	—	120	Station Shunting engine.
	2	6.20 a.m.	1	1	1	1	1	1	—	6	Station Shunting engine.
	3	8. 0 a.m.	4½	4½	4½	4½	4½	4½	—	28½	Engines of 6.30 a.m. Hereford and 7.44 a.m. Bromyard.
	4	10.15 a.m.	2½	2½	2½	2½	2½	2½	—	13½	Engine of 9.10 a.m. SX , 9.30 a.m. SO Ledbury.
	5	12. 0 noon	4½	4½	4½	4½	4½	4½	—	27	Engine of 11.10 a.m. SO , 11.15 a.m. SX Hereford.
	6	4. 0 p.m.	2½	2½	2½	2½	2½	2½	—	15	Station Shunting engine and Carriage Shops Shunting engine FSX , engine of 2.15 p.m. Wolverhampton FO , engine of 3.15 p.m. Great Malvern SO .
	7	5. 0 p.m.	5	5	5	5	5	5	—	30	Station Shunting engine.
	8	7. 5 a.m.	—	—	—	—	—	—	7½	7½	Station Shunting engine.
	9	5.45 p.m.	—	—	—	—	—	—	4½	4½	Station Shunting engine.
Gloucester Central Passenger (Sunday)	1	12.15 a.m.	½	½	½	½	½	½	—	4½	Arrives off 11.55 p.m. (Sun.) 12.5 a.m. MX ex Cheltenham and afterwards works 1.5 a.m. Gloucester to Cheltenham.
	2	3.20 a.m.	1	1	1	1	1	1	—	6	Works 4.30 a.m. to Cheltenham.
	3	4.45 a.m.	½	½	½	½	½	½	—	4½	Works 5.50 a.m. to Cardiff.
	4	8.30 a.m.	2	2	2	2	2	2	—	12	Works 10.50 a.m. to Cheltenham.
	5	9.25 a.m.	½	½	½	½	½	½	—	1½	Off 7.58 a.m. Swindon, then to Shed.
	6	10.30 a.m.	1	1	1	1	1	1	—	6	Works 11.55 a.m. to Cheltenham.
	7	11.30 a.m.	2½	2½	2½	2½	2½	2½	—	12½	Station Pilot.
	8	4.45 p.m.	1	1	1	1	1	1	—	6	Works 6.5 p.m. to Hereford.
	9	7.10 p.m.	2	2	2	2	2	2	—	12	Arrives off 6.33 p.m. ex Cheltenham, then to Shed.
	10	8.30 p.m.	½	½	½	½	½	½	—	3	Engine ex Cheltenham, then works 9.24 p.m. to Cheltenham.
	1	12.30 a.m.	—	—	—	—	—	—	½	½	Works 1.15 a.m. to Cheltenham.
	2	9.45 a.m.	—	—	—	—	—	—	3	3	Off 8.50 a.m. Cheltenham, works 1.15 p.m. to Cheltenham.
	3	12.50 p.m.	—	—	—	—	—	—	1	1	Engine off 12.35 p.m. Cheltenham.
	4	5.30 p.m.	—	—	—	—	—	—	14½	14½	Station Pilot. Assists 5.45 p.m. and 7.0 p.m. Passenger trains from Gloucester as required.
	5	5.40 p.m.	—	—	—	—	—	—	1	1	Engine off 5.20 p.m. Cheltenham, then 6.55 p.m. to Cheltenham.
	6	6.55 p.m.	—	—	—	—	—	—	½	½	Off 6.35 p.m. Cheltenham.
Cheltenham Spa (St. James and Malvern Road) Passenger (Sunday)	1	5.45 a.m.	3	3	3	3	3	3	—	18	Off 4.30 a.m. Gloucester.
	2	5.45 a.m.	4	4	4	4	4	4	—	24	Station Pilot. (Subject to availability of Auto engines and Trailers. Used for steam heating when required).
	3	5.50 a.m.	½	½	½	½	½	½	—	1½	Works 6.43 a.m. Cheltenham to Cardiff.
	4	9. 0 a.m.	1½	1½	1½	1½	1½	1½	—	7½	Engine off 8.25 a.m. Gloucester.
	5	9.30 a.m.	2	2	2	2	2	2	—	12	Works 10.40 a.m. Gloucester.
	6	11.15 a.m.	1	1	1	1	1	1	—	6	Engine off 7.25 a.m. Honeybourne.
	7	12.15 p.m.	½	½	½	½	½	½	—	4½	Works 12.15 p.m. to Kingham.
	8	1.20 p.m.	—	—	—	—	—	—	1	1	Engine off 9.40 a.m. ex Gloucester, then works 12.30 p.m. to Gloucester.
	9	2.15 p.m.	1	1	1	1	1	1	—	6	Engine off 11.55 a.m. Gloucester.
	10	3.20 p.m.	1	1	1	1	1	1	—	6	Off Shed. Draws 1.40 p.m. SO to Malvern Road.
	11	4.20 p.m.	1	1	1	1	1	1	—	6	Works 2.40 p.m. to Gloucester SO .
	12	4.30 p.m.	1½	1½	1½	1½	1½	1½	—	7½	Off Shed. Works 4.0 p.m. to Gloucester.
	13	5.50 p.m.	½	½	½	½	½	½	—	4½	Works 4.25 p.m. Cheltenham.
	14	7.15 p.m.	½	½	½	½	½	½	—	5½	Engine off 4.0 p.m. ex Gloucester.
	15	8.45 p.m.	1	1	1	1	1	1	—	6	Works 5.38 p.m. to Gloucester.
	16	9.55 p.m.	1½	1½	1½	1½	1½	1½	—	10½	Works 5.55 p.m. to Honeybourne.
	1	1.30 a.m.	—	—	—	—	—	—	1½	1½	Engine off 5.25 p.m. SO , 5.28 p.m. SX , Gloucester, then works 6.33 p.m. to Gloucester.
	2	8. 0 a.m.	—	—	—	—	—	—	½	½	Engine off 6.48 p.m. Gloucester, then light at 8.10 p.m. to Gloucester SX , to Shed SO .
	2a	12.0 noon 9.0 a.m. †	—	—	—	—	—	—	3½	3½	Engine off 7.30 p.m. Kingham.
	3	1.40 p.m.	—	—	—	—	—	—	½	½	Engine off 9.24 p.m. Gloucester.
	4	2.15 p.m.	—	—	—	—	—	—	1	1	Engine off 1.15 a.m. Gloucester, then light to Gloucester.
	5	3.50 p.m.	—	—	—	—	—	—	1	1	Works 8.50 a.m. to Gloucester.
	6	5.30 p.m.	—	—	—	—	—	—	½	½	Works 12.35 p.m. to Gloucester.
	7	7.15 p.m.	—	—	—	—	—	—	2	2	Buck-eye Coach test every fourth Sunday.
	8	10.20 p.m.	—	—	—	—	—	—	1	1	Engine off 1.15 p.m. Gloucester.

Engines booked for shunting purposes at Cheltenham (St. James), after arrival, should turn at the first opportunity and not wait until the work is completed. Shunters to give the enginemmen best possible facilities.

STATIONS	En- gine No.	Starting Times	AUTHORISED HOURS							Total hours per week	PARTICULARS OF WORK AND REMARKS
			Mon.	Tues.	Wed.	Thur.	Fri.	Sat.	Sun.		
Gloucester Eastgate	1	12. 1 a.m.	H.M.	H.M.	H.M.	H.M.	H.M.	H.M.	H.M.	H.M.	Station Pilot
	—	4.55 a.m.	—	10 40	10 40	10 40	10 40	11 0	—	53 40	
	—	12.30 p.m.	11 30	11 30	11 30	11 30	11 30	—	—	5 45	Engine off 12.15 p.m. Birmingham. Works 4.0 p.m. to Bristol.
	2	12.45 p.m.	—	—	—	—	—	11 15	—	68 45	
(Sunday)	1	7.15 a.m.	—	—	—	—	—	—	4 25	4 25	Station Pilot.
	2	4. 5 p.m.	—	—	—	—	—	—	4 30	4 30	
Bromsgrove ..	1	8. 5 a.m. (Early)	8 55	8 55	8 55	8 55	8 55	3 25	—	48 0	Shunts C. and W. Dept. 8.5 a.m.— 5.0 p.m. SX , 8.5 a.m.—11.30 a.m. SO .
	1	6.30 p.m. SX 5. 0 p.m. SO (late)	8 0	8 0	8 0	8 0	8 0	—	2 15	42 15	Yard shunting, 6.30 p.m.—2.30 a.m. SX , 5.0 p.m.—7.15 p.m. SO . (On Saturdays performs banking 1.5 p.m. to 5.0 p.m. No. 8 Engine).
Evesham	—	6.50 a.m.	13 10	13 10	13 10	13 10	13 10	7 10	—	73 0	Shunting. Off shed 6.45 a.m. To Shed 8.0 p.m. SX , 2.0 p.m. SO .
Redditch	1	6. 5 a.m.	15 25	15 25	15 25	15 25	15 25	10 55	—	88 0	Goods Yard and Passenger Station shunting. 6.5 a.m.—9.30 p.m. SX , 6.5 a.m.—5.0 p.m. SO .
Stoke Works ..	1	4.25 p.m. SX	3 0	3 0	3 0	3 0	3 0	—	—	15 0	Engine of 12.50 p.m. Worcester.

BANKING ENGINES

STATIONS	En- gine No.	Starting Times	AUTHORISED HOURS							Total hours per week	PARTICULARS OF WORK AND REMARKS
			Mon.	Tues.	Wed.	Thur.	Fri.	Sat.	Sun.		
Brimscombe	1	12. 1 a.m.	H.M.	H.M.	H.M.	H.M.	H.M.	H.M.	H.M.	H.M.	Extended to 4.45 p.m. on Sundays during Engineers' occupation of Severn Tunnel.
	1a	6.20 a.m.	24 0	24 0	24 0	24 0	24 0	24 0	06 0	150 0	
Bromsgrove ..	1	—	24 0	24 0	24 0	24 0	24 0	24 0	24 0	168 0	Class 9F2-10-0 9.10 a.m.—10.0 a.m. (Loco. duties) 5.20 p.m.—6.5 p.m. 1.20 a.m.—2.5 a.m.
	2	—	24 0	24 0	24 0	24 0	24 0	24 0	24 0	168 0	
	3	6.30 a.m.	17 30	24 0	24 0	24 0	24 0	24 0	5 35	148 5	Class 4F Tank 0-6-0 : 6.15 a.m.—7.0 a.m. 2.15 p.m.—3.0 p.m. 10.15 p.m.—11.0 p.m.
	4	6. 0 p.m. (Sunday) 4.30 a.m.	—	—	—	—	—	—	5 0		
	4	7.50 p.m. (Sunday)	19 30	24 0	24 0	24 0	24 0	24 0	12 5	155 25	Class 4F Tank 0-6-0 : 3.0 a.m.—3.45 a.m. MX . To Shed 5.35 a.m. Sun. 11.0 a.m.—11.45 a.m. 7.0 p.m.—7.45 p.m.
	5	7. 5 a.m.	16 55	24 0	24 0	24 0	24 0	24 0	4 50		
	6	9. 0 p.m. (Sunday) 7.30 a.m.	—	—	—	—	—	—	2 0	143 45	Class 4F Tank 0-6-0. To Shed 12.5 p.m. Sunday. 5.30 a.m.—6.15 a.m. 1.30 p.m.—2.15 p.m. 9.30 p.m.—10.15 p.m.
	7	6.30 p.m. SX	16 30	24 0	24 0	24 0	24 0	24 0	6 0		
	8	1. 5 p.m. SO	5 20	5 20	5 20	5 20	5 20	—	—	26 40	Class 4F Tank 0-6-0. To Shed 4.50 a.m. Sunday. 7.0 a.m.—7.45 a.m. 3.0 p.m.—3.45 p.m. 11.0 p.m.—11.45 p.m.
	8	—	—	—	—	—	—	3 55	—	3 55	

REFUGE SIDINGS AND LOOPS

K211

STATIONS	Refuge Sidings	Running Loops	No. of Wagons Siding or Loop Holds
DOWN			
Oxford .. .. .	—	|	71
Oxford North Junction to Wolvercot Junction	—	—	455
Handborough .. .. .	|	—	26
Kingham .. .. .	|	—	30
Moreton-in-Marsh .. .. .	—	|	65
Moreton-in-Marsh .. .. .	|	—	65
Honeybourne South .. .. .	—	|	70
Honeybourne South .. .. .	|	—	60
Evesham .. .. .	|	—	50
Worcester (Wyld's Lane) to Worcester (Tunnel Junction) .. .. .	—	|	150
Fernhill Heath .. .. .	|	—	46
Droitwich Spa .. .. .	—	|	44
Cutnall Green .. .. .	|	—	37
Kidderminster Junction .. .. .	—	|	60
Woofferton .. .. .	|	—	65
Tenbury Wells .. .. .	|	—	40
Churchill and B. .. .. .	—	|	46
Hagley .. .. .	|	—	60
Stourbridge Junction .. .. .	—	|	52
Kingswinford South Branch Line	—	—	41
UP			
Stourbridge Engine Shed .. .. .	—	|	52
Stourbridge Junction .. .. .	—	|	52
Stourbridge Junction South	—	—	60
Churchill and B. .. .. .	|	—	41
Woofferton .. .. .	|	—	32
Woofferton .. .. .	—	|	65
Tenbury Wells .. .. .	|	—	34
Kidderminster Junction .. .. .	—	|	60
Elmley Lovett .. .. .	—	|	66
Cutnall Green .. .. .	|	—	45
Droitwich Spa .. .. .	—	|	68
Droitwich Spa .. .. .	|	—	55
Worcester (Tunnel Junction) to Worcester (Wyld's Lane) .. .. .	—	|	150
Norton Junction .. .. .	|	—	42
Pershore .. .. .	—	|	65
Evesham .. .. .	—	|	88
Honeybourne North .. .. .	—	|	100
Honeybourne South .. .. .	—	|	65
Kingham .. .. .	|	—	24
Handborough .. .. .	|	—	60
Wolvercot .. .. .	—	|	333
Oxford .. .. .	—	|	65

DOWN			
Hereford (Barr's Court Junction) to Brecon Curve Junction .. .. .	—	|	65
Hereford (Brecon Curve Junction) to Ayleston Hill	—	Several	trains.
Hereford (Barton Curve) to Hereford (Barton)	—	1½	41
Hereford (Barton Curve) to Hereford (Barton)	—	1½	38
UP			
Hereford (Ayleston Hill) to Brecon Curve Junction	—	Several	trains.
Hereford (Barton Curve) to Hereford (Barton)	—	1½	41
Hereford (Barton Curve) to Hereford (Barton)	—	1½	38
Hereford (Brecon Curve Junction) to Barr's Court Junction .. .. .	—	|	71

WORCESTER AND HEREFORD

DOWN			
Newland .. .. .	|	—	45
Malvern Wells .. .. .	|	—	57
Colwall .. .. .	|	—	60
Stoke Edith .. .. .	|	—	43
Withington .. .. .	|	—	34
UP			
Withington .. .. .	|	—	34
Stoke Edith .. .. .	|	—	45
Ashperton .. .. .	|	—	36
Colwall .. .. .	|	—	64
Malvern Wells .. .. .	|	—	60
Malvern Link .. .. .	|	—	45
Newland West to Newland East .. .. .	—	|	67
Henwick .. .. .	—	|	83

See notes on page 213.

BARNT GREEN AND CHARFIELD

STATIONS	Refuge Sidings	Running Loops	No. of Wagons Siding or Loop Holds
DOWN			
Blackwell .....	—	|	56
Spetchley ..	—	|	46
Abbotts Wood Junction ..	—	|	48
Bredon ..	|	—	32
Ashchurch ..	—	|	63
Cheltenham (High Street) ..	—	|	55
Tuffley Junction ..	—	|	42
Stonehouse (Bristol Road) ..	|	—	58
Barkeley Road ..	|	—	44
Charfield ..	—	|	69

STATIONS	Refuge Sidings	Running Loops	No. of Wagons Siding or Loop Holds
UP			
Charfield ..	—	|	70
Coaley Junction ..	|	—	40
Tuffley Junction ..	—	|	58
Cheltenham (High Street) ..	|	—	50
Eckington ..	—	|	61
Abbotts Wood Junction ..	|	—	32
Spetchley ..	|	—	58
Blackwell ..	|	—	21

See notes on page 213.

STATIONS	Refuge Sidings	Running Loops	No. of Wagons Sidings or Loop Holds (a)
DOWN			
Purton	I	—	50
Minety	—	I	70
Coates	I	—	43
Sapperton Sidings	—	I	68
Brimscombe	I	—	41H
Stonehouse (Burdett Road)	I	—	44
Gloucester "T" Yard	—	I	78
Long Marston	I	—	53
Cheltenham (Malvern Road)	—	I†	58
Over Sidings	—	I	140
Grange Court	—	I	72
Bullo Pill	—	I	70
Lydney Junction	—	I	70
Beachley Junction	—	IC	73
UP			
Beachley Junction	IC	—	73
Lydney Junction	—	I	64
Bullo Pill	—	I	60
Grange Court	—	I	66
Over Sidings to Over Junction :			
No. 1 Loop	—	I	140X
No. 2 Loop	—	I	140Y
Gloucester "T" Yard	—	I	67
Standish Junction	—	2	70 each
Stonehouse (Burdett Road)	I	—	42
Cheltenham (Malvern Road)	—	I†	58
Winchcombe	I	—	42
Broadway	I	—	36
Long Marston	I	—	52
Long Marston	—	I	97
Stroud	—	I†	50
Brimscombe	I	—	58W
Sapperton Sidings	—	I‡	73
Coates	—	—	31
Minety	—	I	70
Purton	—	I	70
Swindon Loco. Yard	I	I	60

C—Down Loop available as Refuge Siding for Up trains.

H—Also available for Up Trains but will only hold 35 wagons.

W—Good prior advice to be given to Brimscombe by Control when this number is exceeded in case regulation is necessary.

X—Will hold two 70-wagon trains in addition to 2 engines and 2 Vans. An intermediate exit to the Main Line is provided in the centre of the Loop, adjacent to Over Sidings Signal Box.

Y—No. 2 Loop 58-wagons, Engine and Van, at the Over Sidings end and 82 wagons, Engine and Van, at the Over Junction end with an intermediate exit to Up Main Line adjacent to Over Sidings Signal Box.

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

*—No. 1 Siding, Berry Hill.

‡—Permissive Block. May be used for Up or Down Trains.

†—Total length, 1,642 feet.

††—Available for Up or Down Trains.

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

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