

Engine Loads for Branch Freight Trains—continued

F145

SECTION		WORKING LOADS Maximum number of wagons to be conveyed except by Trains specially provided for in the Working Time Tables or by arrangement	MAXIMUM L.M.R. ENGINE LOADS															
From	To		Class 2 Engines				Class 3 Engines				Class 4 Engines				Class 5 Engines			
			Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties	Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties	Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties	Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties

SWANSEA AND CENTRAL WALES LINE

DOWN																		
Llandovery ...	Llandilo ...	50	37	49	74	93	37	49	74	93	42	56	84	100	46	61	92	100
Llandilo ...	Derwydd Road ...	50	19	25	38	48	22	29	44	55	25	33	50	63	28	37	56	70
Derwydd Road ...	Pontardulais ...	50	29	39	58	73	29	39	58	73	33	44	66	83	37	49	74	93
Pontardulais ...	Grovesend ...	60	15	20	30	38	17	23	34	43	21	28	42	53	22	29	44	55
Grovesend ...	Glasbrook ...	60	29	39	58	73	29	39	58	73	33	44	66	83	37	49	74	93
Glasbrook ...	Dunvant ...	60	13	17	26	33	15	20	30	38	17	23	34	43	20	27	40	50
Dunvant ...	Mumbles Road ...	60	27	36	54	68	32	43	64	80	39	52	78	98	43	57	86	100
Mumbles Road ...	Swansea (Vic.) No. 2 ...	60	15	20	30	38	17	23	34	43	20	27	40	50	22	29	44	55
Swansea (Vic.) No. 2 ...	Swansea (East'n Depot)																	

SECTION		WORKING LOADS Maximum number of wagons to be conveyed except by Trains specially provided for in the Working Time Tables or by arrangement	MAXIMUM L.M.R. ENGINE LOADS											
From	To		Class 6 Engines				Class 7 Engines				Class 8 Engines			
			Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties	Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties	Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties

DOWN—continued																		
Llandovery ...	Llandilo ...	50	48	64	96	100	54	72	100	100	58	77	100	100	...	...	...	...
Llandilo ...	Derwydd Road ...	50	31	41	62	78	33	44	66	83	38	51	76	95	...	...	...	...
Derwydd Road ...	Pontardulais ...	50	42	56	84	100	46	61	92	100	50	67	100	100	...	...	...	...
Pontardulais ...	Grovesend ...	60	25	33	50	63	27	36	54	68	30	40	60	75	...	...	...	...
Grovesend ...	Glasbrook ...	60	42	56	84	100	42	56	84	100	50	67	100	100	...	...	...	...
Glasbrook ...	Dunvant ...	60	22	29	44	55	23	31	46	58	27	36	54	68	...	...	...	...
Dunvant ...	Mumbles Road ...	60	47	63	94	100	50	67	100	100	54	72	100	100	...	...	...	...
Mumbles Road ...	Swansea (Vic.) No. 2 ...	60	25	33	50	63	27	36	54	68	30	40	60	75	...	...	...	...
Swansea (Vic.) No. 2 ...	Swansea (East'n Depot)																	

BRYNAMMAN EAST AND SWANSEA (ST. THOMAS)

SECTION		WORKING LOADS Maximum number of wagons to be conveyed except by Trains specially provided for in the Working Time Tables or by arrangement	MAXIMUM ENGINE LOADS FOR 67XX ENGINES			
From	To		CLASS 1	CLASS 2	CLASS 3	EMPTIES

DOWN						
Brynamman East ...	Gwaun-cae-Gurwen ...	50	18	24	36	45
Gwaun-cae-Gurwen ...	Waen Sidings ...	50	33	44	66	83
Waen Sidings ...	Gurnos Sidings ...	50	33	44	66	83
Gurnos Junction ...	Glais Junction ...	90	65	87	100	100
Glais Junction ...	Upper Bank ...	60	75	100	100	100
Upper bank ...	Swansea (St. Thomas)	90	66	88	100	100
UP						
Swansea (St. Thomas)	Upper Bank ...	90	39	52	78	98
Upper Bank ...	Llansamlet ...	90	52	69	100	100
Llansamlet ...	Glais Junction ...	90	46	61	92	100
Glais Junction ...	Ynisyg Einon Jn. ...	90	39	52	78	89
Ynisyg Einon Jn. ...	Gurnos Junction ...	60	28	37	56	70
Gurnos Junction ...	Waen Sidings ...	50	14	19	28	35
Waen Sidings ...	Gwaen-cae-Gurwen ...	50	26	35	52	56
Gwaen-cae-Gurwen ...	Brynamman East ...	50	33	44	66	83

For particulars of loading of Freight trains worked by L.M.R. Engines between Swansea (St. Thomas) and Brynamman East see booklet E.R.O. 46631, Dated October 1st, 1945.

SECTION		WORKING LOADS	MAXIMUM L.M.R. ENGINE LOADS															
			Class 2 Engines				Class 3 Engines				Class 4 Engines				Class 5 Engines			
From	To	Maximum number of wagons to be conveyed except by Trains specially provided for in the Working Time Tables or by arrangement	Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties	Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties	Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties	Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties

SWANSEA AND CENTRAL WALES LINE

UP																		
Swansea (Eastern Dep.)	Swansea (Vic.) No. 2																	
Swansea (Vic.) No. 2	Mumbles Road	60	22	29	44	55	26	35	52	65	30	40	60	75	33	44	66	83
Mumbles Road	Dunvant	60	13	17	26	33	15	20	30	38	17	23	34	43	20	27	40	50
Dunvant	Gowerton	60	29	39	58	73	29	39	58	73	33	44	66	83	37	49	74	93
Gowerton	Gorseinon	60	33	44	66	83	40	53	80	100	48	64	96	100	50	67	100	100
Gorseinon	Grovesend	60	20	27	40	50	23	31	46	58	27	36	54	68	30	40	60	75
Grovesend	Pontardulais	60	25	33	50	63	29	39	58	73	33	44	66	83	37	49	74	93
Grovesend	Pontardulais	60	22	29	44	55	26	35	52	65	30	40	60	75	34	45	68	85
Calling at Birch Rock	Sidings																	
Pontardulais	Panttyfynnon	50	27	36	54	68	31	41	61	78	36	48	72	90	40	53	80	100
Panttyfynnon	Ammanford & Tirydail	50	24	32	48	60	27	36	54	68	32	43	64	80	37	49	74	93
Ammanford & Tirydail	Limestone	50	19	25	38	48	22	29	44	55	25	33	50	63	28	37	56	70
Limestone	Llandilo	50	29	39	58	73	29	39	58	73	33	44	66	83	37	49	74	93
Llandilo	Llandovery	50	29	39	58	73	34	45	68	85	37	49	74	93	46	61	92	100

SECTION		WORKING LOADS Maximum number of wagons to be conveyed except by Trains specially provided for in the Working Time Tables or by arrangement	MAXIMUM L.M.R. ENGINE LOADS											
			Class 6 Engines				Class 7 Engines				Class 8 Engines			
From	To		Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties	Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties	Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties

UP—continued														
Swansea (Eastern Dep.)	Swansea (Vic.) No. 2													
Swansea (Vic.) No. 2	Mumbles Road	60	37	49	74	93	39	52	78	98	45	60	90	100
Mumbles Road	Dunvant	60	22	29	44	55	23	31	46	58	27	36	54	68
Dunvant	Gowerton	60	42	56	84	100	46	61	92	100	50	67	100	100
Gowerton	Gorseinon	60	50	67	100	100	54	72	100	100	58	77	100	100
Gorseinon	Grovesend	60	33	44	66	83	35	47	70	88	40	53	80	100
Grovesend	Pontardulais	60	42	56	84	100	43	57	86	100	50	67	100	100
Grovesend	Pontardulais	60	37	49	74	93	39	52	78	98	45	60	90	100
Calling at Birch Rock	Sidings													
Pontardulais	Panttyfynnon	50	43	57	86	100	47	63	94	100	50	67	100	100
Panttyfynnon	Ammanford & Tirydail	50	40	53	80	100	42	56	84	100	48	64	96	100
Ammanford & Tirydail	Limestone	50	31	41	62	78	33	44	66	83	38	51	76	95
Limestone	Llandilo	50	42	56	84	100	46	61	92	100	50	67	100	100
Llandilo	Llandovery	50	50	67	100	100	50	67	100	100	50	67	100	100

CARMARTHEN and LLANDILO.—For particulars of loading of Freight Trains worked by L.M.R. Engines between Carmarthen and Llandilo, see Booklet E.R.O. 46631, dated October 31st, 1945.

Engine Loads for Branch Freight Trains—continued

SECTION		WORKING LOADS		MAXIMUM ENGINE LOADS															
From	To	For Group A Engines			For Group B Engines			For Group C Engines			For Group D Engines			For Group E Engines					
		Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empty	Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empty	Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empty	Class 1 Traffic	Class 2 Traffic	Class 3 Traffic			
SWANSEA (VICTORIA), LLANELLY TO LLANDOVERY SECTION																			
DOWN																			
Llandovery	...	50	29	39	58	73	34	45	68	85	36	48	73	90	48	64	96	100	100
Llandilo	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Derwydd Road	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Pontardulais	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Grovesend	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Glasbrook	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Dunvant	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Mumble Road	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Swansea Vic. (No. 2)	...	60	15	20	30	38	17	23	34	43	19	25	38	48	25	33	50	63	75
UP																			
Swansea Vic. (No. 2)	...	60	23	31	46	58	26	35	52	65	29	39	58	73	37	49	74	93	100
Mumbles Road	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Dunvant	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Gowerton	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Gorseion	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Grovesend	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Pontardulais	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Pontardulais	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
(Calling at Birch Rook Sidings)																			
Llandovery	...	65	37	49	74	93	43	57	86	100	45	60	90	100	62	83	100	100	100
Pontardulais	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Pantyyfynnon	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Ammanford and Tirrydail	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Limestone	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Llandilo	...	50	36	48	72	90	42	56	84	100	43	57	86	100	50	67	100	100	100
FISHGUARD HARBOUR																			
Clarbiston Road	...	60	18	24	36	45	21	28	42	53	22	29	44	55	30	40	60	75	93
Fishguard Harbour	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Lletsterton Junction	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Clarbiston Road	...	60	20	27	40	50	23	31	46	58	25	33	50	63	33	44	66	83	100
PORT TALBOT DOCKS AND CWMUDU SECTION																			
UP																			
Port Talbot Docks	...	65N	17	23	34	43	20	27	40	50	22	29	44	55	29	39	58	73	88
Port Talbot Docks	...	60N	17	23	34	43	20	27	40	50	22	29	44	55	29	39	58	73	88
Margam Sidings East	...	60N	17	23	34	43	19	25	38	48	21	28	42	53	27	36	54	68	83
Duffryn Yard	...	35	7	9	14	18	8	11	16	20	9	12	18	23	11	15	22	28	30
Maesteg (Neath Road)	...	50	12	16	24	30	14	19	28	35	16	21	32	40	18	24	36	45	53

ENGINE LOADS FOR FREIGHT TRAINS ASSISTED UP INCLINES.—See instructions page 154.

Engine Loads of Branch Freight Trains—continued

SECTION		From		To		WORKING LOADS												MAXIMUM ENGINE LOADS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																														
						For Group A Engines			For Group B Engines			For Group C Engines			For Group D Engines			For Group E Engines																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																														
						Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Class 1 Traffic	Class 2 Traffic	Class 3 Traffic																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
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†—Through Load. ‡—20/21-ton Shipment Coal Wagons. N—When worked without a Brake-Van load not to exceed 37 thirteen-ton wagons or equivalent.
Y—When worked without a Brake-Van load not to exceed that shown in the opposite direction, i.e. from Port Talbot Docks to Margam East or Duffryn Yard.
B.R. Standard Class 9F (2-20-0) Engines may convey loads of 10 per cent in excess of that shown for Groups E and EX Engines over those routes where the Class 9F (2-10-0) Engines are authorised.
*—Not to exceed 60 wagons. ††—Maximum load for double-headed train Tonmawr to Duffryn Yard is 37 Class 1 wagons (13-ton) or equivalent. ‡‡—30 on Duffryn Yard Trains.
‡‡—Assisted trains not to exceed 70 wagons. X—Assisted Load. Z—Maximum load for two Group "C" engines—37 Class 1.

Engine Loads for Branch Freight Trains—continued

[illegible]

†--The maximum load for an assisted train, whether hauled by two Group "A" engines or by any combination of higher power engines, i.e. "C" plus "A" from Colbren Junction to Devynock and Sennybridge, and Brecon to Colbren Junction is:

220 Class I (13-ton) wagons or equivalent thereto (during fog or falling snow). Heavy Brake-Van to be used.

... will be attached in front from Broad to Colburn Junction.	
... of Ballast trains, hauled by ordinary 0-6-0 engines, working over the Neath and Brecon section are:	
Neath N and B Yard to Colburn Junction ..	8 hoppers (20/21-ton) ...
Colburn Junction to Crickhowell ..	7 hoppers (20/21-ton)

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

ENGINE LOADS FOR FREIGHT TRAINS ASSISTED UP INCLINES—See instructions Page 154.

Engine Loads for Branch Freight Trains—continued

MAXIMUM ENGINE LOADS

SECTION		WORKING LOADS		MAXIMUM ENGINE LOADS														
				For Group A Engines			For Group B Engines			For Group C Engines			For Group D Engines			For Group E Engin		
From	To	Class 1 Traffic			Class 2 Traffic			Class 3 Traffic			Class 1 Traffic			Class 2 Traffic			Class 3 Traffic	
		Maximum number of wagons to be conveyed except for specially provided for in the Working Time Tables or by arrangement	Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	
COLBREN JUNCTION—YNSYSGEINON BRANCH																		
Ynsygeinon Junction	Colbren Junction	...	...	...	8	12	18	23	10	13	20	25	12	16	24	30	...	...
Colbren Junction	Ynsygeinon Junction	...	...	...	25	33	50	63	27	36	54	68	29	39	58	73	...	...
Colbren Junction	Neath N and B Yard	...	...	R	42	—	—	—	42	—	—	—	42	—	—	—	...	...
B.P. AND G.V. SECTION																		
Burry Port	Pontyberem	...	...	...	70	29	39	58	73	—	—	—	—	—	—	—	...	...
Pontyberem	Pontyberem	...	...	...	30	10	13	20	25	—	—	—	—	—	—	—	...	...
Pontyberem	Cwmawr	...	...	...	25	8	11	16	20	—	—	—	—	—	—	—	...	...
Cwmawr	Glynhegog	...	...	...	25	29	39	58	73	—	—	—	—	—	—	—	...	...
Glynhegog	Burry Port	...	...	...	40	33	44	66	83	—	—	—	—	—	—	—	...	...
MOUNTAIN BRANCH																		
Tiryddail	Gulston Junction	...	...	...	12	16	24	30	13	17	26	33	14	19	28	35	17	23
DOWN	Tiryddail	...	...	...	29	39	58	73	31	41	62	78	32	43	64	80	38	51
Gulston Junction	Tiryddail	...	...	...	70	29	39	58	73	—	—	—	—	—	—	—	...	...
BRYNAMMAN WEST BRANCH																		
Pantyffynnon	Glanamman	...	...	...	70	16	21	32	40	18	24	36	45	20	27	40	50	26
Glanamman	Garnant	...	...	...	70	14	19	28	35	16	21	32	40	17	23	34	43	23
Garnant	Brynamman West	...	...	...	17	12	16	24	30	14	19	28	35	16	21	32	40	21
DOWN	Brynamman West	...	...	...	60	33	44	66	83	33	44	66	83	35	47	70	88	42
Brynamman West	Pantyffynnon	...	...	...	Z	65	37	49	74	93	37	49	74	93	40	53	80	100
DOWN	Pantyffynnon	...	...	...	47	29	39	58	73	32	43	64	80	37	49	74	93	40
Pencader	Llandysul	...	...	...	24	15	20	30	38	17	23	34	43	18	24	36	45	25
Llandysul	Henllan	...	...	...	28	29	39	58	73	31	41	62	78	37	49	74	93	40
Henllan	Newcastle Emlyn	...	...	...	24	15	20	30	38	17	23	34	43	18	24	36	45	25
Newcastle Emlyn	Llandysul	...	...	...	47	17	23	34	43	19	25	38	48	21	28	42	53	22
Llandysul	Pencader	...	...	...	35	18	24	36	45	21	25	38	48	21	28	42	53	22
PEMBROKE DOCK BRANCH																		
Whitland	Templeton	...	...	...	22	10	13	20	25	12	16	24	30	12	16	24	30	17
Templeton	Tenby	...	...	...	35	20	27	40	50	23	31	46	58	25	33	50	63	33
Tenby	Pembroke	...	...	...	24	15	20	30	38	17	23	34	43	18	24	36	45	25
Pembroke	Pembroke Dock	...	...	...	24	11	15	22	28	12	16	24	30	13	17	26	33	17
UP	Pembroke Dock	...	...	...	24	15	20	30	38	17	23	34	43	18	24	36	45	25
Pembroke Dock	Pembroke	...	...	...	24	16	21	32	40	18	24	36	45	20	27	40	50	26
Pembroke	Tenby	...	...	...	22	8	11	16	20	9	12	18	23	10	13	20	25	13
Tenby	Narberth	...	...	...	50	21	28	42	53	24	32	48	60	26	35	52	65	34
Narberth	Whitland	...	...	...	22	10	13	20	25	12	16	24	30	12	16	24	30	17
Whitland	Templeton	...	...	...	35	20	27	40	50	23	31	46	58	25	33	50	63	33
Templeton	Tenby	...	...	...	24	15	20	30	38	17	23	34	43	18	24	36	45	25
Tenby	Pembroke	...	...	...	24	11	15	22	28	12	16	24	30	13	17	26	33	17
Pembroke	Pembroke Dock	...	...	...	24	15	20	30	38	17	23	34	43	18	24	36	45	25
Pembroke Dock	Pembroke	...	...	...	24	16	21	32	40	18	24	36	45	20	27	40	50	26
Pembroke	Tenby	...	...	...	22	8	11	16	20	9	12	18	23	10	13	20	25	13
Tenby	Narberth	...	...	...	50	21	28	42	53	24	32	48	60	26	35	52	65	34
Narberth	Whitland	...	...	...	22	10	13	20	25	12	16	24	30	12	16	24	30	17
Whitland	Templeton	...	...	...	35	20	27	40	50	23	31	46	58	25	33	50	63	33
Templeton	Tenby	...	...	...	24	15	20	30	38	17	23	34	43	18	24	36	45	25
Tenby	Pembroke	...	...	...	24	11	15	22	28	12	16	24	30	13	17	26	33	17
Pembroke	Pembroke Dock	...	...	...	24	15	20	30	38	17	23	34	43	18	24	36	45	25
Pembroke Dock	Pembroke	...	...	...	24	16	21	32	40	18	24	36	45	20	27	40	50	26
Pembroke	Tenby	...	...	...	22	8	11	16	20	9	12	18	23	10	13	20	25	13
Tenby	Narberth	...	...	...	50	21	28	42	53	24	32	48	60	26	35	52	65	34
Narberth	Whitland	...	...	...	22	10	13	20	25	12	16	24	30	12	16	24	30	17
Whitland	Templeton	...	...	...	35	20	27	40	50	23	31	46	58	25	33	50	63	33
Templeton	Tenby	...	...	...	24	15	20	30	38	17	23	34	43	18	24	36	45	25
Tenby	Pembroke	...	...	...	24	11	15	22	28	12	16	24	30	13	17	26	33	17
Pembroke	Pembroke Dock	...	...	...	24	15	20	30	38	17	23	34	43	18	24	36	45	25
Pembroke Dock	Pembroke	...	...	...	24	16	21	32	40	18	24	36	45	20	27	40	50	26
Pembroke	Tenby	...	...	...	22	8	11	16	20	9	12	18	23	10	13	20	25	13
Tenby	Narberth	...	...	...	50	21	28	42	53	24	32	48	60	26	35	52	65	34
Narberth	Whitland	...	...	...	22	10	13	20	25	12	16	24	30	12	16	24	30	17
Whitland	Templeton	...	...	...	35	20	27	40	50	23	31	46	58	25	33	50	63	33
Templeton	Tenby	...	...	...	24	15	20	30	38	17	23	34	43	18	24	36	45	25
Tenby	Pembroke	...	...	...	24	11	15	22	28	12	16	24	30	13	17	26	33	17
Pembroke	Pembroke Dock	...	...	...	24	15	20	30	38	17	23	34	43	18	24	36	45	25
Pembroke Dock	Pembroke	...	...	...	24	16	21	32	40	18	24	36	45	20	27	40	50	26
Pembroke	Tenby	...	...	...	22	8	11	16	20	9	12	18	23	10	13	20	25	13
Tenby	Narberth	...	...	...	50	21	28	42	53	24	32	48	60	26	35	52	65	34
Narberth	Whitland	...	...	...	22	10	13	20	25	12	16	24	30	12	16	24	30	17
Whitland	Templeton	...	...	...	35	20	27	40	50	23	31	46	58	25	33	50	63	33
Templeton	Tenby	...	...	...	24	15	20	30	38	17	23	34	43	18	24	36	45	25
Tenby	Pembroke	...	...	...	24	11	15	22	28	12	16	24	30	13	17	26	33	17
Pembroke	Pembroke Dock	...	...	...	24	15	20	30	38	17	23	34	43	18	24	36	45	25
Pembroke Dock	Pembroke	...	...	...	24	16	21	32	40	18	24	36	45	20	27	40	50	26
Pembroke	Tenby	...	...	...	22	8	11	16	20	9	12	18	23	10	13	20	25	13
Tenby	Narberth	...	...	...	50	21	28	42	53	24	32	48	60	26	35	52	65	34
Narberth	Whitland	...	...	...	22	10	13	20	25	12	16	24	30	12	16	24	30	17
Whitland	Templeton	...	...	...	35	20	27	40	50	23	31	46	58	25	33	50	63	33
Templeton	Tenby	...	...	...	24	15	20	30	38	17	23	34	43	18	24	36	45	25
Tenby	Pembroke	...	...	...	24	11	15	22	28	12	16	24	30	13	17	26	33	17
Pembroke	Pembroke Dock	...	...	...	24	15	20	30	38	17	23	34	43	18	24	36	45	25
Pembroke Dock	Pembroke	...	...	...	24	16	21	32	40	18	24	36	45	20	27	40	50	26
Pembroke	Tenby	...	...	...	22	8	11	16	20	9	12	18	23	10	13	20	25	13
Tenby	Narberth	...	...	...	50	21	28	42	53	24	32	48	60	26	35	52	65	34
Narberth	Whitland	...	...	...	22	10	13	20	25	12	16	24	30	12	16	24	30	17
Whitland	Templeton	...	...	...	35	20	27	40	50	23	31	46	58	25	33	50	63	33
Templeton	Tenby	...	...	...	24	15	20	30	38	17	23	34	43	18	24	36	45	25
Tenby	Pembroke	...	...	...	24	11	15	22	28	12	16	24	30	13	17	26	33	17
Pembroke	Pembroke Dock	...	...	...	24	15	20	30	38	17	23	34	43	18	24	36	45	25
Pembroke Dock	Pembroke	...	...	...	24	16	21	32	40	18	24	36	45	20	27	40	50	26
Pembroke	Tenby	...	...	...	22	8	11	16	20	9	12	18	23	10	13	20	25	13
Tenby	Narberth	...	...	...	50	21	28	42	53	24	32	48	60	26	35	52	65	34
Narberth	Whitland	...	...	...	22	10	13	20	25	12	16	24	30	12	16	24	30	17
Whitland	Templeton	...	...	...	35	20	27	40	50	23	31	46	58	25	33	50	63	33
Templeton	Tenby	...	...	...	24	15	20	30	38	17	23	34	43	18	24	36	45	25
Tenby	Pembroke	...	...	...	24	11	15	22	28	12	16	24	30	13	17	26	33	17
Pembroke	Pembroke Dock	...	...	...	24	15	20	30	38	17	23	34	43					

R—Double engine loads or any combination of "A", "B", and "C" group engines.
 †—Loaded 13-ton wagons or equivalent.
 ‡—Load Pontyberem to Glynhegog 40 empty.
 §—The maximum load of a Freight train worked by two engines of any type between Garnant and Pantyffynnon must not exceed the length of seventy 13-ton loaded wagons or equivalent in weight thereto.
 B.R. Standard Class 9F (2-10-0) Engines may convey loads of 10 per cent. in excess of that shown for Groups E and EX Engines over those routes where the Class 9F (2-10-0) Engines are authorised.
ENGINE LOADS FOR FREIGHT TRAINS ASSISTED UP INCLINES.—See instructions page 154.

Engine Loads for Branch Freight Trains—continued

SECTION		From	To	WORKING LOADS		Ungrouted 0-4-2T, 58XX			For Group A Engines (except where otherwise stated)			Group B Engines			Group D Engines		
Maximum number of wagons to be conveyed except for specially provided for in the Working Load Tables or by arrangement				Class of Traffic			Class of Traffic			Class of Traffic			Class of Traffic				
				1	2	3	1	2	3	1	2	3	1	2	3		
																Emp- ties	Emp- ties
ABERAYRON BRANCH																	
DOWN	Lampeter ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
		...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
UP	Aberayron ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
		...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
ABERYSTWYTH BRANCH																	
DOWN	Carmarthen Junction	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
		...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
UP	Carmarthen	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
		...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
UP	Llanrhystyd Road	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
		...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	

Maximum loads for through trains worked by "D" Group engines, assisted as shown, are as follows:

A. Carmarthen Junction to Aberystwyth ... 22 Class 1, 29 Class 2, 44 Class 3, 55 Empties.

B. Aberystwyth to Carmarthen Junction ... 22 Class 1, 29 Class 2, 44 Class 3, 55 Empties.

A—When assisted (in front) by a Group "A" engine from Carmarthen Junction to Bryn Teify and (in front) Strata Florida to Aberystwyth.

B—When assisted (in rear) by a Group "B" engine from Aberystwyth to Strata Florida and from Maesycrugiau to Llanpumpaint.

B.R. Standard Class 9F (2-10-0) Engines may convey loads of 10 per cent. in excess of that shown for Groups E and EX Engines over those routes where the Class F9 (2-10-0) Engines are authorised.

ENGINE LOADS FOR FREIGHT TRAINS ASSISTED UP INCLINES.—See instructions page 154.

Engine Loads for Branch Freight Trains—continued

SECTION		To	WORKING LOADS Maximum number of wagons to be conveyed except for special provisions provided for in the Working Time Tables or by arrangement	For Group A Engines (except where otherwise stated)			Un grouped 0-4-2T 58XX			Group C Engines (4900-4574)			Group D Engines					
From	Class of Traffic			Class of Traffic			Class of Traffic			Class of Traffic								
	1			2	3	Emp-ty	1	2	3	Emp-ty	1	2	3	Emp-ty	1	2	3	Emp-ty
CARDIGAN BRANCH																		
DOWN																		
Whitland ...	...	...	...	15	7	9	14	18	—	—	—	—	10	13	20	25	—	—
Llanfaleg ...	...	...	...	15	7	9	14	18	—	—	—	—	10	13	20	25	—	—
Glogue ...	...	...	...	21	6	8	12	15	—	—	—	—	9	12	18	23	—	—
Crymmych Arms ...	...	...	...	20	11	15	22	28	—	—	—	—	13	17	26	33	—	—
Boncath ...	...	...	...	20	8	11	16	20	—	—	—	—	12	16	24	30	—	—
UP																		
Cardigan ...	...	...	...	20	7	9	14	18	—	—	—	—	10	13	20	25	—	—
Boncath ...	...	...	...	21	7	9	14	18	—	—	—	—	12	16	24	30	—	—
Crymmych Arms ...	...	...	...	15	15	20	30	38	—	—	—	—	17	23	34	43	—	—
CLYDACH EXTENSION																		
Felin Fran ...	...	...	...	—	21	28	42	53	—	—	—	—	—	—	—	—	—	—
Monds Works Siding ...	...	...	...	—	13	17	26	33	—	—	—	—	—	—	—	—	—	—
Clydach-on-Tawe North ...	...	...	...	—	17	23	34	43	—	—	—	—	—	—	—	—	—	—
Trebanos Colliery ...	...	...	...	—	21	28	42	53	—	—	—	—	—	—	—	—	—	—
Clydach-on-Tawe North ...	...	...	...	—	25	33	50	63	—	—	—	—	—	—	—	—	—	—
Monds Works Siding ...	...	...	...	—	29	39	58	73	—	—	—	—	—	—	—	—	—	—
Felin Fran ...	...	...	...	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
DAFEN																		
Llanelly Dock ...	...	...	...	60	25	33	50	63	—	—	—	—	—	—	—	—	—	—
Dafen ...	...	...	...	60	37	49	74	93	—	—	—	—	—	—	—	—	—	—
Morfa Junction ...	...	...	...	60	33	44	66	83	—	—	—	—	—	—	—	—	—	—
St. David's Dock Junction ...	...	...	...	60	29	39	58	73	—	—	—	—	—	—	—	—	—	—

ENGINE LOADS FOR FREIGHT TRAINS ASSISTED UP INCLINES—See instructions page 154.

Engine Loads for Branch Freight Trains—continued

FI53

BRANCH		WORKING LOADS Maximum number of wagons to be conveyed except for Trains specially provided for in the Working Time Tables or by arrangement	For Group A Engines (except where otherwise stated)				Remarks
From	To		Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties	

MILFORD HAVEN

Milford Haven ...	Johnston (Pem.) ...	60	—	—	—	—	See page 154.
Johnston (Pem.) ...	Milford Haven ...	60	29 37	39 49	58 74	73 93	Group D Engines.

MORRISTON

Hafod Junction ...	Morrison ...	50	29	39	58	73	
Morrison ...	Pentrefelin ...	50	17	23	34	43	
Pentrefelin ...	Felin Fran ...	50	21	28	42	53	
Felin Fran ...	Pentrefelin ...	50	37	49	74	93	
Pentrefelin ...	Landore L.L. ...	50	19	25	38	48	
Landore L.L. ...	Hafod Junction ...	50	10	13	20	25	

NORTH PEMBROKESHIRE

Letterston ...	Letterston Junction ...	25	18	24	36	45	
Letterston Junction ...	Letterston ...	25	8	11	16	20	
Letterston Junction ...	Trecwn Sidings ...	—	10	—	—	—	Group A Engines.
			12	—	—	—	Group B Engines.
			12	—	—	—	Group C Engines.
			17	—	—	—	Group D Engines.
			20	—	—	—	Group E Engines.
Trecwn Sidings ...	Letterston Junction ...	—	18	—	—	—	Group A Engines.
			22	—	—	—	Group B Engines.
			22	—	—	—	Group C Engines.
			30	—	—	—	Group D Engines.
			37	—	—	—	Group E Engines.

L. & M.M. SECTION

UP	Llanelly ...	Cynheidre ...	—	7	9	14	18	
	Cynheidre ...	Cross Hands ...	70	15	20	30	38	
DOWN	Cross Hands ...	Cynheidre ...	—	29	39	58	73	
	Cynheidre ...	Llanelly ...	—	27	36	54	68	
UP	Llanelly ...	Cynheidre ...	—	9	12	18	23	
	Cynheidre ...	Cross Hands ...	70	19	25	38	48	
DOWN	Cross Hands ...	Cynheidre ...	—	37	49	74	93	
	Cynheidre ...	Llanelly ...	—	34	45	68	85	

The maximum loads for trains worked by two D.3XXX class engines **MUST NOT** exceed the following:
 Llanelly to Cynheidre—equal to 46 empties
 Cynheidre to Llanelly—equal to 45 Class 1 traffic.
 Cross Hands to Cynheidre—50 wagons.

D.3XXX Diesel
Engines, Double
heading of trains
with 350 h.p.
Diesel Electric
locomotives from
Cynheidre to
Sandy Jn. is per-
missible.

Burry Port ...	Sandy Gate ...	—	25	33	50	63	
Sandy Gate ...	Burry Port ...	—	25	33	50	63	

SANDY GATE

Tycoch ...	Mynydd-y-garreg ...	—	10	13	20	25	
Mynydd-y-garreg ...	Tycoch ...	—	17	23	34	43	

TYCOCH

GWAUN-CAE-GURWEN AND ABERNANT TO GARNANT

Maximum number of wagons to be conveyed—45.

Engine Group	Class of Traffic				Remarks
	1	2	3	Empties	
"A"	21*	28	42	53	*With two Class "A" engines —in front, 37 wagons of Class 1 traffic may be conveyed.
"B"	24	32	48	60	
"C"	26	35	52	65	
"D"	34	45	68	85	
"E"	42	56	84	100	

ENGINE LOADS—GARNANT TO GWAUN-CAE-GURWEN AND ABERNANT

Engine Group	Class of Traffic				Remarks
	1	2	3	Empties	
"A"	8	11	16	20	Standard arrangement to apply to all trains assisted in the rear.
"B"	9	12	18	23	
"C"	10	13	20	25	
"D"	13	17	26	33	
"E"	17	23	34	43	

ENGINE LOADS FOR FREIGHT TRAINS ASSISTED UP INCLINES.—See instructions page 154.

LOADINGS OF TRAINS.—LLANDILO JUNCTION AND OLD CASTLE CROSSING, AND VICE VERSA

Engine	Class of Traffic			Empties
	1	2	3	
Ungrouped	25	33	50	63
Class A	29	39	58	73
Class B	32	43	64	80
Class C	37	49	74	93
Class D	55	73	100	100
Class E	66	88	100	100

Working load maximum
number of wagons 70.

The latter types would only be utilised under exceptional circumstances.

MILFORD HAVEN AND JOHNSTON (PEM.)

Engine Group	Class of Traffic			Empties
	1	2	3	
"A"	14	19	28	35
"B"	16	21	32	40
"C"	17	23	34	43
"D"	23	31	46	58
"E"	28	37	56	70

ENGINE LOADS FOR BRANCH FREIGHT TRAINS

Where the working loads on Branch Lines are shown to be less than the loads the engine is capable of hauling, the engine may be loaded up to its maximum capacity, provided arrangements can be made for the train to have a clear run to the next point where the whole of the train can be accommodated without difficulty.

ENGINE LOADS FOR BALLAST TRAINS

From				Engine Group "A "		Ungrouped Engine	
				$\frac{0-6-0}{T}$		14XX	
				Number of 20-ton Ballast Hoppers—loaded			
Aberystwyth	...	Llanrhystyd Road	...	9		4	
Llanrhystyd Road	...	Llanilar	...	26		13	
Llanilar	...	Trawscoed	...	9		4	
Trawscoed	...	Strata Florida	...	7		4	

From				Engine Group "A "		Ungrouped Engines	
				$\frac{0-6-0}{T}$		$\frac{0-4-2 \text{ Auto}}{T}$ 14XX	
				No. of 20-ton Ballast Hoppers—loaded			
Strata Florida... ..	...	Pont Llanio	...	23		15	
Pont Llanio	...	Derry Ormond	...	14		9	
Derry Ormond	...	Lampeter	...	17		11	
Lampeter	...	Llanbyther	...	17		11	
Llanbyther	...	Maesycrugiau	...	16		10	
Maesycrugiau	...	Bryn Teify	...	9		6	
Cardmarthen Junction	...	Lampeter	...	9		—	
Lampeter	...	Aberayron	...	7		—	

ENGINE LOADS FOR FREIGHT TRAINS ASSISTED UP INCLINES

The load for trains assisted up inclines, except where otherwise shewn, will be the maximum load for the train engine, plus the maximum load the assistant engine can haul, as shewn in the maximum load table, but if there is only one brake van, and the assistant engine is at the rear an additional wagon of Class I traffic or three empty wagons not exceeding a total tare weight of 14 tons may be conveyed in lieu of the second brake-van for each assistant engine used.

Assisted Trains must not exceed the Working Loads unless authorised, and no train must exceed equivalent to 100 13-ton wagons.

WORKING OF FULL TRAIN LOADS OF 20/21-TON WAGONS—
GLYN NEATH TO PORT TALBOT DOCKS

Full train loads of fifty 20/21-ton loaded wagons may be worked from Aberpergwm Colliery to Port Talbot Docks by "E" Class engines.

When such a train is run, the Glyn Neath Station Master must advise the Neath Junction Yard Inspector, who will be required to arrange for the Neath Junction shunting engine to assist the train from Neath Junction to Neath (General).

The Port Talbot shunting engine will also be required to assist such trains, when required, from Port Talbot East to the Home signal at Copper Works Junction.

Mixed trains consisting of 20/21-, 12-, and 10-ton wagons must not in any circumstances exceed the working loads laid down in Working Books.

List of L.M.R. Engines showing Equivalent W.R. Loading Group

Wheel Arrangement	M.P. Class	Number	Equivalent W.R. Class
2-6-0	6P 5F	42700-42944	'D' Group
2-6-0	4	43000-43161	'C' Group
0-6-0	4F	43844-44606	'C' Group
4-6-0	5	44658-45499	'D' Group
4-6-0	6P 5F	45500-45742	'D' Group
2-8-0	8F	48000-48775	'E' Group

STANDARD SPEED RESTRICTION

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

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

	Speed m.p.h.
1. On double lines when passing through junctions between parallel lines or through crossover roads, or when entering or leaving Slow, Goods Lines or Loops, Engine, Carriage or Bay Lines	10
2. When receiving, delivering or exchanging Train Staff or Electric Token by hand	10
3. When receiving, delivering or exchanging Train Staff or Electric Token by means of lineside receiving or delivery apparatus	15
4. When receiving, delivering or exchanging Train Staff or Electric Token by means of automatic exchange apparatus	40
5. When passing over lines set apart for freight and empty coaching stock trains, also light engines, which are worked under the Permissive Block 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

- Where a lesser speed than mentioned above is laid down for light locomotives in the Working Time Table, the Weekly Speed and Engineering Notice or other special Notice, such speed restriction must be complied with.
- Where two or more locomotives are coupled together, the speed must not exceed that laid down for the locomotive with the most severe restriction.
- When, for Motive Power reasons, it is necessary for a locomotive to run at less than the speed stipulated for the various classes of locomotives, the District Traffic Superintendent concerned to advise the District Control Room, and arrangements must be made for the Signalmen concerned to be advised accordingly.

7. Tender locomotives when running with the tender leading, whether attached to a train or running light	45
8. When "Dead" Locomotives are being conveyed	25

SPEED OF TRAINS THROUGH JUNCTIONS AND OTHER SPECIFIED PLACES.

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

NOTE.—The speed of all light engines or trains entering or leaving all Bay, Engine, Carriage, Goods Running Loop Lines and Goods Loop Junctions must not exceed 10 miles per hour except where restricted to a lower speed in the following list or elsewhere.

Name of Place	Direction of Train		Miles per Hour
	From	To	
DOWN MAIN LINE			
Ebbw Junction and Rumney River Bridge Jct.	Down Relief	Down Relief	40
St. Brides	Down Main	Down Relief	15
St. Mellons East	Down Main	Down Relief	15
St. Mellons East	Down Relief	Up Relief	10
(Through Trailing Crossover.)			
St. Mellons East	Down Relief	Sorting Depot	10
St. Mellons West	Sorting Depot	Down Relief	10
St. Mellons West	Down Relief	Up Relief	10
(Through Facing Crossover.)			
St. Mellons West	Down Relief	Down Main	15
Rumney River Bridge, at 167m. 67ch.	Three or more light engines coupled together	Down Relief	10
Rumney River Bridge	Down Main	Down Relief	15
Rumney River Bridge	Down Relief	Down Main	15
Pengam Junction	Down Relief	Down Main	15
Pengam Junction	Down Relief	Down Roath Docks Branch	15
Roath	Down Trains over Reverse Curves between 169m.p. and 169m. 12ch.	Down Main	40*
Roath	Down Relief	Down Main	20
Long Dyke Junction	Down Main	Down Relief	15
Long Dyke Junction	Down Relief	Down Bute Docks Branch	15
Newtown West	Down Main	Down Relief	15
Newtown West	Down Relief	Down Main	15
Newtown West Box and Cardiff East Down	Over Down Main	Down direction	40
Home signals	Over Down Relief		40
Cardiff East	Down Relief	No. 7 Platform Line	10
Cardiff East	Down Main	Down Middle	20
Cardiff East	Down Relief	Down Middle	15
Cardiff East	Down Middle	Nos. 3 and 4 Platform Lines	15
Cardiff East	Down Relief	No. 4 Platform Line	15
Cardiff East	Down Taff	No. 4 Platform Line	10
Cardiff West	No. 3 Platform Line	Down Main through Scissors Crossing	15
Between West End of Cardiff (General) Platform and Clare Road Bridge	All diverging Junctions except No. 3 Platform Line to Down Main		10
Cardiff West	Box	Clare Road Bridge Down Main	35
Cardiff West	Down Goods Lines	Penarth Curve East	15
Canton Sidings	Down Main	Down Goods	10
Leckwith Junction	From Radyr Loop Junction in Down Main		20
St. Fagans Junction	Down Main	Pontypridd	10
St. Fagans	174m. 24ch.	175m. 30ch. (over curves)	60
Peterston	176m. 60ch.	177m. 40ch. (over curve)	60
Llantrisant	Down Main	Ely Valley	10
Llanharan West	Down Main	Tondu	10
Between Llanharan and Pencoed	183m. 70ch.	184m. 70ch.	40
Bridgend (East End of Station)	190m.p.	190m.p.	40*
(Down Main Line Trains over Curve.)			
Bridgend East	Barry Line	Down Main	10
Bridgend Middle	Down Main	L. and O. Line	10
Pyle East	L. and O. Line	Down Main	10
Pyle East	Down Main	Porthcawl	20
Pyle West	Down Loop	Down Main	40
Margam, Water Street Bridge, 197m. 41ch.	Down Main	Marshalling Yard	25
Margam East	O.V.E. Line	Main	15
Margam West and Port Talbot (Gen.) East	Down Main 201m. 58ch.	202m.p.	50
Briton Ferry, 205m. 68ch.	Down Main	Down Goods Running Loop and Down R. and S.B. Line.	10
Briton Ferry, 206m. 14ch.	Down Main	Down R. and S.B. Line	20
Briton Ferry Station	Down Relief Line	Down Main Line	20
Court Sart Junction	Down Main	Down R. and S.B. and over Loop to Neath Junction (R. and S.B.).	40*
Between Court Sart Junction and Morlais Junction.	All Trains		50
Neath River Bridge, 19m. 6ch. to 19m. 12ch., between Neath Junction and Jersey Marine Junction North and Neath Junction and Dynevor Junction	All Trains		20*
Neath Engine Shed Junction	Locomotive Yard	Main	15
Neath Engine Shed Box, 207m. 0ch. to 207m. 46ch., over reverse curves	All Trains		40*
Neath (General), 208m. 22ch. to 208m. 75ch. East End of Platform and River Bridge	All Trains		35*
Neath West Junction	Main	Vale of Neath Line	10
Skewen East Junction	Main	Swansea District Line	30
Between Skewen East Junction and Lonlas Junction	All Trains		45

*—Permanent Restriction of Speed Indicator provided.

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

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Name of Place	Direction of Train		Miles per Hour
	From	To	
DOWN MAIN LINE—continued.			
Court Sart Jn.—Morlais Jn.	All Trains ... ..	... ..	50
Lonlas Junction	Skewen East Junction	Felin Fran	25*
Felin Fran Junction West	Main	Morrison West Branch	35
Pont Lliw	Main Line to Platform Line and Platform	Main Line to Main Line	20
Grovesend Colliery Loop Junction via Llangennech	Swansea District Line	Llanelli	50
Grovesend Colliery Loop Junction via Pontardulais	Swansea District Line	Hendy Loop	10
Bynea and Llangennech, over curves, 2m. 65ch. to 2½m.	All Trains ... ..	... ..	40*
Bynea and Llangennech, over curves, 2½m. to 1½m.	All Trains ... ..	... ..	50
Llansamlet North, over curves, 21½m. 15ch. to 212m. 3ch.	All Trains ... ..	... ..	50
Swansea Valley Junction, over curves, 213m. 45ch. to 213m. 69ch.	All Trains ... ..	... ..	50
Landore, from 214½m.p. to 215m.p. over Landore Viaduct and curve west of station	All Trains ... ..	... ..	20*
Landore—East Junction	Main	Branch	10*
Landore—West Junction	Main	Branch	10
Swansea Loop East Junction to Swansea Loop West Junction	All Trains through junctions with Swansea Loop and over Swansea Loop Line	... ..	20
Llandilo Junction	Llandovery Line	Main	40*
Llanelli Station, 225m. to 225m. 30ch.	Main	Docks Branch Lines	10
Ferryside and Carmarthen Junction, 243m. 30ch. to 244m.p.	All Trains ... ..	... ..	50
Carmarthen Junction	All Trains ... ..	... ..	45
Carmarthen Junction to Llanstephan Crossing, 245m. 10ch. to 245m. 34ch., over curve and River Towy Bridge	Main	Carmarthen Branch	15
Carmarthen Town Loop Junction	All Trains ... ..	... ..	30*
Carmarthen Bridge Junction	All Trains from Carmarthen Town ... ..	... ..	15
Carmarthen Town	All Trains from Carmarthen Town ... ..	... ..	15*
St. Clears and Whitland 256m. 40ch. and 257m. 20ch.	Down Main	Up Platform	10
Whitland	Down Platform	Up Main	15
Cardigan Junction	All Trains... ..	... ..	60
Clarbeston Road Junction	Main	Pembroke and Tenby Branch	15
Clarbeston Road Junction and Jordanston Halt 274m. and 285½m.	Main	Cardigan Branch... ..	15
Letterston Junction	Main	Neyland Branch	30
285½m.p. and Fishguard Harbour	All Trains... ..	... ..	55
Fishguard & Goodwick Station, Single Line to Down Harbour Line through Facing Point Junction	Letterston Branch	Main	10
The speed of all trains between Clarbeston Road and Johnston (Pem.) must not exceed 55 m.p.h. and must be further restricted as under:	All Trains... ..	... ..	40*
Haverfordwest Station and Haverfordwest River Bridge ... ..	... ..	... ..	20
Haverfordwest Bridge, 276m. 36ch., over River Bridge	All Trains... ..	... ..	30
Haverfordwest River Bridge and 277m.p.	All Trains... ..	... ..	20*
Johnston	Down Main and Up Main	Milford Haven Branch	40
Johnston (Pem.) and Neyland	Down Main to Single Line ... ..	... ..	15
Neyland, passing Locomotive Shed	All Trains... ..	... ..	40
UP MAIN LINE.			
Neyland East Junction	Up Line	Single Line	5
Neyland and Johnston (Pem.)	All Trains... ..	... ..	15
Johnston (Pem.)	Milford Haven Branch	Main	15
The speed of all trains between Johnston (Pem.) and Clarbeston Road must not exceed 55 m.p.h. and must be further restricted as under:	All Trains... ..	... ..	40
277m.p. and Haverfordwest River Bridge	... ..	... ..	20*
Haverfordwest Bridge 276m. 36ch., over River Bridge	All Trains... ..	... ..	40
Haverfordwest River Bridge and Haverfordwest Station	All Trains... ..	... ..	40
Fishguard Harbour and 285½ m.p.	All Trains ... ..	... ..	40
Fishguard & Goodwick and Letterston Jn. 285½m.p. to 283m. 75ch.	All Trains ... ..	... ..	55
Fishguard & Goodwick and Letterston Jn. 283m. 75ch. to 283m. 65ch.	All Trains ... ..	... ..	40
Fishguard & Goodwick and Clarbeston Rd. 283m. 65ch. to 274m.	All Trains ... ..	... ..	55
283m. 70ch.	Single Line	Up Line	40
Letterston Junction	Main	Letterston Branch	10
Clarbeston Road Junction	Neyland Branch	Main	30*
Cardigan Junction	Cardigan Branch... ..	Main	15
Whitland	Pembroke and Tenby Branch	Main	15

*—Permanent Restriction of Speed Indicator provided.

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

Name of Place	Direction of Train		Miles per Hour
	From	To	
UP MAIN LINE—continued			
Whitland and St. Clears, 257m. 20ch. and 256m. 40ch. ...	All Trains...	...	60
Carmarthen Town ...	Down Platform ...	Up Main ...	15
...	Down Main ...	Up Platform ...	10
Carmarthen Bridge Junction ...	All Trains to Carmarthen Town ...	...	15
Carmarthen Town Loop Junction ...	All Trains to Carmarthen Town ...	...	15
Llanstephan Crossing to Carmarthen Junction, 245m. 34ch. to 245m. 10ch., over curve and River Towy Bridge ...	All Trains...	...	30*
Carmarthen Junction ...	Carmarthen Branch ...	Main ...	15
Carmarthen Junction and Ferryside, 244m. p. to 243m. 30ch. ...	All Trains...	...	45
Llanelli Station, 225½m. and 225m. 10ch. ...	All Trains...	...	50
Llandilo Junction ...	Docks Branch Line ...	Main ...	10
...	Main ...	Llandoverly Line ...	40*
Swansea Loop West Junction to Swansea Loop East Junction ...	All Trains through Junctions with Swansea Loop and over Swansea Loop Line. ...	...	20*
Landore—West Junction ...	Up Branch ...	Main Line...	10*
Landore—East Junction ...	Down Branch ...	Up Main Line ...	10*
Landore from 214m. 65ch. to 214½m. p., through Station and over Landore Viaduct. ...	All Train...	...	20
Swansea Valley Junction, 213m. 69ch. to 213m. 45ch., over curves ...	All Trains...	...	50
Llansamlet North, 212m. 3ch. to 211m. 15ch. ...	All Trains...	...	50
Bynea and Llangennech, 1½m. to 2½m. ...	All Trains...	...	50
Bynea and Llangennech, 2½m. to 2m. 65ch. ...	All Trains...	...	40*
Morlais Junction via Pontardulais ...	Main ...	Llandoverly Line ...	40
Between Morlais Junction and Court Sart Junction ...	All Trains ...	...	50
Grovesend Colliery Loop Junction via Pontardulais ...	All Trains...	...	10
Grovesend Colliery Loop Junction via Llangennech ...	All Trains...	...	50
Pont Lliw ...	Main Line to Platform Line and Platform Line to Main Line ...	...	20
Felin Fran Junction West ...	Morrison West Branch ...	Main ...	35
Lonlas Junction ...	Felin Fran ...	Skewen East Junction ...	25*
Skewen East Junction ...	Swansea District Line ...	Main ...	30
Between Lonlas Jn. and Skewen East Jn. ...	All trains ...	...	45
Neath West Junction ...	Vale of Neath Line ...	Main ...	10
Neath General, from speed Indicator at 208m. 75ch. to 208m. 22ch., River Bridge and East End of Platform ...	All Trains...	...	35*
Neath Engine Shed Box, 207m. 46ch. to 207m. 0ch., over reverse curves ...	All Trains...	...	40*
Neath Engine Shed Junction ...	Main ...	Locomotive Yard ...	15
Neath River Bridge, 19m. 12ch. to 19m. 6ch., between Jersey Marine Junction North and Neath Junction and Dynevor Junction and Neath Junction ...	All Trains...	...	20*
Neath Junction (R. & S.B.) ...	Over Up Flying Loop and through) Sart Junction ...	unction to Up Main Line at Court Sart Junction ...	40*
Court Sart Junction ...	Up Flying Loop ...	Up Main Line ...	30
Court Sart Junction ...	Up Flying Loop ...	Up Relief Line ...	20
Court Sart Junction ...	Up Main Line ...	Up Relief Line ...	20
Briton Ferry ...	Up Relief Line ...	Up Main at 206m. 10ch. ...	20
Briton Ferry ...	Up Main Line ...	Up R. & S.B. Line at 205m. 78ch. ...	15
Port Talbot (Gen.) ...	R. and S.B. Line 13m. 50ch. ...	Up Main Line 202m. 61ch. ...	10
Margam East ...	Main Line ...	Port Talbot Line ...	15
Margam Water Street Bridge, 197m. 41ch. ...	Marshalling Yard ...	Up Main ...	25
Pyle West ...	Up Main ...	Up Loop ...	40
Pyle East ...	Porthcawl ...	Up Main ...	20
Pyle East ...	Up Main ...	L. and O. Line ...	10
Stormy and Bridgend ...	193 m.p. ...	192½ m.p. ...	50
...	(Over Reverse Curves.)	...	...
Bridgend Middle ...	L. and O. Line ...	Up Main ...	10
Bridgend East ...	Up Main ...	Barry Line ...	10
Bridgend (East End of Station) ...	190½ m.p. ...	190 m.p. ...	40*
...	(Up Main over Curve.)	...	...
Between Pencoed and Llanharan ...	184m. 70ch. ...	183m. 70ch. ...	40
Llanharan West...	Tondu ...	Up Main ...	10
Llantrisant ...	Ely Valley ...	Up Main ...	10
Peterston ...	177m. 40ch. ...	176m. 60ch. (over Curve) ...	60
St. Fagans ...	175m. 30ch. ...	174m. 24ch. (over Curve) ...	60
St. Fagan's Junction ...	Pontypridd ...	Up Main ...	10
Leckwith Junction ...	Up Main ...	Radyr Loop ...	20
Leckwith Junction ...	Up Main ...	Up Relief ...	20
Canton Sidings ...	Up Relief ...	Up Goods... ..	10
Canton Sidings ...	Up Relief ...	Up Main ...	10

*—Permanent Restriction of Speed Indicator provided.

Speed of Trains through Junctions and other Specified Places—continued.

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Name of Place	Direction of Train		Miles per Hour
	From	To	
UP MAIN LINE—continued.			
Cardiff West	Penarth Curve East	Up Goods Lines	15
Cardiff West	Clare Road Bridge	Box (Up Main)	20
Between Clare Road Bridge and West End of Cardiff (General) Platforms	All diverging junctions	West End of Station	10
Cardiff (General) Station	Over curved portion No. 1 Platform,	Up Middle	15
Cardiff (General) Station	Up Middle	Up Main	10
Cardiff East	No. 2 Platform Line	Up Middle	15
Cardiff East	No. 6 Platform Line	Up Relief	10
Cardiff East	No. 1 Platform Line	Up Main or Up Relief	15
Cardiff East	Up Middle	Up Relief	10
Cardiff East, Down Home Signals, and Newtown West	Over Up Main ... ..	... ..	40
Cardiff East, Down Home Signals, and Newtown West	Over Up Relief ... ..	... ..	40
Newtown West	Up Main	Up Goods	15
Newtown West	Up Main	Up Relief	15
Newtown West	Up Relief	Up Main	15
Long Dyke Junction	Up Bute Docks Branch	Up Relief	15
Long Dyke Junction	Up Relief	Up Main	15
Roath	Up Main	Up Relief	20
Roath	Up Trains over Reverse Curves between 169m. 12ch. and 169m. ... ..	... ..	40*
Rumney River Bridge, at 167m. 67ch.	Three or more light engines coupled together ... ..	... ..	10
Pengam Junction	Up Main	Up Relief	15
Pengam Junction	Roath Docks Branch	Up Relief	15
Rumney River Bridge	Up Main	Up Relief	15
Rumney River Bridge	Up Relief	Up Main	15
Rumney River Bridge and St. Brides... ..	Up Relief ... ..	... ..	40
St. Mellons West	Up Main	Up Relief	15
St. Mellons West	Up Relief	Down Relief	10
St. Mellons West	(Through Facing Crossover)	Sorting Depot	10
St. Mellons East	Sorting Depot	Down Relief	10
St. Mellons East	Down Relief	Up Relief	10
St. Mellons East	(Through Trailing Crossover)	Up Main	15
St. Brides	Up Relief	Up Main	15
St. Brides	Relief Line	Main Line	15

JERSEY MARINE JUNCTION NORTH AND JERSEY MARINE JUNCTION SOUTH

Jersey Marine Junction North and Jersey Marine Junction South, 1m. 23ch. and 1m. 45ch.	All Up and Down Trains ... ..	... ..	20
Jersey Marine Junction South	All Trains to and from Vale of Neath ... ..	... ..	20

ABERAVON (TOWN) AND CWMDU

The speed of all Up and Down Trains between Aberavon Town and Cwmdu must not exceed 20 m.p.h. and be further restricted as under:—			
Between Port Talbot (Central) and Tonygroves Junction, 0m. 12ch. and 0m. 30ch. ... ..	... ..	... ..	15
Duffryn Junction Loop ... ..	... ..	... ..	15
Tynyffram Loop ... ..	... ..	... ..	15
West End Tunnel Loop ... ..	... ..	... ..	15
Maesteg (Neath Road), Up Facing Points (Up Trains only) ... ..	... ..	... ..	10
Between Cwmdu and end of Branch ... ..	... ..	... ..	20

CYMMER CORRWG AND NORTH RHONDDA

Between Cymmer Corrwg and Glynccorwg	All Up and Down Trains ... ..	... ..	20
Glynccorwg, 12m. 22ch.	Up Trains ... ..	... ..	10
Cymmer Junction Level Crossing	All Up and Down Trains ... ..	... ..	10

CEFN JUNCTION AND PORT TALBOT DOCKS

Between Copper Works Junction and Cefn Junction	All Up and Down Trains		20
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JERSEY MARINE JUNCTION SOUTH AND BLAENYCWM SIDINGS

The speed of ALL classes of engines must not exceed 30 miles per hour when running between BLAENYCWM SIDINGS and BRITON FERRY in either direction and must be further restricted as shown below:—			
Jersey Marine Junction South	All Trains to and from Vale of Neath through Double Junction ... ..	... ..	20
Dynevor Jn. and Jersey Marine Jn. South, 19m. 38ch. and 20m. 5ch.	All Up and Down Trains ... ..	... ..	30
Jersey Marine Jn. South, over double Jn. and Link Line between R & S.B. and Vale of Neath side of Jersey Marine Jn. South Signal Box.	All Trains ... ..	... ..	15
Between West End of Neath River Bridge and Dynevor Junction, 19m. 12ch. and 19m. 38ch.	All Trains ... ..	... ..	15
When passing over Neath River Bridge, between 19m. 6ch. and 19m. 12ch.	All Trains ... ..	... ..	20

*—Permanent Restriction of Speed Indicator provided.

Speed of Trains through Junctions and other Specified Places—continued.

Name of Place	Direction of Train		Miles per Hour
	From	To	
JERSEY MARINE JUNCTION SOUTH AND BLAENCWM SIDINGS			
Neath Junction, between 18m. 40ch. and 18m. 60ch. Neath Branch	All Trains	Up Main Line	10
Neath Junction (R. & S.B.)	Over Up Loop and through Junction	Down R. & S.B. Line and over Loop to Neath Junction (R. & S.B.)	40
Court Sart Junction	Down Main	Down Main Line	40*
Briton Ferry Station	Down Relief Line	Up Relief Line	20
Briton Ferry	Up Flying Loop	Up Main Line at 206m. 10ch.	40*
Briton Ferry	Up Relief Line		20
Briton Ferry, 17m. 20ch.	Through Up Facing Connection		20
Between Briton Ferry and Aberavon (Seaside)			20
16m. 69ch. and 16m. 59ch.	All Up Trains		20
Burrows Junction, between 13m. 78ch. and 14m. 10ch.	All Trains		15
Aberavon Town 13m. 50ch. to Junction with Main Line at 202m. 61ch.	All Up and Down Trains		15
Between Aberavon Town and Burrows Junction, 13m. 50ch. to 13m. 60ch.	All Down Trains		10
Between Aberavon (Town) Junction and Tonygroes Junction	All Trains		15
Between Velindre Down Facing Points and Curve, 13m. 0ch. and 13m. 15ch.	All Trains		15
Through Cwmavon Station, 11m. 57ch. to 11m. 72ch.	All Down Trains		15
Whitworth Branch	All Up and Down Trains		10
Over Oakwood Curve, between 10m. 37ch. and 10m. 70ch.	All Trains		20
Through Pontrhydyfen Station, between 10m. 0ch. and 10m. 20ch.	All Trains		15
Lower Cynon Up Facing Points, 9m. 8ch. to 9m. 4ch.	All Up Trains		15
Duffryn Rhondda Halt and Cynonville Halt, 7m. 62ch. and 7m. 66ch.	All Up and Down Trains		10
Cymmer Afan Down Facing Points, 5m. 53ch. to 5m. 56ch.	All Down Trains		15
Blaengwynfi and Blaencwm Siding	All Up and Down Trains		20
At Blaencwm Siding, 1m. 35ch. and 1m. 38ch.	Down	Single	10

NEATH (Riverside) AND BRECON

The speed of all Up and Down Trains between Neath (Riverside) and Colbren Junction must not exceed 35 miles per hour and between Colbren Junction and Brecon must not exceed 30 miles per hour for Passenger Trains and 25 miles per hour for Freight Trains, and must be further restricted as shown below:—

Cliffwre	Through Down Facing and Down Trailing Junctions	All Down Trains	15
Crynant	Through Down Facing Junction	All Down Trains	20
Crynant	Through Trailing Junction	All Down Trains	15
Ynisdawley	Through Up Trailing Junction	All Up Trains	20
Ynisdawley	Through Down Trailing Junction	All Down Trains	20
Onllwyn	Through Down Facing Junction	All Down Trains	20
Onllwyn	Through Down Trailing Junction	All Down Trains	15
Colbren Junction	Through Junction with Ynisgeinion Branch	All Up and Down Trains	20
Devynock and Sennybridge	Through Up Trailing Junction	All Up Trains	15
Devynock and Sennybridge	Through Down Trailing Junction	All Down Trains	15
Junction of Single and Double Line on Cradoc	All Down Trains		10
Side of Brecon Station	All Up Trains		15

COLBREN JUNCTION AND YNISYGEINON JUNCTION

The speed of all Up and Down trains between Colbren Junction and Ynisgeinion Junction must not exceed 25 miles per hour, except as shown below:—

Colbren Junction through Crossover Road from Down Platform to Single Line, 0m. 16ch. to 0m. 20ch.	All Down Trains		20
Ystradgynlais, through Down Facing and Down Trailing Junctions	All Down Trains		10
Ynisgeinion Junction, through Down Facing Junction	All Down Trains		10

NEATH JUNCTION AND SWANSEA (Victoria) No. 2

The speed of all Up and Down trains between Neath Junction and Swansea (Victoria) No. 2 must not exceed 30 miles per hour and be further restricted as under:—

Through Neath Junction	All Trains		20
Neath (Riverside), 41m. 10ch. and 41m. 26ch.	All Trains		25
Neath (Riverside) 4m. 20ch. through Crossover—All Trains	Down Platform	Up Line	10
Jersey Marine Junction South	All Trains to and from Swansea District Line		25
Jersey Marine Junction South	All Trains to and from R. and S.B. Line through Double Junction		20

Speed of Trains through Junctions and other Specified Places—continued

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Name of Place	Direction of Train		Miles per Hour
	From	To	
NEATH JUNCTION AND SWANSEA (Victoria) No. 2-			
Jersey Marine South, over Double Jn. and Link between R. & S.B. and Vale of Neath Lines on Neath side of Jersey Marine Jn. South Signal Box.	All Trains	...	15
Burrows Sidings, through junctions with Dock Lines	All Trains	...	15
Through Port Tennant Junction	All Trains	...	15
Swansea New Cut and North Dock Draw- bridges, 48m. 32ch. and 48m. 44ch.	All Trains	...	5
Wind Street Junction through junction	All Up and Down Trains	...	5
Between Wind Street Junction and Swansea (H. St.)	All Up and Down Trains	...	10
Between Wind Street Junction and Swansea (Victoria) No. 2.	All Up and Down Trains	...	5
VALE OF NEATH—DOWN MAIN LINE			
The speed of all Down Trains between Pontypool Road West Jn. and Neath General must not exceed 50 m.p.h. and must be further restricted to lower speeds as shown below:—			
Neath Junction via Swansea (Eastern Depot)	Through Junction	...	20
Neath Junction via Neath (Gen.)	Through Junction	...	30
Neath West Junction	Vale of Neath Line	Up Main	10
VALE OF NEATH—UP LINE			
Neath West Junction	Down Main	Vale of Neath Line	10
Neath Junction via Neath (Gen.)	Through Junction	...	30
Neath Junction via Swansea (Eastern Depot)	Through Junction	...	20
Resolven	35m. 25ch.—35m. 10ch.	...	35
LANDORE AND SWANSEA (High Street)			
The speed of all Up and Down trains between Landore and Swansea (High Street) must not exceed 30 miles per hour, and be further restricted as under:—			
Landore, from Swansea (High Street) to Up Branch Platform and vice versa	All Trains	...	10*
Landore, from Swansea (High Street) to Down Branch Platform and vice versa	All Trains	...	10*
Swansea Loop East Box, over Crossover Roads Down Line to Down Relief Line, 215 39ch. to 215m. 42ch. and 215m. 44ch. to 215m. 47ch.	All Trains	...	15
Swansea (High Street), through all junctions between Swansea (High Street) Signal Box and ramps at end of Swansea (High Street) Passenger Platforms	All Trains	...	10
Swansea (High Street) Yard, from North Dock to Landore, and vice versa	All Trains	...	10
LANDORE (L.L.) AND FELIN FRAN			
The speed of all Up and Down trains between Hafod Junction and Pentrefelin must not exceed 20 miles per hour, and between Pentrefelin and Felin Fran 35 miles per hour, and be further restricted as under:			
Hafod Junction through junction with Morrison West Branch	All trains to and from Morrison West Branch	...	10
Between Landore Low Level and Plas Marl 0m. 45ch. and 0m. 60ch.	All Trains	...	10
Between Plas Marl and Morrison West, 1m. 44ch. and 2m. 0ch.	All Trains	...	20
CLYDACH-ON-TAWE NORTH			
Between Felin Fran East Junction and Mond's Junction, Clydach-on-Tawe North	All Trains	...	20
Mond's Branch, Clydach-on-Tawe North, between 0m. 0ch. and 0m. 18½ch.	All Trains	...	10
Between Mond's Junction, Clydach-on-Tawe North, and 2¼m.p.	All Trains	...	15
CWMGORSE BRANCH			
Between Gwaun-cae-Gurwen and Duke Colliery	All Trains	...	20
SWANSEA (VICTORIA) AND CRAVEN ARMS JUNCTION DOWN TRAINS			
Between Llandoverly and Pantyffynnon	All Trains	...	60
Llanwrda, North end	Single Line	Down Loop	20
Llanwrda, South end	Down Loop	Single Line	20
Llangadog North end	Single Line	Down Loop	20
Llangadog South end	Down Loop	Single Line	20
Llandilo North end	Single Line	Down Loop	30
Llandilo South end	Down Loop	Single Line	15
Llandilo (Junction with Carmarthen Branch)	Llandilo	Carmarthen	10
Between Fairfach and Derwyd Road	17½ M.P.	15 M.P.	30
Derwydd Road North end	Single Line	Down Loop	20
Pantyffynnon North	10m. 38chs.	10m. 36chs.	20
Pantyffynnon	Brynamman, West Branch	Double Lines	10
Between Pantyffynnon and Gowerton	All Trains	Swansea (Victoria) Line	50
Pontardulais Junction	Llandoverly Line	...	15
Through Gowerton Junction	All Trains	...	20
Between Gowerton South	All Trains	...	35
and Swansea (Victoria)	...	...	...

*—Permanent Restriction of Speed Indicator provided.

Speed of Trains through Junctions and other Specified Places—continued

Name of Place	Direction of Train		Miles per Hour
	From	To	
SWANSEA VICTORIA AND CRAVEN ARMS JUNCTION			
Swansea (Victoria) No. 2 Down Passenger Trains to come to a dead stand at the Junction at No. 2 Signal Box before proceeding into the station.			
UP TRAINS			
Between Swansea (Victoria) and Gowerton South	All Trains		35
Through Gowerton Junction	All Trains		20
Between Gowerton South and Pantyffynnon	All Trains		50
Pontardulais Junction	Swansea (Victoria)	Llandovery	15
Between Pantyffynnon and Llandovery	All Trains		60
Pantyffynnon	Double Line	Brynamman West Branch	10
Derwydd Road, South end	Single Line	Up Loop	20
Between Derwydd Road and Ffairfach	15½ M.P.	17½ M.P.	30
Llandilo Junction with Carmarthen Branch	Carmarthen	Llandilo	10
Llandovery South	Single Line	Up Loop	20
SWANSEA (St. Thomas) AND BRYNAMMAN EAST STATION.			
Between Swansea (St. Thomas) and Upper Bank	All Up and Down Trains		20
Between 12m.p. and Gurnos Junction	All Up and Down Trains		20
Between Blaen Cwm Colliery and Cwmllynfell Station (16½m.p.)	All Up and Down Trains		25
Between Gwaun-cae-Gurwen Sidings and Brynamman East (at 17m. 55½ch.)	All Up and Down Trains		10
UPPER BANK JUNCTION AND GLAIS (Goods Line).			
Between Upper Bank Junction and Glais (via Six Pit).	All Up and Down Trains		25
COCKETT STATION AND COCKETT GOODS DEPOT.			
Between Cockett Station and Cockett Goods Depot	All Trains		15
LLANELLY AND PONTARDULAIS.			
UP TRAINS			
Llanelly Dock	Llanelly Dock Loop		15
Llanelly Dock Level Crossing North Side	Over Level Crossing		5
Morfa Junction	Llanelly Dock Line	St. David's Line	10
Between Stop Lamps and over connections at	St. David's Dock Crossing and over Llanelly Dock Junction—Morfa Junction		
Llanelly Dock	Single Line		4
Llanelly Dock	Main Line	Llandovery Line	40
Bynea and Llangennech	Llanelly Dock	Llandovery Line	10
	1½ to 2½m.p. all trains		50
	2½m.p. to 2m. 65ch. all trains		40*
Morlais Junction	Llanelly	Pontardulais	40
Grovesend Colliery Loop Junction and	All Trains over Loop between 0m. 3ch. and Llandovery Line	and 0m. 25ch., between Swansea	
Hendy Junction	Line and Llandovery Line		20
Hendy Junction	Grovesend Colliery Loop Junction	Pontardulais	20
Pontardulais	Single Line	Double Line	20
DOWN TRAINS			
Hendy Junction and Grovesend Colliery Loop Junction	All Trains through Hendy Junction and 3ch. between Llandovery Line and Swansea District Line	over Loop between 0m. 25ch. and 0m.	20
Hendy Junction and Morlais Junction	Through Junctions and over Down Flying Loop		25
Llangennech and Bynea	Between 2m. 65ch. and 2½m.p.		40*
	Between 2½m.p. and 1½m.p.		50
Llanelly Dock	Llandovery Line	Llanelly Dock	10
	Llandovery Line	Main Line	40*
Between Stop Lamps and over connections at	St. David's Dock Crossing and over Llanelly Dock Junction—Morfa Junction		
Morfa Junction	Single Line		4
Llanelly Dock Level Crossing, North Side	St. David's Line	Llanelly Dock Line	10
Llanelly Dock	Over Level Crossing		5
	Llanelly Dock	Llanelly Dock Line	15
	Llanelly Dock Loop		15
LLANELLY AND DAFEN.			
Over Branch	All Trains		15
LLANELLY AND CROSS HANDS.			
Over Branch	All Trains		15

*—Permanent Restriction of Speed Indicator provided.

Speed of Trains through Junctions and other Specified Places—continued

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Name of Place	Direction of Train		Miles per Hour
	From	To	

PANTYFFYNNON AND BRYNAMMAN WEST.

The speed of all trains running between Pantyffynnon and Brynamman West in both directions must not exceed 30 miles per hour, and further restricted as shewn below:

Pantyffynnon, to and from Llandoverly Line ...	All Trains	...	...	...	...	...	...	...	10
Pantyffynnon ...	Through connections 10m. 18ch and 10m. 21ch. ...	...	...	...	...	...	...	...	10
Pontamman, through Tunnel between 11m. 55ch. and 11m. 70ch. ...	All Trains	...	...	...	...	...	...	...	15
Garnant, through Station ...	All Trains	...	...	...	...	...	...	...	15
Garnant and Brynamman West, between 15m. 70ch. and 16m. 35ch. ...	All Trains	...	...	...	...	...	...	...	15

GARNANT AND GWAUN-CAE-GURWEN

Over Branch ...	All Trains	...	...	...	...	...	...	...	10
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TIRYDAIL AND CROSS HANDS

Freight Trains on this Branch must not exceed 15 miles per hour, and over the Curve between 1m. 5ch. and 1m. 16ch. the speed must not exceed 5 miles per hour.

BURRY PORT AND CWMMAWR

The speed of all trains between Burry Port and Cwmmawr must not exceed 25 miles per hour, except where restricted to a lower speed as shewn below:—

Burry Port, between 0m. 0ch. and 0m. 40ch. ...	All Trains	...	...	...	...	...	...	...	10
Pontyates, through Up facing junction ...	All Up Trains	...	...	...	...	...	...	...	15
Pontyates, through Up trailing junction ...	All Up Trains	...	...	...	...	...	...	...	15
Pontyates, over curves between 7m. 60ch. and 7m. 70ch. ...	All Trains	...	...	...	...	...	...	...	15
Pontyberem, through Up facing junction ...	All Up Trains	...	...	...	...	...	...	...	10
Pontyberem, through Down facing and Down trailing junction ...	All Down Trains	...	...	...	...	...	...	...	10

The speed of all Trains must not exceed 10 miles per hour at the level crossings; with the exception of the crossing at Pontyates Station, and the sharp curve between Burry Port Dock Junction, between 0m. 22ch. and 0m. 36ch.; at these places the speed must not exceed 5 miles per hour.

BURRY PORT AND SANDY GATE DEPOT

Over Branch ...	All Trains	...	...	...	...	...	...	...	15
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KIDWELLY AND MYNYDD-Y-GARREG

Over Branch ...	All Trains	...	...	...	...	...	...	...	15
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CARMARTHEN (Abergwili Jn.) AND LLANDILO (Junction with Carmarthen Branch)

Between Abergwili Junction and Llandilo, (Junction with Carmarthen Branch) ...	Except as otherwise shewn—All Up and Down Trains	...	...	...	...	...	...	...	50
Llandilo (Junction with Carmarthen Branch) ...	Carmarthen	...	...	...	...	...	...	...	10
Llandilo (Junction with Carmarthen Branch) ...	Llandilo	...	...	...	...	...	...	...	10

CARMARTHEN AND ABERYSTWYTH

DOWN TRAINS

All Trains between Carmarthen and Pencader Junction must not exceed a speed of 35 miles per hour.

All Trains between Pencader Junction and Aberystwyth must not exceed a speed of 40 miles per hour, and must be further restricted to lower speed as shewn below:—

Carmarthen Junction ...	Main Line	...	...	...	Carmarthen Branch	...	...	...	15
Carmarthen Town Loop Junction ...	To Carmarthen Town	...	...	...	Up Platform	...	...	...	15
Carmarthen Station ...	Down Main	...	...	...	Up Main	...	...	...	10
Carmarthen Station ...	Down Platform	...	...	...	Up Main	...	...	...	15
Carmarthen Station ...	Between Carmarthen Station and Goods Yard Box	...	...	...	...	...	...	...	15
Carmarthen Goods Yard ...	All Trains through Junction	...	...	...	...	...	...	...	15
Abergwili Junction ...	All Trains through Junction	...	...	...	...	...	...	...	15
Abergwili Junction ...	Through Loop Junction at 247m. 20ch.	...	...	...	...	...	...	...	15
Bronwydd Arms and Conwil ...	Between 249m. 30ch. and 249m. 45ch.	...	...	...	...	...	...	...	15
Bronwydd Arms and Conwil ...	Between 250m. 30ch. and 251 m. 0ch.	...	...	...	...	...	...	...	15
Bronwydd Arms and Conwil ...	Between 251m. 0ch. and 252m. 0ch.	...	...	...	...	...	...	...	20
Conwil and Llanpumpaint ...	Between 252m. 20ch. and 253m. 40ch.	...	...	...	...	...	...	...	20
Pencader Junction ...	Carmarthen	...	...	...	Aberystwyth	...	...	...	35
Maesycrugiau and Llanbyther ...	6m. 60ch.	...	...	...	Newcastle Emlyn	...	...	...	25
Lampeter ...	Down Loop—Single Line	...	...	...	7m. 0ch.	...	...	...	25
Llangybi and Pont Llanio ...	17m. 50ch.	...	...	...	17m. 70ch.	...	...	...	30
Port Llanio and Tregaron ...	20m. 0ch.	...	...	...	20m. 30ch.	...	...	...	30
Strata Florida ...	Through Down Loop and over Curve	...	...	...	27m. 40ch.	...	...	...	20
Strata Florida and Trawscoed ...	29m. 0ch.	...	...	...	29m. 40ch.	...	...	...	30
Strata Florida and Trawscoed ...	30m. 40ch.	...	...	...	32m. 0ch.	...	...	...	30
Llanrhystyd Road and Aberystwyth ...	38m. 40ch.	...	...	...	39m. 40ch.	...	...	...	30*
Llanrhystyd Road and Aberystwyth ...	40m. 50ch.	...	...	...	41m.p.	...	...	...	20
Aberystwyth ...	Any Train entering Station	...	...	...	...	...	...	...	10

*—Permanent Restriction of Speed Indicator provided.

Speed of Trains through Junctions and other Specified Places—continued

Name of Place	Direction of Train		Miles per Hour
	From	To	

CARMARTHEN AND ABERYSTWYTH—continued

UP TRAINS—continued.

All Trains between Aberystwyth and Pencader Junction must not exceed a speed of 40 miles per hour.

All Trains between Pencader Junction and Carmarthen must not exceed a speed of 35 miles per hour, and must be further restricted to lower speed as shewn below:—

Aberystwyth	Any Train leaving Station	...	...	...	...	10
Aberystwyth and Llanrhystyd Road	41m. p.	...	...	...	...	20
Aberystwyth and Llanrhystyd Road	39m. 40ch.	...	...	...	...	30*
Llanilar	Any Train through Up Loop	...	...	...	...	20
Trawscoed and Strata Florida	32m. 0ch.	...	...	...	...	30
Trawscoed and Strata Florida	29m. 40ch.	...	...	...	...	30
Strata Florida	From 27m. 40ch. over Curve and through Up Loop	...	...	...	...	20
Tregaron	Any Train through Up Loop	...	...	...	...	25
Tregaron and Pont Llanio	20m. 30ch.	...	...	...	...	30
Pont Llanio and Llangybi	17m. 70ch.	...	...	...	...	30
Lampeter	Up Loop	...	...	...	...	20
Llanbythter	Any Train through Up Loop	...	...	...	...	30
Llanbythter and Maesycrugiau	7m. 0ch.	...	...	...	...	25
Maesycrugiau	Any Train through Up Loop	...	...	...	...	25
Pencader Junction	Any Train through Junction	...	...	...	...	15
Pencader Station	Aberystwyth	Carmarthen	...	...	...	35
...	Newcastle Emllyn	Carmarthen	...	...	...	25
Llanpumpstn Station	Any Train through Station	...	...	...	...	15
Llanpumpstn and Conwil	Between 253m. 40ch. and 252m. 20ch.	...	...	...	...	20
Conwil Station	Any Train through Station	...	...	...	...	15
Conwil and Bronwydd Arms	Between 252m. 0ch. and 251m. 0ch.	...	...	...	...	20
Conwil and Bronwydd Arms	Between 251m. 0ch. and 250m. 30ch.	...	...	...	...	15
Conwil and Bronwydd Arms	Between 249m. 45ch. and 249m. 30ch.	...	...	...	...	15
Abergwill Junction	Through Loop Junction at 247m. 4ch.	...	...	...	...	15
Abergwill Junction	Any Train through Junction	...	...	...	...	20
Carmarthen Station	Between Goods Yard Box and Carmarthen Station	...	...	...	...	15
Carmarthen Station	Down Platform	Up Main	...	...	...	15
Carmarthen Town Loop Junction	From Carmarthen Town	...	...	...	...	15
Carmarthen Junction	Carmarthen Branch	Main Line	...	...	...	15

PENCADER AND NEWCASTLE EMLYN

All Trains between Pencader Junction and Newcastle Emllyn must not exceed a speed of 25 miles per hour, and must be further restricted to lower speed as shewn below:—

Llandysul Station	All Trains	...	...	...	...	15
Llandysul and Henllan, between 265m. 20ch. and 266m. 7ch.	All Trains	...	...	...	...	15
Henllan	All Down Trains	...	...	...	...	15

LAMPETER AND ABERAYRON

The speed of any Train over the Lampeter and Aberayron Branch must not exceed 25 miles per hour, and must be further restricted to lower speed as shewn below:—

DOWN LINE

Aberayron Junction	Any Train through Junction	...	...	...	...	15
Silian Halt and Blaenplwyf Halt	Over Level Crossing at 0m. 47ch.	...	...	...	...	10
Silian Halt and Blaenplwyf Halt	" " " " 1m. 11ch.	...	...	...	...	10
Silian Halt and Blaenplwyf Halt	" " " " 1m. 29ch.	...	...	...	...	10
Blaenplwyf Halt and Talsarn Halt	" " " " 2m. 63ch.	...	...	...	...	10
Talsarn Halt and Felin Fach	" " " " 4m. 53ch.	...	...	...	...	10
Talsarn Halt and Felin Fach	" " " " 5m. 47ch.	...	...	...	...	10
Felin Fach and Ciliau Aeron	" " " " 6m. 32ch.	...	...	...	...	10
Felin Fach and Ciliau Aeron	" " " " 8m. 20ch.	...	...	...	...	10
Ciliau Aeron and Crossways Halt	" " " " 8m. 46ch.	...	...	...	...	10
Ciliau Aeron and Crossways Halt	" " " " 8m. 76ch.	...	...	...	...	10
Ciliau Aeron and Crossways Halt	" " " " 9m. 34ch.	...	...	...	...	10
Llanerchayron Halt and Aberayron	" " " " 10m. 49ch.	...	...	...	...	10

*—Permanent Restriction of Speed Indicator provided.

Speed of Trains through Junctions and other Specified Places—continued

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Name of Place	Direction of Train		Miles per Hour
	From	To	

LAMPETER AND ABERAYRON—continued

UP LINE

Aberayron and Llanerchayron Halt ...	Over Level Crossing at 10m. 49 $\frac{1}{2}$ ch.	...	10
Crossways Halt and Ciliau Aeron ...	" " " " 9m. 34 $\frac{1}{2}$ ch.	...	10
Crossways Halt and Ciliau Aeron ...	" " " " 8m. 76ch.	...	10
Crossways Halt and Ciliau Aeron ...	" " " " 8m. 46 $\frac{1}{2}$ ch.	...	10
Ciliau Aeron and Felin Fach ...	" " " " 8m. 20 $\frac{1}{2}$ ch.	...	10
Ciliau Aeron and Felin Fach ...	" " " " 6m. 32 $\frac{1}{2}$ ch.	...	10
Felin Fach and Talsarn Halt ...	" " " " 5m. 47ch.	...	10
Felin Fach and Talsarn Halt ...	" " " " 4m. 53 $\frac{1}{2}$ ch.	...	10
Talsarn Halt and Blaenplwyf Halt ...	" " " " 2m. 63 $\frac{1}{2}$ ch.	...	10
Blaenplwyf Halt and Silian Halt ...	" " " " 1m. 29ch.	...	10
Blaenplwyf Halt and Silian Halt ...	" " " " 1m. 11ch.	...	10
Blaenplwyf Halt and Silian Halt ...	" " " " 0m. 47ch.	...	10
Aberayron Junction ...	Any Train through Junction	...	15

WHITLAND AND PEMBROKE DOCK.

DOWN TRAINS.

Passenger trains between Whitland and Pembroke Dock must not exceed a speed of 50 mile per hour and must be restricted to lower speed as shown below.

Mixed Trains and Freight Trains between Whitland and Pembroke Dock must not exceed a speed of 25 miles per hour.

Whitland Station ...	To P. and T. Branch ...	...	15
Narberth Station ...	Any Train through Station ...	...	15
Narberth and Templeton ...	Between 264m. 15ch. and 264m. 40ch.	...	25
Templeton Station ...	Any Train through Station ...	...	15
Saundersfoot Station ...	Any Train through Station ...	...	15
Saundersfoot and Tenby ...	Between 272m. 60ch. and 273m. 60ch.	...	25
Tenby Yard ...	Over Loop Junction at Penally end between 274m. 61ch. and 274m. 64ch.	...	15
Manorbier Station ...	Any Train through Station ...	...	15
Pembroke Station ...	Between 284m. 10ch. and 284m. 22ch.	...	20

UP TRAINS.

Passenger trains between Pembroke Dock and Whitland must not exceed a speed of 50 miles per hour, and must be restricted to lower speed as shown below.

Mixed Trains and Freight Trains between Pembroke Dock and Whitland must not exceed a speed of 25 miles per hour.

Pembroke Station ...	Between 284m. 22ch. and 284m. 10ch.	...	20
Tenby Yard ...	Over Loop Junction at Penally end between 274m. 64ch. and 274m. 61ch.	...	15
Tenby Station ...	All Trains through Station ...	...	15
Tenby and Saundersfoot ...	Between 273m. 60ch. and 272m. 60ch.	...	25
Templeton and Narberth ...	Between 264m. 40ch. and 264m. 15ch.	...	25
Narberth Station ...	Any Train through Station ...	...	15
Whitland Station ...	From P. and T. Branch ...	...	15

WHITLAND AND CARDIGAN.

DOWN TRAINS.

All Trains between Cardigan Junction and Cardigan must not exceed a speed of 30 miles per hour, and must be further restricted to lower speed as shown below:—

Name of Place	Direction of Train		Miles per Hour
	From	To	

WHITLAND AND CARDIGAN.

DOWN TRAINS.

Cardigan Junction ...	Down Main ...	Cardigan Branch ...	15
Cardigan Junction and Llanfalteg ...	Between 261m. 14ch. and 262m. 16ch.	...	20
Cardigan Junction and Llanfalteg ...	" 262m. 16ch. and 263m. 27ch.	...	15
Llanfalteg and Llanglydwen ...	" 263m. 56ch. and 266m. 61ch.	...	15
Llanfalteg and Llanglydwen ...	" 267m. 21ch. and 268m. 41ch.	...	15
Llanfalteg and Llanglydwen ...	" 268m. 44ch. and 268m. 71ch.	...	20
Rhydown and Llanfyrnach ...	" 269m. 28ch. and 269m. 39ch.	...	15
Rhydown and Llanfyrnach ...	" 270m. 15ch. and 270m. 30ch.	...	20
Rhydown and Llanfyrnach ...	" 270m. 75ch. and 272m. 23ch.	...	20
Llanfyrnach and Crymmych Arms ...	" 272m. 23ch. and 273m. 20ch.	...	15
Glogue and Crymmych Arms ...	" 273m. 20ch. and 274m. 54ch.	...	20
Glogue and Boncath ...	" 274m. 54ch. and 276m. 8ch.	...	15
Crymmych Arms and Boncath ...	" 276m. 8ch. and 279m. 45ch.	...	25
Boncath and Kilgerran ...	" 279m. 45ch. and 279m. 65ch.	...	15
Boncath and Kilgerran ...	" 279m. 65ch. and 283m. 25ch.	...	25

Speed of Trains through Junctions and other Specified Places—continued.

Name of Place	Direction of Train		Miles per Hour
	From	To	

WHITLAND AND CARDIGAN—continued

UP TRAINS.

All Trains between Cardigan and Cardigan Junction must not exceed a speed of 30 miles per hour, and must be further restricted to lower speed as shown below:—

Kilgerran and Boncath	...	...	Between 283m. 25ch. and 279m. 65ch.	...	...	...	...	...	25
Boncath and Crymmych Arms	...	...	" 279m. 65ch. and 279m. 45ch.	...	...	...	...	...	15
" " " " " "	...	...	" 279m. 45ch. and 276m. 8ch.	...	...	...	...	...	25
Boncath and Glogue	...	...	" 276m. 8ch. and 274m. 54ch.	...	...	...	...	...	15
Crymmych Arms and Glogue	...	...	" 274m. 54ch. and 273m. 20ch.	...	...	...	...	...	20
Crymmych Arms and Llanfyrnach	...	...	" 273m. 20ch. and 272m. 23ch.	...	...	...	...	...	15
Glogue and Rhydownen	...	...	" 272m. 23ch. and 270m. 75ch.	...	...	...	...	...	20
Llanfyrnach and Rhydownen	...	...	" 270m. 30ch. and 270m. 15ch.	...	...	...	...	...	20
" " " " " "	...	...	" 269m. 39ch. and 269m. 28ch.	...	...	...	...	...	15
Rhydownen and Llanglydwen	...	...	" 268m. 71ch. and 268m. 44ch.	...	...	...	...	...	20
Rhydownen and Login	...	...	" 268m. 41ch. and 267m. 21ch.	...	...	...	...	...	15
Llanglydwen and Llanfalteg	...	...	" 266m. 61ch. and 263m. 56ch.	...	...	...	...	...	15
Login and Cardigan Junction	...	...	" 263m. 27ch. and 262m. 16ch.	...	...	...	...	...	15
Llanfalteg and Cardigan Junction	...	...	" 262m. 16ch. and 261m. 14ch.	...	...	...	...	...	20
Cardigan Junction	...	...	From Cardigan Branch	...	...	Up Main	...	...	15

LETTERSTON AND LETTERSTON JUNCTION.

All Trains between Letterston and Letterston Junction must not exceed a speed of 25 miles per hour, and must be further restricted to lower speed as shown below:—

Letterston Station	...	...	All Trains	...	...	...	...	...	15
Letterston Junction	...	...	All Trains	...	...	...	...	...	10

LETTERSTON JUNCTION AND TRECWN SIDINGS.

Trecwn Sidings Branch	...	...	All Trains	...	...	...	...	...	15
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JOHNSTON (Pem.) AND MILFORD HAVEN.

The speed of all Down and Up Trains between Johnston (Pem.) and Milford Haven must not exceed 40 miles per hour, and must be further restricted as shown below:

Johnston (Pem.)	...	...	Junction to and from Branch	...	All Trains	...	...	...	15
Johnston (Pem.) and Milford Haven	...	...	Between 284m. 0ch. and Milford Haven	...	All Trains	...	...	...	15
Milford Haven and Johnston (Pem.)	...	...	Between Milford Haven and 284m. 0ch.	...	All Trains	...	...	...	15
Johnston (Pem.) Up Branch Loop to Up Main	...	...	Milford Haven	...	Johnston (Pem.)	...	...	...	10

ST. BRIDES TO CARDIFF (GENERAL)

Permitted Engines.—All W.R. Classes except 47XX. (Maximum speeds for 60XX, "King" Class Main Line 60 m.p.h., Relief Lines 25 m.p.h. between Newport and Cardiff (General) including Canton Engine Shed, permitted for through running only). Should it be necessary to turn "King" Class Engines via Penarth Curve the following restrictions must be observed:

- (1) To work on main lines only.
- (2) Speed not to exceed 15 m.p.h.
- (3) Not to proceed past Ninian Park Halt on the Radyr Branch.
- (4) Not to proceed past 0m. 60ch. on the Barry Line.

B.R. Standard Class 9 (2-10-0) engines may use No. 1 Siding, Cathays R. & M. Yard at a slow speed.

B.R. Standard Class 7, B.R. Standard Class 9 and W.D. 2-8-0 engines are permitted to turn via the following routes:—

Cardiff Queen Street or Long Dyke Jn.—Stonefield Jn.—North East Jn.—Docks Storage South—Docks Storage North—Pengam Jn.—Cardiff Newtown.

Stations	Connections and Sidings	Engines Prohibited
Pengam Junction to King's Junction Queen's Dock.	Swansea St. South Sidings	2-8-0T (42XX and 52XX). 2-8-2T (72XX). Facing Crossover from UP line towards Dead End UP line siding No. 9. Up line Sidings Nos. 7, 8 and 9. Up Main to Dead end.
Pengam Coal Yard	Splott Junction Trailing Slip Road Mileage Sidings on Up Side	2-6-2T, 2-8-0T, 2-8-2T and 2-8-0. 4-6-0 (68XX and 78XX). 0-6-0T (34XX, 84XX and 94XX). Care to be exercised in working alongside platforms, particularly Loading Bank, Cattle Pens and similar structures.
Marshfield	Mileage Sidings	60XX—Speed not to exceed 5 m.p.h.
Cardiff (General)	"Strawberry" Sidings (3)	60XX—Speed not to exceed 5 m.p.h.
Cardiff (General)	Fish Jetty (Front Sidings)	60XX—Speed not to exceed 5 m.p.h.
Cardiff (General)	Fish Jetty (Back Sidings)	60XX—Prohibited.
Cardiff (Nos. 8 and 9 Platforms)	Platform lines	Both prohibited.
Cardiff (Canton) Carriage Shed	All Sidings and connections serving shed	60XX—Speed not to exceed 5 m.p.h.
Cardiff (Canton) Carriage Shed	Running round Siding	60XX—Speed not to exceed 5 m.p.h.
Cardiff (Canton) Engine Shed	"Through" Siding, inside Shed	60XX—Speed not to exceed 5 m.p.h.
Cardiff (Canton) Engine Shed	Coal Stark Sidings (All)	60XX—Prohibited.
Cardiff (Canton) Engine Shed	All other Sidings	Speed not to exceed 5 m.p.h.

WORKING OF DIESEL ENGINES IN CARDIFF NEWTOWN, PENGAM AND DOCKS AREA

Diesel Electric Locomotives D.3XXX to D.4XXX (formerly 13XXX) may be permitted to work over running lines and sidings in the Cardiff Newtown, Pengam and Docks area subject to the following stipulations:

Prohibitions

Not to pass under load gauges in the Cardiff Engineering District.

Cardiff Newtown "Siberia" Sidings at Goods Shed.

Cardiff Docks (a) Line to Gainey's Yard.

(b) Mount Stuart Dry Dock—beyond stop board at Crescent Road.

WORKING OF LIGHT ENGINES IN STEAM COUPLED TOGETHER—LOCAL INSTRUCTIONS

The instructions relating to the speed of light engines shown in the General Appendix must be adhered to except where lower speeds are specifically quoted. Service requirements must be strictly observed.

CARDIFF DISTRICT

The following engines may work in steam coupled together between the points scheduled:

Canton and Long Dyke Up to and including three engines of the Classes permitted.

Canton and Penarth Curve North Up to and including three engines of the 56XX, 57XX and 84XX Classes,

Canton and Penarth Curve North to Barry subject to the speed being restricted to 30 m.p.h. over River Ely Viaduct at 1m. 47ch., near Grangetown.

Caerphilly Shops to Cathays Up to and including five permitted engines may work in steam coupled to-

Cathays Shed and Canton Shed gether between these points.

CARDIFF (GENERAL) TO PYLE WEST JUNCTION

Permitted Engines.—All W.R. Classes except 60XX and 47XX.

Stations	Connections and Sidings	Engines Prohibited
Penarth Curve	Sidings Nos. 1, 2 and 5, South Junction, also Nos. 7 and 8 at East Box.	All classes of outside cylinder engines viz:— 4-6-2 (70XXX, 73XXX). 4-6-0 (40XX, 50XX, 70XX, 68XX, 78XX, 49XX, 59XX, 69XX, 79XX, 53XX, 63XX, 75XXX, 10XX).
Canton Sidings	Cattle Pen Sidings } Wide Turner's Stone Yard } Coaching stock also prohibited	2-10-0 (92XXX). 2-8-0 (28XX, 38XX, 90XXX, 49XXX). 2-6-0T. 2-8-0T. 2-8-2T. 0-6-0. (34XX, 84XX, & 94XX).
Ely	Paper Mills Sidings—All Sidings and Loading Banks except the two reception roads and run-round Crossover adjacent to the Down Main Line. Mileage Yard—Stop block road, Absolute. Crossover Road from Down Main Line to Mileage Yard and vice versa may be used at walking pace only. Crosswell's Brewery Siding—Connection and siding, Absolute.	2-6-2T, 2-8-0T, 2-8-2T and 2-8-0. 4-6-0 (68XX and 78XX). 0-6-0T (34XX, 84XX and 94XX).
Llantrisant West	Kirk & Co. (Tubes) Ltd., Cambrian Forge and Foundry Siding	

CARDIFF GENERAL TO PYLE WEST JUNCTION—continued.

Stations	Connections and Sidings	Engines Prohibited
Llanharan Colliery Sidings	 East End Empties Road 1, 2 and 3 Coal Roads, 4 and 5 Washery Roads. Transfer Loop	2-8-0T (42XX, 52XX). 2-8-2T, (72XX). Push empties clear of points only. Not to enter—Coal to be dropped. No prohibitions. Other large engines (except 0-6-2 T types) are not authorised.
Llanharan Colliery Sidings	West End Spoil Road	60XX and 47XX. All types.
Bridgend	Cattle Pen Sidings Sheppards Sidings, No. 1 Siding beyond Engine Stop Board. Jenkins Lime Works Sidings, Down Line Down Line Weighing Machine near Goods Shed. Barry Bay Line and Carriage Shoot ... R. A. Hayes Ltd. Sidings, Down Line	All outside cylinder engines prohibited from working alongside cattle pens. All types. 2-6-2T, 2-8-0T, 2-8-2T and 2-8-0. 4-6-0. 0-6-0T (34XX, 84XX and 94XX).
Pyle	Weighing Machine Road	
Pyle	Transfer Sidings (ex P.T.R.) Back Road Down Sidings	All 4-6-0 Class engines. Any class of engine (except 4-6-0 "King" and 2-8-0 47XX) may use the short Siding known as the "Back Road" (i.e. behind the Goods Shed) at walking pace. Any class of engine (except 4-6-0 "King" and 2-8-0 47XX) may use the Down Sidings at the rear of the Up Platform at slow speed.
Penarth Curve ... ..	... ..	4-6-0 (Nos. 4037, 4074-4099, 5000-5099, 70XX). Engines of the above type may work over the triangle for turning purposes in cases of emergency, subject to the following restrictions:— Penarth Curve East to Penarth Curve North and vice versa, 10 m.p.h. Penarth Curve North to Penarth Curve South and vice versa, 15 m.p.h. Penarth Curve South to Penarth Curve East and vice versa, 15 m.p.h. Through all crossovers and junctions, 5 m.p.h. The engines must not work into any Sidings at or between the Signal Boxes mentioned.

PYLE WEST JUNCTION TO FISHGUARD HARBOUR, ALSO CLARBESTON ROAD TO NEYLAND

Route Colour—"Red"

Permitted Engines.—All W.R. classes except 60XX and 47XX.

B.R. Sta. Cl. 3 (2-6-2T) for through working only Swansea (High St.)—Treherbert via Aberavon, in both directions.

B.R. Sta. Cl. 4 (80XXX) (2-6-4T), B.R. Sta. Cl. 4 (76XXX) (2-6-0), B.R. Sta. Cl. 4 (75XXX) (4-6-0), B.R. Sta. Cl. 5 (73XXX) (4-6-0).

B.R. Sta. Cl. 7 (70XXX) (4-6-2).—Subject to the observances of Service restrictions.

B.R. Sta. Cl. 9F (2-10-0).

L.M.R. 4-4-0 Class 2B and 2-6-2 Class 3] at Llanelly. L.M.R. Standard Class 5 (2 Cyl.) 4-6-0 Mixed Traffic Engines at Swansea (High Street). L.M.R. 4H, 5A, 5B, Carmarthen to Whitland for through working. L.M.R. 1E, 2J, 2U, 3E, 3T, Skewen to Landore Steel Works. L.M.R. 7F, Court Sart junction to Margam Sidings.

Ex L.M.R. Standard Class 4, 2-6-4T, 2 Cylinder fitted with parallel boiler—For through working between Pyle West Junction and Neyland.

L.M.R. 8F.

Diesel Electric Shunting Engines Nos. 15100, 15101-15106, D.3XXX (350 h.p.).

LOCAL RESTRICTIONS

Stations	Connections and Sidings	Engines Prohibited
Margam Hump Yard	Hump Retarders	The following engines are prohibited from passing over the Hump: 72XX, Ex L.M.S. Class 5 MT (45XXX), 8F (48XXX), B.R. Sta. Cl. 4 (75XXX), Sta. Cl. 5 (73XXX), Sta. Cl. 9 (92XXX). All engines except 66XX, 68XX, 90XXX, 92XXX and Diesel Shunting Engines.
Port Talbot (General)	Margam Moors Sidings beyond B.R.'s boundary. Mansel Works R. and S.B. Sidings, West End, Port Talbot Margam Sidings—Exchange Sidings Down Side, New Steel Works Sidings. Goods Shed and Covered Platform	51XX, 53XX-73XX, 28XX, 34XX, 84XX, 94XX, 2-8-0 Austerity and Diesel Electric Shunting Engines Nos. 15100, 15101 to 15106 and D.3XXX, 10XX, 49XX, 59XX, 69XX, 79XX, 68XX, 78XX, 4037, 4074-4099, 50XX, 70XX, 42XX, 52XX, 72XX, B.R. Sta. Cl. 5 (4-6-0), B.R. Sta. Cl. 7 (4-6-2), B.R. Sta. Cl. 9F (2-10-0), L.M.R. 7F and 8F. 10XX, 49XX, 59XX, 69XX, 79XX, 68XX, 78XX, 4037, 4074-4099, 50XX, 70XX, B.R. Sta. Cl. 5 (4-6-0) B.R. Sta. Cl. 7 (4-6-2). 42XX, 52XX, 72XX.

PYLE WEST JUNCTION TO FISHGUARD HARBOUR, ALSO CLARBESTON ROAD TO NEYLAND

Route Colour—"Red"—continued

LOCAL RESTRICTIONS

Stations	Connections and Sidings	Engines Prohibited
Briton Ferry	Dock Sidings, West Side beyond curved siding leading to Iron Ore Stage. Dock Sidings, East Side	51XX, 53XX-73XX, 28XX, 10XX, 49XX, 59XX, 69XX, 79XX, 68XX, 78XX, 4037, 4074-4099, 50XX, 70XX, 34XX, 84XX, 94XX, 2-8-0 "Austerity" and Diesel Electric Shunting Engines Nos. 15100, 15101-15106 and D.3XXX, 42XX, 72XX, 52XX, L.M.R. 7F and 8F. B.R. Sta. Cl. 5 (4-6-0). B.R. Sta. Cl. 7 (4-6-2). B.R. Sta. Cl. 9F (2-10-0).
Neath (General	Eagle Bush Works Siding, East End Baglan Engineering Works Siding ... Neath Steel Sheet and Galvanising Works Siding. Signal Department's Siding Gas Works Siding, Engineering Yard Weighbridge Road, West end of Mileage Sidings. Weighbridge Loco. Yard Up Bay Platform, Horse and Carriage Landing. Neath East—Connections to Private Sidings. Entrance to dead end spur leading from Down Goods Line at Neath (Gen.) West.	All engines except 0-6-0T A Class. 51XX, 53XX-73XX, 28XX, 34XX, 84XX, 94XX, 2-8-0 "Austerity" and Diesel Electric Shunting Engines Nos. 15100 and 15101-15106, and D.3XXX, 10XX, 49XX, 59XX, 69XX, 79XX, 68XX, 78XX, 4037, 4074-4099, 50XX, 70XX, 42XX, 52XX, 72XX, B.R. Sta. Cl. 5 (4-6-0). B.R. Sta. Cl. 7 (4-6-2). B.R. Sta. Cl. 9F (2-10-0). L.M.R. 8F. 42XX, 52XX and 72XX. B.R. Sta. Cl. 9F (2-10-0). 10XX, 4037, 4074-4099, 50XX, 70XX, 59XX, 49XX, 69XX, 79XX, 68XX, 78XX, 28XX, 38XX, B.R. Standard 9F. The following engines to be restricted to a speed of 5 m.p.h.: B.R. Standard 5. 42XX, 52XX, 72XX, 53XX, 63XX, 73XX, 41XX, 51XX, 61XX, 81XX, L.M. 8F, "Austerity," 14XX.
Skewen	No. 6 Up Siding.	72XX B.R. Sta. Cl. 9F (2-10-0).
Swansea Valley Junction	Goods Shed Cripple Sidings Weighbridge Siding—beyond Weighbridge Sdgs. beyond connection to Goods Shed.	42XX, 52XX, 72XX, 51XX, 53XX-73XX, 28XX, 34XX, 84XX, 94XX, 2-8-0 "Austerity" and Diesel Electric Shunting Engines Nos. 15100, 15101-15106 and D.3XXX, 10XX, 49XX, 59XX, 69XX, 79XX, 68XX, 78XX, 4037, 4074-4099, 50XX, and 70XX. B.R. Sta. Cl. 5 (4-6-0). B.R. Sta. Cl. 7 (4-6-2). B.R. Sta. Cl. 9F (2-10-0). L.M.R. 8F. B.R. Sta. Cl. 9F (2-10-0).
Landore Steel Works	Siding connections reached from the Up and Down Main Lines Beyond the fouling point between Nos. 1 and 2 Sidings, Up Line side. Old Sidings—Engine's length beyond water column. New Sidings—No. 13. Messrs. Stewart and Lloyds Sdgs.—Up Side—Engines length beyond Sdg. discs.	51XX, 53XX-73XX, 28XX, 34XX, 84XX, 94XX, 2-8-0 "Austerity" and Diesel Electric Shunting Engines Nos. 15100, 15101-15106 and D.3XXX, 10XX, 49XX, 59XX, 69XX, 79XX, 68XX, 78XX, 4037, 4074-4099, 50XX and 70XX. B.R. Sta. Cl. 5 (4-6-0). B.R. Sta. Cl. 7 (4-6-2). L.M.R. 8F. 42XX, 52XX and 72XX. B.R. Sta. Cl. 9F (2-10-0).
Landore	Vivian's Siloh Road Bridge Spillier Back Road	51XX, 53XX-73XX, 28XX, 34XX, 84XX, 94XX, 2-8-0 "Austerity" and Diesel Electric Shunting Engines Nos. 15100, 15101-15106 and D.3XXX, 10XX, 49XX, 59XX, 69XX, 79XX, 68XX, 78XX, 4037, 4074-4099, 50XX, 70XX, 42XX, 52XX, 72XX, B.R. Sta. Cl. 5 (4-6-0). B.R. Sta. Cl. 7 (4-6-2). B.R. Sta. Cl. 9F (2-10-0). L.M.R. 8F, i.e. all types of heavy engines. B.R. Sta. Cl. 9F (2-10-0).
Swansea (High Street)	Platform lines, including No. 1 Bay line Engine Siding Spur Goods Shed Sidings, Up side and Goods Shed to Shed only. Carriage Sidings and Goods Sidings Downside Cattle Pen Siding Traders' Sidings	L.M.R. Standard Class 5 (2 Cyl.), 4-6-0 Mixed Traffic Engines.

PYLE WEST JUNCTION TO FISHGUARD HARBOUR, ALSO CLARBESTON ROAD TO NEYLAND

Route Colour—"Red"—continued

LOCAL RESTRICTIONS

Stations	Connections and Sidings	Engines Prohibited
Swansea (High Street)—continued	Cattle Pens Goods Shed Weighbridge Road (Goods Yard) ... North Dock Branch between Junction to Turntable and Wind Street Junction (inclusive).	51XX, 53XX-73XX, 28XX, 34XX, 84XX, 94XX, 2-8-0 "Austerity" and Diesel Electric Shunting Engines Nos. 15100, 15101-15106 and D.3XXX, 10XX, 49XX, 59XX, 69XX, 79XX, 68XX, 78XX, 4037, 4074-4099, 50XX and 70XX. B.R. Sta. Cl. 5 (4-6-0). B.R. Sta. Cl. 7 (4-6-2). B.R. Sta. Cl. 9F (2-10-0). L.M.R. 8F. 10XX, 49XX, 59XX, 69XX, 79XX, 68XX, 78XX, 4037, 4074-4099, 50XX, 70XX, 41XX, 51XX, 61XX, 81XX, 28XX, 38XX, W.D. "Austerity" 90XXX. All B.R. Standard Class Engines. L.M.R. Classes 1A, 1B, 1C, 2A, 2B, 2F, 2G, 2H, 2J, 2K, 2L, 2M, and all classes 3-8 inclusive. Note. —L.M.R. Class 4, 2-6-4T are permitted subject to a speed not exceeding 5 m.p.h.
Gowerton North	Loading Bank Siding Cattle Pen Siding—beyond steps of Cattle Pen. Goods Shed Siding—beyond entrance to Shed. Up Side Station Sidings—beyond Stop Board. I.C.I. Private Sidings—over and beyond Weighbridge. Elba Works—beyond a point 15 yards past level crossing on straight road. Elba Works—curved siding over level crossing.	(4-6-0) 40XX, 50XX, 70XX, 49XX, 59XX, 69XX, 79XX, 68XX, 78XX. B.R. Sta. Cl. 5. (4-6-2) B.R. Sta. Cl. 7. (2-8-0) ex L.M.R. Class 8F. (2-10-0) B.R. Sta. Cl. 9F. (4-6-0) 40XX, 50XX, 70XX, 49XX, 59XX, 69XX, 79XX, 68XX, 78XX. B.R. Sta. Cl. 5. (2-6-2) B.R. Sta. Cl. 7. (2-8-0) ex L.M. Class 8F, 28XX, 38XX. (2-8-0T) 42XX, 52XX. (2-8-2T) 72XX. (2-10-0) B.R. Sta. Cl. 9F. All engines. (4-6-0) 40XX, 50XX, 70XX, 49XX, 59XX, 69XX, 79XX, 10XX, 68XX, B.R. Sta. Cl. 5. (4-6-2) B.R. Sta. Cl. 7. (2-10-0) B.R. Sta. Cl. 9. (2-8-0) ex L.M. Class 8F. (0-6-2T) 56XX, 66XX. (2-8-0T) 42XX, 52XX. (2-8-2T) 72XX. (4-6-0) 40XX, 50XX, 70XX, 59XX, 69XX, 79XX, 10XX, 68XX. B.R. Sta. Cl. 5. (4-6-2) B.R. Sta. Cl. 7. (2-10-0) B.R. Sta. Cl. 9. (2-8-0) ex L.M. Class 8F. (0-6-2T) 56XX, 66XX. (2-8-0T) 42XX, 52XX. (2-8-2T) 72XX. All engines.
Llanelly (Goods Yard)	Weighing Machine Curve from Up Avoiding line to Dafen Branch. Joseph's Wharf and Siding—Down line side	51XX, 53XX-73XX, 28XX, 34XX, 84XX, 94XX, 2-8-0 "Austerity" and Diesel Electric Shunting Engines Nos. 15100, 15101-15106 and D.3XXX, 10XX, 49XX, 59XX, 69XX, 79XX, 68XX, 78XX, 4037, 4074-4099, 50XX, 70XX, 42XX, 52XX and 72XX.
Llanelly	Dead End Siding and Up Bay. Siding curve Llanelly West Box leading to Western Works Up line side. Old Castle Crossing—Mynydd Mawr Sidings and connections. Old Castle Crossing, Llanelly Steel Works New Sidings Nos. 1 to 6.	B.R. Sta. Cl. 5 (4-6-0). B.R. Sta. Cl. 7 (4-6-2). B.R. Sta. Cl. 9F (2-10-0). L.M.R. 8F. 10XX, 49XX, 59XX, 69XX, 79XX, 68XX, 78XX, 4037, 4074-4099, 50XX, 70XX, 53XX-73XX, 28XX, 38XX. 2-8-0 "Austerity". B.R. Sta. Cl. 4 (2-6-0). B.R. Sta. Cl. 4 (2-6-4T). B.R. Sta. Cl. 4 (4-6-0). B.R. Sta. Cl. 5 (4-6-0). B.R. Sta. Cl. 7 (4-6-2). B.R. Sta. Cl. 9F (2-10-0). Diesel Electric Shunting Engines. Nos. 15100, 15101-15106 and D3XXX. L.M.R. 4-4-0 Cl. 2B. L.M.R. 2-6-0 Cl. 3J. L.M.R. 8F.

PYLE WEST JUNCTION TO FISHGUARD HARBOUR, ALSO CLARBESTON ROAD TO NEYLAND

Route Colour—"Red"—continued

LOCAL RESTRICTIONS

Stations	Connections and Sidings	Engines Prohibited
Llanelli—continued	Weighbridge Machine Curve from Siding, Up Line side to Dafen Branch. Joseph's Wharf and Sidings—Down Line side Dead End Siding out of Up Bay line Siding Curve leading to Western Works Up line side. Glanmor Foundry Siding beyond Catch point. All Traders' Sidings	L.M.R. 4-4-0, Class 2B and 2-6-2, Class 3 J L.M.R. 7F.
Pembrey and Burry Port	Siding from Mileage Siding to Elliot's Copper Works Siding (weak flange rail portion). Sidings Nos. 2, 3, 4, 5 and 6 end on Junction Sidings with old B.P. and G.V. Section (beyond point of old G.V.R. maintenance). Sidings Nos. 2 and 3 Sidings Nos. 4, 5 and 6 Cattle Pens	51XX, 53XX-73XX, 28XX, 34XX, 84XX, 94XX, 2-8-0 "Austerity" and Diesel Electric Shunting Engines Nos. 15100, 15101-15106 and D.3XXX, 10XX, 49XX, 59XX, 69XX, 79XX, 68XX, 78XX, 4037, 4074-4099, 50XX, 70XX, 42XX, 52XX and 72XX. B.R. Sta. Cl. 5 (4-6-0). B.R. Sta. Cl. 7 (4-6-2). B.R. Sta. Cl. 9F (2-10-0). L.M.R. 8F. 51XX, 53XX-73XX, 28XX, 34XX, 84XX, 94XX, 2-8-0 "Austerity" and Diesel Electric Shunting Engines Nos. 15100, 15101-15106 and D.3XXX, 10XX, 49XX, 59XX, 69XX, 79XX, 68XX, 78XX, 4037, 4074-4099, 50XX, 70XX, and 72XX. B.R. Sta. Cl. 5 (4-6-0). B.R. Sta. Cl. 7 (4-6-2). B.R. Sta. Cl. 9F (2-10-0). L.M.R. 8F. 42XX, 52XX, 72XX, prohibited beyond Public Road Level Crossing West end. 42XX, 52XX, 72XX, prohibited beyond Notice Board opposite Stop Block to No. 7 Siding. 42XX, 52XX, 72XX.
Kidwelly	Stephens Brick Works Siding and Wharf Gwendraeth Valley Railway Junction.	51XX, 53XX-73XX, 28XX, 34XX, 84XX, 94XX, 2-8-0 "Austerity" and Diesel Electric Shunting Engines Nos. 15100, 15101-15106 and D.3XXX, 10XX, 49XX, 59XX, 69XX, 79XX, 68XX, 78XX, 4037, 4074-4099, 50XX, 70XX, 42XX, 52XX and 72XX. B.R. Sta. Cl. 5 (4-6-0). B.R. Sta. Cl. 7 (4-6-2). B.R. Sta. Cl. 9F (2-10-0). L.M.R. 8F.
Ferryside	Carriage Bay and Loading Bank behind Up Platform. Goods Shed	
Carmarthen Junction	Branch Sidings Nos. 2 and 3 Up Side Side entrances to Cattle Pens South end	42XX, 52XX, 72XX, 51XX, 28XX, 2-8-0 "Austerity", 34XX, 84XX, 94XX, 53XX-73XX, Diesel Electric Shunting Engines Nos. 15100, 15101-15106 and D.3XXX, 10XX, 49XX, 59XX, 69XX, 79XX, 68XX, 78XX, 4037, 4074-4099, 50XX, 70XX, B.R. Sta. Cl. 5 (4-6-0). B.R. Sta. Cl. 7 (4-6-2). B.R. Sta. Cl. 9F (2-10-0). L.M.R. 8F. 51XX, 28XX, 2-8-0 "Austerity" and Diesel Electric Shunting Engines Nos. 15100, 15101-15106 and D.3XXX, 34XX, 84XX, 94XX, 53XX-73XX, 10XX, 49XX, 59XX, 69XX, 79XX, 68XX, 78XX, 4037, 4074-4099, 50XX, 70XX, B.R. Sta. Cl. 5 (4-6-0). B.R. Sta. Cl. 7 (4-6-2). B.R. Sta. Cl. 9F (2-10-0). L.M.R. 8F.
Carmarthen	Down Bay Horse and Carriage Landing—Down Line Side.	51XX, 53XX-73XX, 28XX, 34XX, 84XX, 94XX, 2-8-0 "Austerity" and Diesel Electric Shunting Engines Nos. 15100, 15101-15106 and D.3XXX, 10XX, 49XX, 59XX, 69XX, 79XX, 68XX, 78XX, 4037, 4074-4099, 50XX and 70XX, B.R. Sta. Cl. 5 (4-6-0). B.R. Sta. Cl. 7 (4-6-2). B.R. Sta. Cl. 9F (2-10-0). L.M.R. 8F. 51XX, 53XX-73XX, 28XX, 34XX, 84XX, 94XX, 2-8-0 "Austerity" and Diesel Electric Shunting Engines Nos. 15100, 15101-15107 and D.3XXX, 10XX, 49XX, 59XX, 69XX, 79XX, 68XX, 78XX, 4037, 4074-4099, 50XX, 70XX, 42XX, 52XX and 72XX. B.R. Sta. Cl. 5 (4-6-0). B.R. Sta. Cl. 7 (4-6-2). B.R. Sta. Cl. 9F (2-10-0). L.M.R. 8F.

PYLE WEST JUNCTION TO FISHGUARD HARBOUR, ALSO CLARBESTON ROAD TO NEYLAND

Route Colour—"Red"—continued

LOCAL RESTRICTIONS

Stations	Connections and Sidings	Engines Prohibited
Carmarthen—continued	United Dairies Ltd. Milk Siding, sharp curve portion.	All W.R. except:— 0-4-0T—All engines. 0-6-0T, 16XX, 54XX, 64XX and 74XX. L.M.R. 4-6-0 (2 Cyl.) Class 5, L.M.R. 8F.
St. Clears	Entrance from Goods Shed into Sidings Nos. 2 and 3, Cattle Pens	10XX, 49XX, 59XX, 69XX, 79XX, 68XX, 78XX, 4037, 4074-4099, 50XX, 70XX, 42XX, 52XX, 72XX, 51XX, 53XX-73XX, 28XX, 34XX, 84XX, 94XX, 2-8-0 "Austerity" and Diesel Electric Shunting Engines Nos. 15100, 15101-15106 and D.3XXX. B.R. Sta. Cl. 5 (4-6-0). B.R. Sta. Cl. 7 (4-6-2). B.R. Sta. Cl. 9F (2-10-0). L.M.R. 8F.
Whitland	Up Line Shunting Spur to Dead End Siding behind West Signal Box.	42XX, 52XX, 72XX, 51XX, 53XX-73XX, 28XX, 34XX, 84XX, 94XX, 2-8-0 "Austerity" and Diesel Electric Shunting Engines Nos. 15100, 15101-15106, and D.3XXX, 10XX, 49XX, 59XX, 69XX, 79XX, 68XX, 78XX, 4037, 4074-4099, 50XX, 70XX, B.R. Sta. Cl. 5 (4-6-0), B.R. Sta. Cl. 7 (4-6-2). B.R. Sta. Cl. 9F (2-10-0). L.M.R. 8F.
Clynderwen	Down Bay Siding behind Down Platform. Two Ballast Sidings and Siding Connection from Up Branch line leading to them.	51XX, 53XX-73XX, 28XX, 34XX, 84XX, 94XX, 2-8-0 "Austerity" and Diesel Electric Shunting Engines Nos. 15100, 15101-15106 and D.3XXX, 10XX, 49XX, 59XX, 69XX, 79XX, 68XX, 78XX, 4037, 4074-4099, 50XX, 70XX, B.R. Sta. Cl. 5 (4-6-0). B.R. Sta. Cl. 7 (4-6-2). B.R. Sta. Cl. 9F (2-10-0). L.M.R. 8F.
Letterston Junction	Letterston Branch Trecwn Branch	10XX Class are authorised for through working only. Prohibited to "Red" Engines.
Fishguard and Goodwick	Inside elevated Coal Stage-Locomotive Yard Goodwick Brick Works Sidings and Wharf Goods Platform at back of Up Platform	51XX, 53XX-73XX, 28XX, 34XX, 84XX, 94XX, 2-8-0 "Austerity" and Diesel Electric Shunting Engines Nos. 15100, 15101-15106 and D.3XXX, 10XX, 49XX, 59XX, 69XX, 79XX, 68XX, 78XX, 4037, 4074-4099, 50XX, 70XX, B.R. Sta. Cl. 5 (4-6-0). B.R. Sta. Cl. 7 (4-6-2). B.R. Sta. Cl. 9F (2-10-0). L.M.R. 8F.
Fishguard Harbour	Curve on Down Line at North end of station beyond an engine length from switches leading to Cattle Pens Siding. Curves beyond the North end of Nos. 2, 3 and 4 Platforms.	4037, 4074-4099 50XX, 70XX, 10XX, 49XX, 59XX, 69XX, 78XX, 42XX, 72XX and 52XX. B.R. Sta. Cl. 5 (4-6-0). B.R. Sta. Cl. 7 (4-6-2). All Engines beyond entrance to Coal Stage. All engines
Neyland	Barnlake Sidings Nos. 1, and 2 beyond clearance at Johnston end. Locomotive Dept. Coal Stage Road. From Arrival Platform to No. 3 Pit Road direct.	

COURT SART JUNCTION TO LLANDILO JUNCTION EAST, ALSO SKEWEN. EAST JCN TO LONLAS JUNCTION AND GROVESEND COLLIERY LOOP JUNCTION TO HENDY JUNCTION (EXCLUSIVE)

Route Colour—"Red"

Permitted Engines—All W.R. classes except 60XX and 47XX.

L.M.R. 4-4-0 Class 2B

L.M.R. 2-6-2 Class 3J

L.M.R. 2J, 2U, 4H, 4J, 5A, 5B, 6B, 7C, 8A, between Pontardulais and Llanelli.

B.R. Sta. Cl. 4 (80XXX) (2-6-4T). B.R. Sta. Cl. 4 (76XXX) (2-6-0). B.R. Sta. Cl. 4 (75XXX) (4-6-0). B.R. Sta. Cl. 5 (73XXX) (4-6-0).

B.R. Sta. Cl. 7 (70XXX) (4-6-2)—Subject to the observance of Service restrictions.

B.R. Sta. Cl. 9F (2-10-0).

Ex L.M.R. Standard Class 4, 2-6-4T. 2-Cylinder fitted with parallel boiler.—For through working between Court Sart Junction and Llandilo Junction, also Skewen East to Lonlas Junction.

L.M.R. 8F

Diesel Electric Shunting Engines Nos. 15100, 15101-15106, D.3XXX (350 h.p.).

LOCAL RESTRICTIONS

Stations	Connections and Sidings	Engines Prohibited
Llangyfelach	Colliery and Fuel Works Sidings	10XX, 4037, 4074-4099, 50XX, 49XX, 59XX, 69XX, 79XX, 68XX, 78XX, 42XX, 52XX, 72XX, 51XX, 53XX-73XX, 28XX, 2-8-0 "Austerity", 34XX, 84XX, 94XX, Diesel Electric Shunting Engines Nos. 15100, 15101-15106 and 13XXX. L.M.R. 7F and 8F. B.R. Sta. Cl. 5 (4-6-0). B.R. Sta. Cl. 7 (4-6-2). B.R. Sta. Cl. 9F (2-10-0). L.M.R. 8F.
Pont Lliw	Graig Merthyr Colliery Sidings Graig Merthyr Colliery beyond the end of the straight sidings. All Traders' Sidings	

COURT SART JUNCTION TO LLANDILO JUNCTION EAST, ALSO SKEWEN EAST TO LONLAS JUNCTION AND GROVESEND COLLIERY LOOP JUNCTION TO HENDY JUNCTION (EXCLUSIVE)—continued

Route Colour—"Red"—continued

LOCAL RESTRICTIONS

Stations	Connections and Sidings	Engines Prohibited
Llangennech	Morlais Tinplate Company's Sidings beyond gate. Morlais Colliery Sidings inlet end, outlet end—Roads Nos. 1 to 7 beyond clearance points in accordance with Notice Board.	56XX, 66XX, 34XX, 84XX, 94XX, 10XX, 49XX, 59XX, 69XX, 79XX, 4037, 4074-4099, 50XX, 70XX, 68XX, 78XX, 53XX-73XX, 42XX, 52XX, 28XX, 2-8-0 "Austerity" and Diesel Electric Shunting Engines Nos. 15100, 15101-15106 and D.3XXX, 72XX, and 51XX.
Bynea	The sharp curve Siding next the Down line, Carnarvon Branch. Carnarvon Branch. Pencoed Tinplate Company's Sidings beyond catch point. Yspitty Branch—beyond the gate at 0m. 8ch. from junction with Down line. Mileage Siding—Goods Yard All Traders' Sidings Cattle Pen Sidings All Traders' Sidings	B.R. Sta. Cl. 5 (4-6-0). B.R. Sta. Cl. 7 (4-6-2). B.R. Sta. Cl. 9F (2-10-0). L.M.R. 4-4-0 Class 2B. L.M.R. 2-6-2 Class 3J. L.M.R. 7F and 8F. 10XX, 49XX, 59XX, 69XX, 4037, 4074-4099, 50XX, 68XX, 78XX, 53XX-73XX, 42XX, 52XX, 28XX, 2-8-0 "Austerity" 72XX, 51XX, Diesel Electric Shunting Engines Nos. 15100, 15101-15106 and D.3XXX. B.R. Sta. Cl. 5 (4-6-0). B.R. Sta. Cl. 7 (4-6-2). B.R. Sta. Cl. 9F (2-10-0). L.M.R. 4-4-0 Class 2B. L.M.R. 2-6-2 Class 3J. L.M.R. 7F and 8F.

BLAENYCWM SIDINGS TO BRITON FERRY (exclusive). Route Colour—"Red"

Permitted Engines—

All W.R. Tank Engines.
All W.R. Tender Engines, except 60XX and 47XX for through working only.
B.R. Sta. Cl. 3 (2-6-2T), for through working only, Swansea (High St.) to Treherbert via Aberavon, in both directions.
B.R. Sta. Cl. 4 (76XXX) (2-6-0), B.R. Sta. Cl. 4 (80XXX) (2-6-4T), B.R. Sta. Cl. 4 (75XXX) (4-6-0).
B.R. Sta. Cl. 5 (73XXX) (4-6-0), for through working only.
B.R. Sta. Cl. 9F (2-10-0) for through working only.
L.M.R. 7F and 8F for through working only between Briton Ferry and Aberavon Town.
56XX, 66XX, 34XX, 84XX, 94XX and Diesel Electric Shunting Engines, 15100, 15101-15106 and D.3XXX (350 h.p.) not to exceed a speed of 25 m.p.h. in both directions between 5m. 50ch. and 7m. 10ch., 7m. 44ch. and 7m. 62ch., and 8m. 40ch. and 9m. 0ch.

LOCAL RESTRICTIONS

Stations	Connections and Sidings	Engines Prohibited
Blaenycwm	Glenrhondda Colliery Sidings, off First Siding, Down Side.	42XX, 52XX, 72XX, 49XX, 59XX, 69XX, 79XX, 4037, 4074-4099, 50XX, 70XX, 53XX-73XX, 10XX.
Blaengwynfi	Down Loop, Cattle Pen Siding ...	10XX, 68XX, 78XX. 4037, 4074-4099, 50XX, 70XX, 52XX, 42XX and 72XX.
Cymmer Afan	Dead End Siding, off Goods Line, East end	
Duffryn Rhondda	Mileage Sidings, West end. Colliery Sidings, Down side Colliery New Sidings, empties bottom end No. 2 Colliery Sidings, bottom end—beyond catch-point. No. 2 Colliery Sidings, top end—Absolute	
Pontrhydyfen	Back Road from Catch point, West end, to outlet, East end. Crossover, Up Line to back road, West end Must not pass Bridge No. 70 on No. 8 Railway.	
Cwmavon	Copper Miners Works Sidings—beyond Clearance Point. Mileage Siding—beyond Catch-point Connections off North Road Copper Miners to Outlet, East end. Mileage Siding Curved Siding beyond Cattle Pen ...	10XX, 68XX, 78XX, 42XX, 52XX, 72XX, 4037, 4074-4099, 50XX and 70XX. 42XX, 52XX, 72XX, 49XX, 59XX, 69XX, 79XX, 4037, 4074-4099, 50XX, 70XX, 53XX-73XX, 10XX. Diesel Electric Shunting Engines Nos. 15100 15101-15106 and D.3XXX.

BLAENYCWM SIDINGS TO BRITON FERRY (exclusive). Route Colour "Red"—continued

LOCAL RESTRICTIONS

Stations	Connections and Sidings	Engines Prohibited
Velindre	Down Loop	42XX, 52XX, 72XX, 49XX, 59XX, 69XX, 79XX, 4037, 4074-4099, 50XX, 70XX, 53XX-73XX, 10XX.
Aberavon Town	Mansel Tinplate Co.'s Siding Plough Sidings (excluding inward and outward roads), speed not exceeding 5 m.p.h. Carriage Sidings—beyond Catch-point ...	56XX, 66XX, 34XX, 84XX, 94XX and Diesel Electric Shunting Engines Nos. 15100, 15101-15106. 42XX, 52XX, 72XX, 49XX, 59XX, 69XX, 79XX, 4037, 4074-4099, 50XX, 70XX, 53XX-73XX, 10XX. 42XX, 52XX, 72XX, 49XX, 59XX, 69XX, 79XX, 4037, 4074-4099, 50XX, 70XX, 53XX-73XX, 10XX and Diesel Electric Shunting Engines Nos. 15100, 15101-15106 and D.3XXX. (34XX, 84XX, 94XX, 56XX and 66XX Class engines not to exceed 5 m.p.h.)
Burrows Junction	West End Siding, off Docks Branch opposite Signal Box. Old Dock Road—beyond clearance point. Port Talbot Docks Sidings—beyond Hand Points. Note—72XX Engines may work over the Inner Loop at Burrows Jn. provided the Instantan coupling is not used between the engine and the next vehicle.	42XX, 52XX, 72XX, 49XX, 59XX, 69XX, 79XX, 4037, 4074-4099, 50XX, 70XX, 53XX-73XX, 10XX. 10XX, 68XX, 78XX, 42XX, 52XX, 72XX, 4037, 4074-4099, 50XX, 70XX.
Aberavon (Seaside)	Up Line Siding Down Loop, East end Principality Wagon Co.'s Siding—beyond gate. Glanwalia Tinplate Works ..	42XX, 52XX, 72XX, 49XX, 59XX, 69XX, 79XX, 40XX, 50XX, 70XX, 53XX-93XX, 10XX. 10XX, 68XX, 78XX, 42XX, 52XX, 72XX, 49XX, 59XX, 69XX, 79XX, 40XX, 50XX, 70XX, 53XX-73XX, 56XX, 66XX, 84XX, 94XX and Diesel Electric Shunting Engines Nos. 15100, 15101-15106
Briton Ferry	Vernon Tinplate Siding Baglan Engineering Siding All Trader's Weighbridges All Traders' Sidings	42XX, 52XX, 72XX, 49XX, 59XX, 69XX, 79XX, 4037, 4074-4099, 50XX, 70XX, 10XX, 53XX-73XX, 56XX, 66XX, 34XX, 84XX, 94XX, and Diesel Electric Shunting Engines Nos. 15100, 15101-15106, D.3XXX. 45XX, 55XX, 56XX, 66XX, 34XX, 84XX, 94XX and Diesel Electric Shunting Engines Nos. 15100, 15101-15106 and D.3XXX. 56XX, 66XX, 34XX, 84XX, 94XX and Diesel Electric Shunting Engines Nos. 15100, 15101-15106.

BRANCHES

CWMDU TO DUFFRYN No. 2 (EXCLUSIVE). Route Colour—"Dotted Red"

Permitted Engines.—All W.R. Tank Engines except 41XX, 51XX, 61XX, 81XX, 45XX and 55XX. Diesel Electric Shunting Engines 15100, 15101-15106 and D.3XXX (350 h.p.).

LOCAL RESTRICTIONS

Stations	Connections and Sidings	Engines Prohibited
Cwmdru	Slagtip Sidings (Stonehouse and Co.—beyond gate).	
Maesteg (Neath Road)	North's Navigation Colliery Sidings ... New Sidings beyond engine length inside gate (42XX, 52XX and 72XX may work in new sidings).	42XX, 52XX, 72XX, 34XX, 84XX and 94XX.
Bryn	Colliery Sidings beyond first pair of hand points (42XX, 52XX and 72XX may work to red peg). Mileage Siding { 42XX, 52XX and 72XX may work at East End Refuge Siding { speed not exceeding 5 m.p.h.	
All Colliery Sidings		Diesel Electric Shunting Engines Nos. 15100, 15101-15106 and D.3XXX.

Engine Restrictions—continued

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Branches—continued

DUFFRYN NO. 2 TO ABERAVON TOWN (EXCLUSIVE)

Route Colour—"Dotted Red".

Permitted Engines.—All W.R. except 60XX and 47XX. L.M.R. 7F and 8F (restricted to 20 m.p.h.).

B.R. Sta. Cl. 4 (80XXX) (2-6-4T), B.R. Sta. Cl. 4 (76XXX) (2-6-0), B.R. Sta. Cl. 4 (75XXX) (4-6-0), B.R. Sta. Cl. 5 (73XXX) (4-6-0).

LOCAL RESTRICTIONS

Stations	Connections and Sidings	Engines Prohibited
Duffryn Yard ... (Nos. 1 and 2 Signal Boxes).	Gas Tank Road ... Carriage Shed Sidings ... No. 5 Siding (Up Line Side) ... Turntable Road ...	56XX, 66XX, 34XX, 84XX, 94XX. 56XX, 66XX, 34XX, 84XX, 94XX, 53XX-73XX. 53XX-73XX. All engines except 0-6-0T in uncoloured and yellow groups.
Marcroft Wagon Works ...	...	

OAKWOOD TO TONMAWR JUNCTION, INCLUDING WHITWORTH BRANCH TO COLLIER'S HALT ONLY AND GLYNCORRWG TO ABERCREGAN SIDING, ALSO CYMMER CORRWG TO CYMMER GENERAL (EXCLUSIVE).

Route Colour—"Yellow", Oakwood to Tonmawr Junction and Glynccorwg to Abercregan Siding.

"Blue", Cymmer Corrwg to Cymmer General.

Permitted Engines.—W.R. 0-6-0T in Unclassified and Yellow Groups.

CEFN JUNCTION AND DUFFRYN YARD (EXCLUSIVE) TO PORT TALBOT DOCKS (EXCLUSIVE).

Route Colour—"Red".

Permitted Engines.—All W.R. except 60XX, 47XX. L.M.R. 7F between Duffryn Yard and Margam Sidings.

B.R. Sta. Cl. 4 (80XXX) (2-6-4T), B.R. Sta. Cl. 4 (76XXX) (2-6-0), B.R. Sta. Cl. 4 (75XXX) (4-6-0).

B.R. Sta. Cl. 5 (73XXX) (4-6-0). For through working only between Duffryn Yard and Waterhall Junction.

B.R. Sta. Cl. 7 (70XXX) (4-6-2). Subject to the observance of Service restrictions.

B.R. Sta. Cl. 9F (2-10-0).

Ex L.M.R. Standard Class 4, 2-6-4T, 2-cylinder fitted with parallel boiler.—For through working between Margam and Margam Abbey Works East.

L.M.R. 8F.

Diesel Electric Shunting Engines 15100, 15101-15106 and D.3XXX (350 h.p.).

LOCAL RESTRICTIONS

Stations	Connections and Sidings	Engines Prohibited
Duffryn No. 3 ...	Sidings Nos. 2, 4, 6, 7, 8, 9, 10 and Brokers Sidings. Note:—Engines may work light into all sidings and may draw (but not propel) trains into Sidings Nos. 2 and 4. Sidings Nos. 1, 2, 4, 6, 7, 8, 9, 10 and Brokers Sidings. Note:—Engines may work light into all sidings and may draw (but not propel) trains into Sidings Nos. 1, 2 and 4. Sidings Nos. 2, 6, 7, 8, 9, 10 and Brokers Sidings. Note:—Engines may work light into all sidings and may draw (but not propel) trains into Siding No. 2. Sidings Nos. 2, 9, 10 and Brokers Sidings Note:—Engines may work light into all sidings and may draw (but not propel) trains into Sidings Nos. 2 and 4.	10XX, 68XX, 78XX, 4037, 4074-4099, 50XX, 70XX. B.R. Sta. Cl. 7 (4-6-2). 72XX. 42XX, 52XX.
Heolydelliaid ... Cribbwr Fawr ...	Sand Siding beyond catch point ... Colliery Sidings. ...	10XX, 68XX, 78XX, 34XX, 84XX, 94XX, 4037, 4074-4099, 50XX, 70XX. B.R. Sta. Cl. 7 (4-6-2).
Waterhall Junction ... Aberbaiden ...	All Coal Yard Sidings ... Ton Phillip Colliery Sidings ... Connections beyond gate (speed 5 m.p.h. up to gate). Mill Pit Sidings connection—5 m.p.h. up to gate only, absolute beyond gate. Inlet connection from Loop ... Outlet connection to Loop ...	
Aberbaiden Colliery ...		

CEFN JUNCTION AND DUFFRYN YARD (EXCLUSIVE) TO PORT TALBOT DOCKS (EXCLUSIVE).

Route Colour "Red"—continued

LOCAL RESTRICTIONS

Stations	Connections and Sidings	Engines Prohibited
S.C.O.W. Abbey Works	Tippler Empty Roads (Scheme M)	10XX, 40XX, 50XX, 60XX, 70XX, 49XX, 59XX, 69XX, 79XX, 68XX, 78XX, 28XX, 38XX.
	Connections at the North End of the five New Tippler Reception Sidings	All engines.
	Coal-Stacking Sidings	B.R. Standard Class 9F (2-10-0).
	Coil Sidings	All Tender engines.
	Coil Sidings, beyond straight portion of Four Sidings beyond scissors crossover.	All engines
	Coil Sidings, beyond an engine length beyond the last pair of points (Speed beyond scissors crossover not to exceed 5 m.p.h.)	
Tippler Sidings, Margam Works	Nos. 1 and 2 Dump Sidings, and short loop, leading from General Grid Sidings into No. 1 Tippler Coal Siding.	49XX, 59XX, 69XX, 79XX.
	All Sidings	Diesel Electric Shunting Engines Nos. 15100, 15101-15106 and D.3XXX.

No. 7 GRID, PORT TALBOT DOCKS AND MANSEL CUTTING. Route Colour—"Red"

Permitted Engines.—All W.R. except 60XX, 47XX, 10XX, 49XX, 59XX, 69XX, 79XX, 4037, 4074-4099, 50XX, 70XX, 68XX, 78XX 72XX. B.R. Sta. Cl. 4 (80XXX) (2-6-4T). B.R. Sta. Cl. 9F (2-10-0). L.M.R. 8F.

Local Restrictions.—Nil.

BRECON (EXCLUSIVE) TO YNISYGEINON JUNCTION. Route Colour—"Blue"

Permitted Engines.—Yellow and Uncoloured Tender Engines. All W.R. 0-6-0 Tank Engines, except those in the Red Group. L.M.R. Engines 1A, 2P, 2J, 2U and Class 3, 0-6-0 (for through working only).

Local Restrictions.—Nil.

COLBREN JUNCTION TO NEATH (RIVERSIDE) (INCLUSIVE). Route Colour—"Red"

Permitted Engines.—W.R. 42XX, 52XX, 72XX, 56XX, 66XX, Diesel Electric Shunting Engines Nos. 15100, 15101-15106, and D.3XXX (350 h.p.). All W.R. 0-6-0 and 0-6-0T Engines, except 15XX Class.

LOCAL RESTRICTIONS

Stations	Connections and Sidings	Engines Prohibited
Seven Sisters	Colliery Siding bottom end No. 2. ...	
Dillwyn Colliery North	Beyond catch-point	42XX, 52XX, 72XX, 56XX, 66XX, 34XX, 84XX, 94XX, Diesel Electric Shunting Engines Nos. 15100, 15101-15106 and D.3XXX.
Dillwyn Colliery South		
Penygraig Siding and Blaenau Colliery Siding.		
Crynant Down Loop Connection		
Cefn Coed Colliery	No. 4 Inlet (Up side) beyond 50 feet inside catch-point.	
	No. 1 Outlet (Up side) beyond red peg for Nos. 1, 2 and 3 roads.	
Neath (Riverside)	Connection line to New Sidings ...	51XX, 34XX, 84XX, 94XX, 42XX, 52XX and 72XX.
	Down Bay	
	Siding adjoining Down Bay	
	Palmer's Wharf	

NEATH (RIVERSIDE) (EXCLUSIVE) AND DYNEVOR JUNCTION TO SOUTH DOCK JUNCTION

Route Colour—"Red"

Permitted Engines.—

All W.R. except 60XX and 47XX. L.M.R. 7F and 8F (between Neath (Riverside) and Cardonnel Junction and Neath Junction R. and S.B.) for through working only.

B.R. Sta. Cl. 4 (80XXX) (2-6-4T), B.R. Sta. Cl. 4 (76XXX) (2-6-0), B.R. Sta. Cl. 4 (75XXX) (4-6-0).

B.R. Sta. Cl. 5 (73XXX) (4-6-0) except between Swansea East Dock and South Dock where through working only will apply.

B.R. Sta. Cl. 9F (2-10-0).

Diesel Electric Shunting Engines 15100, 15101-15106 and D.3XXX (350 h.p.).

LOCAL RESTRICTIONS

Stations	Connections and Sidings	Engines Prohibited
Danygraig Loco. Yard	Carriage Sheds	66XX, 56XX, 34XX, 84XX, 94XX, 42XX, 52XX, 49XX, 59XX, 69XX, 79XX, 4037, 4074-4099, 50XX, 70XX, 53XX-73XX, 51XX, 72XX, 10XX and Diesel Electric Shunting Engines Nos. 15100, 15101-15106 and D.3XXX. B.R. Sta. Cl. 5 (4-6-0).

Engine Restrictions—continued

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Branches—continued

NEATH (RIVERSIDE) (EXCLUSIVE) AND DYNEVOR JUNCTION TO SOUTH DOCK JUNCTION—continued Route Colour "Red"—continued

LOCAL RESTRICTIONS

Stations	Connections and Sidings	Engines Prohibited
Danygraig Loco. Yard—continued	Inside elevated Coal Stage	51XX, 42XX, 52XX, 72XX, 53XX-73XX, 49XX, 59XX, 69XX, 4037, 4074-4099, 50XX, 45XX, 55XX, 10XX and Diesel Electric Shunting Engines Nos. 15100, 15101-15106 and D.3XXX, B.R. Sta. Cl. 5 (4-6-0).
Eastern Depot to South Dock	Duke Sidings. All Traders' Sidings Crossover from South Dock (Down line) to Eastern Depot (Up line). Duke Sidings All Traders' Sidings Eastern Depot Sidings leading to St. Thomas Station beyond clearance point. Western end of International Lubricating Co's. Shed. Port Tennant Brownlands East Dock to Prince of Wales Dock Road—up and down running roads and hoist road beyond junction to Old Pacific Fuel Works Down Sidings beyond clearance point to Eastern and Western ends.	51XX, 34XX, 84XX, 94XX, 42XX, 52XX, 72XX, 28XX, 2-8-0 "Austerity" 53XX-73XX. B.R. Sta. Cl. 9F (2-10-0). L.M.R. 8F. 10XX, 68XX, 78XX, 4037, 4074-4099, 50XX, 70XX.
	All Traders' Weighbridges	Diesel Electric Shunting Engines, Nos. 15100, 15101-15106 and D.3XXX, 53XX and 55XX may be used over Traders' Weighbridges to the same extent as R. and S.B. Type Engine.

NEATH JUNCTION R. AND S.B. AND NEATH (CANAL SIDE). Route Colour—"Dotted Blue".

Permitted Engines.—All 0-6-0 and 0-6-0T types except those in the "Red" classification.

Local Restrictions.—Nil.

FELIN FRAN (EXCLUSIVE) TO CLYDACH. Route Colour—"Red".

Permitted Engines.—W.R. 68XX and 78XX, all W.R. Tank Engines except 15XX. All W.R. 0-6-0 Engines. B.R. Sta. Cl. 4 (80XXX) (2-6-4T), B.R. Sta. Cl. 4 (76XXX) (2-6-0), B.R. Sta. Cl. 4 (75XXX) (4-6-0).

LOCAL RESTRICTIONS

Stations	Connections and Sidings	Engines Prohibited
Trebanos	Speed not to exceed 15 m.p.h. between 1m. 35ch. and 2m. 20ch.	
Clydach-on-Tawe (North)	East Side of W.R. Viaduct Mond's Nickel Works, No. 3 Siding Mond's Nickel Works Crossover Road between Nos. 2 and 3 Sidings at W.R. Viaduct. Goods Yard (W.R.) Scott and Middleton's Siding. All Traders' Sidings. Mond's Nickel Works Loop, River Tawe Bridge.	36XX, 46XX, 96XX. 37XX, 57XX, 67XX 77XX, 87XX, 97XX. 68XX, 78XX, 42XX, 52XX, 72XX, 34XX, 84XX, 94XX.

FELIN FRAN WEST (EXCLUSIVE) AND HAFOD JUNCTION (EXCLUSIVE). Route Colour—"Red"

Permitted Engines.—

All W.R. except 60XX and 47XX.

B.R. Sta. Cl. 4 (80XXX) (2-6-4T), B.R. Sta. Cl. 4 (76XXX) (2-6-0), B.R. Sta. Cl. 4 (75XXX) (4-6-0).

B.R. Sta. Cl. 5 (73XXX) (4-6-0) for through working only.

B.R. Sta. Cl. 7 (70XXX) (4-6-2) Subject to the observance of Service restrictions.

B.R. Sta. Cl. 9F (2-10-0).

L.M.R. 8F.

Diesel Electric Shunting Engines 15100, 15101-15106 and D.3XXX (350 h.p.).

LOCAL RESTRICTIONS

Stations	Connections and Sidings	Engines Prohibited
Landore (L.L.)	No. 1 I.C.I. Siding beyond red peg and W.R. Maintenance No. 2 Siding beyond clearance point for No. 1 Siding No. 3 Siding beyond 12 feet from the catch-point Zinc Works Siding over short spur leading from dead-end Siding.	56XX, 66XX, 10XX, 4037, 4074-4099, 50XX, 70XX, 49XX, 59XX, 69XX, 79XX, 68XX, 78XX, 51XX, 42XX, 52XX, 72XX, 34XX, 84XX, 94XX and Diesel Electric Shunting Engines Nos. 15100, 15101-15106 and D.3XXX. B.R. Sta. Cl. 7 (4-6-2).

Engine Restrictions continued

PONTYPOOL ROAD, ABERDARE (H.L.) AND NEATH JUNCTION

Engines Permitted—All except 4-6-0 60XX and 2-8-0 47XX classes

ENGINE RESTRICTIONS
WORKING OF 4-6-0 ENGINES

Stations, Place or Signal Box	Name of Siding, Junction, Crossover Road, etc.	Nature of Prohibition or Restriction
Rhigos	Rhigos Carriage Sidings and connections...	Absolute. In emergency may use connections.
Glyn Neath	Rhigos Colliery	Down Line Connection beyond Catch point. Up Line Connections, Absolute.
Glyn Neath	Abernant Brickworks	Beyond red peg.
Glyn Neath	Aberpergwm Colliery Empties End	Beyond Engine Notice Board.
Glyn Neath	Hill Siding	Beyond Points to Cattle Pen.
Glyn Neath	Empire Colliery	West End beyond Catch point.
Glyn Neath	Aberpergwm Colliery, No. 10 Railway	East End beyond Red Peg.
Glyn Neath	Blaengwrach Storage Sidings	Beyond Clearance Point of each Siding.
Resolven	Aluminium Company's Sidings	East End, Beyond Catch Points.
Resolven	Cory Bros. Colliery	Beyond Catch Point.
Resolven	Mileage Siding	West End, Beyond Red Pegs.
Resolven	Metal-Clad Company's Siding	East End, Absolute.
Resolven	Garth Colliery, Melincourt	Beyond Clearance Points.
Resolven	Ynisarwed Colliery, Melincourt	Beyond Catch Point.
Resolven	Messrs. T. T. Lewis, Private Siding	East and West Ends. Beyond Catch Points.
Resolven		West End. Beyond Red Peg. East End Absolute.
Resolven		All Engines Beyond Red Peg.

PROHIBITIONS GOVERNING THE RUNNING OF THE 0-6-0T. 94XX, 2-6-2T. 51XX, 2-8-0T. 42XX / 52XX, 2-8-0T. 72XX -8-0 28XX, 2-8-0 (AUSTERITY) AND L.M.R. 2-8-0 8F CLASSES OF ENGINES FROM NEATH JUNCTION TO HIRWAUN POND

Place	Name of Siding, etc., and Nature of Prohibition
Resolven	Melyn Court. Ynisarwed Colliery Sidings—Through Road from Up Line to Colliery.
Resolven	Melyn Court. Ynisarwed Colliery Sidings Outwards end beyond gate.
Resolven	Melyn Court. Garth Merthyr Colliery Sidings, Screens and Weighbridge Machine.
Resolven	Cory Bros. Colliery Sidings. East end beyond red peg inside Catch Point.
Resolven	Cory Bros. Colliery Sidings. West end beyond Catch Point.
Glyn Neath	Aberpergwm Colliery Sidings—beyond Catch Point.
Glyn Neath	Abernant Brickworks Branch—beyond red peg.
Glyn Neath	Abernant Brick Works Siding reached from Up Line (back of Up Platform) beyond peg.
Glyn Neath	Abernant Brick Works Sidings (back of Engine Shed) beyond peg.
Glyn Neath	Hill Siding—beyond Cattle Pen.
Glyn Neath	Empire Colliery Sidings—beyond red pegs.
Glyn Neath	Rhigos Colliery. Down Line connection beyond Catch Point.
Glyn Neath	Rhigos Colliery Sidings. Up Line connection beyond Railway maintenance.

Engine Restrictions—continued

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Branches—continued

FELIN FRAN WEST (EXCLUSIVE) AND HAFOD JUNCTION (EXCLUSIVE). Route Colour—"Red"—continued

LOCAL RESTRICTIONS

Stations	Connections and Sidings	Engines Prohibited
Plasmarl	Spelter Works Nos. 3, 4, 5, and 6 Sidings	0-6-2T, 56XX, 66XX, 10XX, 4037, 4074-4099 50XX, 70XX, 49XX, 59XX, 69XX, 79XX, 68XX, 78XX, 51XX, 42XX, 52XX, 72XX, 34XX, 84XX, 94XX and Diesel Electric Shunting Engines Nos. 15100, 15101- 15106 and D.3XXX. B.R. Sta. Cl. 7 (4-6-2).
Morrison West	Goods Shed Siding—both ends Loop Siding—both ends Up Mileage Siding Messrs. Rees and Kirby's Siding, beyond catch point at gate. No. 3 Siding	10XX, 4037, 4074-4099, 50XX, 70XX, 49XX, 59XX, 69XX, 79XX, 68XX, 78XX, 42XX, 52XX, 72XX, 34XX, 84XX, 94XX and Diesel Electric Shunting Engines Nos. 15100, 15101-15106 and D.3XXX. B.R. Sta. Cl. 7 (4-6-2).
	All Sidings except No. 3 Siding	0-6-2T, 56XX, 66XX.

COCKETT GOODS YARD. Route Colour "Red"

Permitted Engines.—0-6-0T and 0-6-2T except 15XX, Diesel Electric Shunting Engines Nos. 15100, 15101-15106 and D.3X
mum speed throughout 10 m.p.h. B.R. Sta. Cl. 4 (75XXX) (4-6-0), B.R. Sta. Cl. 5 (73XXX) (4-6-0).

LOCAL RESTRICTIONS

Stations	Connections and Sidings	Engines Prohibited
Cockett	Saw Mill Siding	All Engines.

CRAVEN ARMS (EXCLUSIVE) TO SWANSEA (VICTORIA), ALSO PONTARDULAI TO MORLAIS JUNCTION

Route Colour not yet allocated Craven Arms (exclusive) to Llangadock (exclusive).

Route Colour "Red" Llangadock to Morlais Junction

Route Colour not yet allocated Pontardulais (exclusive) to Swansea (Victoria)

Permitted Engines.—

B.R. Sta. Cl. 3 (2-6-2T), B.R. Sta. Cl. 4 (80XXX) (2-6-4T), B.R. Sta. Cl. 4 (76XXX) (2-6-0), B.R. Sta. Cl. 4 (75XXX) (4-6-0)
B.R. Sta. Cl. 5 (73XXX) (4-6-0) between Shrewsbury and Swansea (Victoria). Subject to the observance of service restrictions.
1,000 h.p. and 2,000 h.p. Diesel Hydraulic—between Craven Arms and Swansea (Victoria). Subject to the observance of service
restrictions.

W.R. Craven Arms (exclusive) to Llangadock (exclusive)	22XX, (subject to A.T.C. gear being clipped up), 56XX, 57XX, 66XX, W.D. 2-8-0, subject to restrictions for L.M.R. Classes 5 and 8.
Llangadock to Pantyffynnon (exclusive)	22XX, (subject to A.T.C. gear being clipped up), 56XX, 57XX, 66XX, W.D. 2-8-0, subject to restrictions for L.M.R. Classes 5 and 8.
Pantyffynnon to Morlais Junction	All 0-6-0 and 0-6-0T, except 15XX.
Pontardulais (exclusive) to Swansea (Victoria)	All, except 60XX and 47XX, and 15XX between Pantyffynnon and Pontardulais.
L.M.R. Craven Arms (exclusive) to Llangadock (exclusive)	22XX, (subject to A.T.C. gear being clipped up), 56XX, 57XX, 66XX, W.D. 2-8-0, subject to restrictions for L.M.R. Classes 5 and 8.
Llangadock to Pontardulais	Diesel Electric Shunting Engines Nos. 15100, 15101-15106 and D.3XXX.
Pontardulais to Swansea (Victoria)	All except 6A and 7A.
Pontardulais to Morlais Junction	1C, 2B, 2J, 2P, 2S, 2U, 3E, 3S, 3T, 4B, 4C, 4H, 4J, 4K, 5A, 5B, 7B, 7C, 8A, 8F.
	All except 6A and 7A.
	4H, 4J, 5B, 7C, 8A, at a speed not exceeding 20 m.p.h.
	B.R. Sta. Cl. 4 (2-6-4T) at a speed not exceeding 20 m.p.h.

LOCAL RESTRICTIONS ON W.R. ENGINES

Stations	Connections and Sidings	Engines Prohibited
Llandovery	Siding leading to Gas Works Siding Siding crossover between No. 4 Loco. Shed Road and Sand Hole. (Crossover is already clipped and not used.) Siding No. 1 Loco. Shed Road Siding connection at Nos. 3 and 4 Loco. Shed Road. Gordon's Private Siding	22XX, 56XX, 57XX, 66XX. 34XX, 94XX. 56XX, 57XX, 66XX, 34XX, 94XX. Speed of permitted engines to be kept below 5 m.p.h.

CRAVEN ARMS (EXCLUSIVE) TO SWANSEA (VICTORIA), ALSO PONTARDULAI TO MORLAIS JUNCTION—continued

**LOCAL RESTRICTIONS
ON W.R. ENGINES—continued**

Stations	Connections and Sidings	Engines Prohibited
Llandilo	Timber Yard Siding from Down Line connection. Private Coal Siding from connection with Mileage Siding.	22XX, 56XX, 57XX, 66XX, 34XX, 94XX.
Ffairfach	Gas Works Siding. Back Mileage Siding ...	56XX, 66XX, 34XX, 84XX, 94XX.
Derwydd Road	Lime Wharf on Mileage Siding ...	22XX, 56XX, 66XX, 34XX, 84XX, 94XX.
Llandebie	Limestone Branch Lime Wharf Siding Back Mileage Siding All Traders' Sidings	
Pantylfynnon	Dynevor Tinplate Works (inlet and outlet ends). Park and Blaina Colliery Sidings beyond Stop Board.	22XX, 10XX, 49XX, 59XX, 69XX, 79XX, 4037, 4074-4099, 50XX, 70XX, 68XX, 78XX, 53XX-73XX, 42XX, 52XX, 28XX, 72XX, 51XX, 56XX, 57XX, 66XX, 34XX, 84XX, 94XX and Diesel Electric Shunting Engines Nos. 15100, 15101-15106 and D.3XXX. B.R. Sta. Cl. 5 (4-6-0).
Pontardulais	Pontyclerc Colliery Siding beyond Engine Stop Board. Hendy Siding Goods Shed Siding Down Line Sidings Nos. 5 and 6 (Glamorgan Sidings). Glynhir Tinplate Works Sidings leading to the Clayton, Teilo and Glamorgan Tinplate Works. Up Platform from Swansea (Victoria) Connection and siding to Dulais Works, near $\frac{1}{2}$ mile post Down side.	10XX, 49XX, 59XX, 69XX, 79XX, 4037, 4074-4099, 50XX, 70XX, 68XX, 78XX, 53XX-73XX, 42XX, 52XX, 28XX, 72XX, 51XX, 56XX, 57XX, 66XX, 34XX, 84XX, 94XX and Diesel Electric Shunting Engines Nos. 15100, 15101-15106 and D.3XXX. B.R. Sta. Cl. 5 (4-6-0). 10XX, 22XX, 49XX, 59XX, 69XX, 79XX, 4037, 4074-4099, 50XX, 70XX, 68XX, 78XX, 53XX-73XX, 42XX, 52XX, 28XX, 72XX, 51XX, 56XX, 57XX, 66XX, 34XX, 84XX, 94XX, and Diesel Electric Shunting Engines Nos. 15100, 15101-15106 and D.3XXX. B.R. Sta. Cl. 5 (4-6-0). 10XX, 49XX, 59XX, 69XX, 79XX, 4037, 4074-4099, 50XX, 70XX, 68XX, 78XX, 53XX-73XX, 42XX, 52XX, 28XX, 72XX, 51XX, and Diesel Electric Shunting Engines Nos. 15100, 15101-15106 and D.3XXX. Diesel Electric Shunting Engines Nos. 15100, 15101-15106 and D.3XXX.
Gorseinon	Goods Shed Connection to Grovesend Works, Up side, 3m. 954 yards. Siding Bridge No. 6	22XX. Diesel Electric Shunting Engine No. 15100 and D.3XXX. 56XX, 57XX, 66XX.
Gowerton (South)	Fairwood Siding, Down side, 4m. 1460 yards...	Diesel Electric Shunting Engine No. 15100 and D.3XXX.
Swansea (Victoria)	Low Level Lines at rear of Station Up Platform.	Diesel Electric Shunting Engines Nos. 15100, 15101-15106 and D.3XXX.

Engine Restrictions—continued

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Branches—continued

CRAVEN ARMS (EXCLUSIVE) TO SWANSEA (VICTORIA), ALSO PONTARDULAI TO MORLAIS JUNCTION—continued

LOCAL RESTRICTIONS ON L.M.R. ENGINES

Stations	Connections and Sidings	Engines Prohibited
Llandovery	Ex G.W.R. Sidings Siding at the side of Engine Shed ... Siding beyond and outside Engine Shed Ex G.W.R. Engine Shed Siding and siding at side of Engine Shed. Gordon's Private Siding Ex G.W.R. Engine Shed Road.... Sidings at side of ex G.W.R. Engine Shed Rd. (Short Rd.) Gas Works Sidings	2-6-0 Mixed Traffic. 2-6-2T Class 3 Mixed Traffic Engines (3J). 2-6-2T Class 3, Mixed Traffic Engines (3J). 2-6-0 Mixed Traffic. 2-6-4 Class 4 (3 Cyl.) Tank (4K). 2-6-4 Class 4 (2 Cyl.) Tank (4H, 4J). 4-4-0 Class 4, Passenger Tender (4B). 0-6-0 Class 4, Freight Tender (4C). 4-4-0 Class 2, Passenger Tender (2B). 2-6-2T Class 3, Mixed Traffic Tank (3J). 4-6-0 Mixed Traffic (2 Cyl.) (5A). 8F. Speed of permitted engines to be kept below 5 m.p.h. Ex L.M. Class 8F. Locomotives not to exceed a speed of 5 m.p.h. "(2-6-4T) 4 PT engines are permitted in the siding at side of engine shed and also Gas Works Siding to within 28 yards of gate on access side at speed not exceeding 5 m.p.h."
Llanwrda	No. 3 Siding leading to Cattle Pens ... No. 3 Siding adjoining Cattle Pens ... Warehouse Siding	2-6-0 Mixed Traffic.
Llando	Quarry Siding Crane Stage Siding Timber Yard Siding from Down Line connection. Private Coal Siding from connection with Mileage Siding. Cattle Pen Siding Dead End Siding near Pumping Station (Old Turntable Siding).	2-6-0 Mixed Traffic. 2-6-4 Class 4 (3 Cyl.) Tank (4K). 2-6-4 Class 4 (2 Cyl.) Tank (4H, 4J). 4-4-0 Class 4 Passenger Tender (4B). 0-6-0 Class 4 Freight Tender (4C). 4-4-0 Class 2 Passenger Tender (2B). 2-6-2T Class 3 Mixed Traffic Tank (3J). 4-6-0 Mixed Traffic (2 Cyl.) (5A). 8F. 2-6-0 Mixed Traffic. 2-6-4 Class 4 (3 Cyl.) Tank (4K). 2-6-4 Class 4 (2 Cyl.) Tank (4H, 4J). 4-4-0 Class 4 Passenger Tender (4B). 0-6-0 Class 4 Freight Tender (4C). 4-4-0 Class 2 Passenger Tender (2B). 2-6-2T Class 3 Mixed Traffic Tank (3J). 4-6-0 Mixed Traffic (2 Cyl.) (5A). 8F. 2-6-4 Class 4 (3 Cyl.) Tank (4K). 2-6-4 Class 4 (2 Cyl.) Tank (4H, 4J). 4-4-0 Class 4 Passenger Tender (4B). 0-6-0 Class 4 Freight Tender (4C). 4-4-0 Class 2 Passenger Tender (2B). 2-6-2T Class 3 Mixed Traffic Tank (3J). 4-6-0 Mixed Traffic (2 Cyl.) (5A). 8F. 2-6-2T Class 3 Mixed Traffic Tank (3J).
Ffairfach	Back Mileage Siding Gas Works Sidings	2-6-4 Class 4 (3 Cyl.) Tank (4K). 2-6-4 Class 4 (2 Cyl.) Tank (4H, 4J). 4-4-0 Class 4 Passenger Tender (4B). 0-6-0 Class 4 Freight Tender (4C). 4-4-0 Class 2 Passenger Tender (2B). 2-6-2T Class 3 Mixed Traffic Tank (3J). 4-6-0 Mixed Traffic (2 Cyl.) (5A). 8F.
Derwydd Road	Lime Wharf at end of Mileage Siding	2-6-4 Class 4 (3 Cyl.) Tank (4K). 2-6-4 Class 4 (2 Cyl.) Tank (4H, 4J). 4-4-0 Class 4 Passenger Tender (4B). 0-6-0 Class 4 Freight Tender (4C). 4-4-0 Class 2 Passenger Tender (2B). 2-6-2T Class 3 Mixed Traffic Tank (3J). 4-6-0 Mixed Traffic (2 Cyl.) (5A). 8F.
Llandeble	Lime Wharf Siding Limestone Branch Back Mileage Sidings	2-6-4 Class 4 (3 Cyl.) Tank (4K). 2-6-4 Class 4 (2 Cyl.) Tank (4H, 4J). 4-4-0 Class 4, Passenger Tender (4B). 0-6-0 Class 4 Freight Tender (4C). 4-4-0 Class 2 Passenger Tender (2B). 2-6-2T Class 3 Mixed Traffic Tank (3J). 4-6-0 Mixed Traffic (2 Cyl.) (5A). 8F.

**CRAVEN ARMS (EXCLUSIVE) TO SWANSEA (VICTORIA), ALSO PONTARDULAIS TO MORLAIS
JUNCTION—continued**

**LOCAL RESTRICTIONS
ON L.M.R. ENGINES—continued**

Stations	Connections and Sidings	Engines Prohibited
Llandeble—continued	Cilgrychen Crossing Loop Weighbridge, unless machine is out of gear.	2-6-4 Class 4 (3 Cyl.) Tank (4K). 2-6-4 Class 4 (2 Cyl.) Tank (4H, 4J). 4-4-0 Class 4 Passenger Tender (4B). 0-6-0 Class 4 Freight Tender (4C). 4-4-0 Class 2 Passenger Tender (2B). 2-6-2T Class 3 Mixed Traffic Tank (3J). 4-6-0 Mixed Traffic (2 Cyl.) (5A). 8F.
Pantyyffynnon	Dynevor Tinplate Works (Inlet and Outlet ends). Dynevor Tinplate Works, Outlet end beyond 30 yards from gate. Dynevor Tinplate Works, Inlet end beyond 22 yards from gate. Pontyclerc Colliery Siding—beyond Engine Notice Board. Rhos Colliery Full Road beyond red post Rhos Colliery Empty Road beyond red post Park and Blaina Colliery Siding—beyond Engine Notice Board.	2-6-4 Class 4 (3 Cyl.) Tank (4K). 2-6-4 Class 4 (2 Cyl.) Tank (4H, 4J). 4-4-0 Class 4 Passenger Tender (4B). 0-6-0 Class 4 Freight Tender (4C). 4-4-0 Class 2 Passenger Tender (2B). 2-6-2T Class 3 Mixed Traffic Tank (3J). 4-6-0 Mixed Traffic (2 Cyl.) (5A). 2-6-0 Mixed Traffic. 8F. 2-6-2T Class 3 Mixed Traffic Tank (3J). 2-6-4 Class 4 (3 Cyl.) Tank (4K). 2-6-4 Class 4 (2 Cyl.) Tank (4H, 4J). 4-4-0 Class 4 Passenger Tender (4B). 0-6-0 Class 4 Freight Tender (4C). 4-4-0 Class 2 Passenger Tender (2B). 2-6-2T Class 3 Mixed Traffic Tank (3J). 4-6-0 Mixed Traffic (2 Cyl.) (5A). 2-6-0 Mixed Traffic. 8F.
Pontardulais	Goods Shed Siding Sidings leading to Clayton, Tello and Glamorgan Tinplate Works. Down Line Siding No. 6 Glamorgan Siding Down Line Siding No. 5 Glynhir Tin Works—Inlet end (Pantyyffynnon end). Glynhir Tin Works—Outlet end (Pontardulais end) beyond Engine Notice Board. Hendy Tinplate Co.'s Sidings Goods Shed Siding All Traders' Sidings	2-6-4 Class 4 (3 Cyl.) Tank (4K). 2-6-4 Class 4 (2 Cyl.) Tank (4H, 4J). 4-4-0 Class 4 Passenger Tender (4B). 0-6-0 Class 4 Freight Tender (4C). 4-4-0 Class 2 Passenger Tender (2B). 2-6-2T Class 3 Mixed Traffic Tank (3J). 4-6-0 Mixed Traffic (2 Cyl.) (5A). 2-6-0 Mixed Traffic. 8F. 2-6-4 Class 4 (3 Cyl.) Tank (4K). 2-6-4 Class 4 (2 Cyl.) Tank (4H, 4J). 4-4-0 Class 4 Passenger Tender (4B). 0-6-0 Class 4 Freight Tender (4C). 4-4-0 Class 2 Passenger Tender (2B). 2-6-2T Class 3 Mixed Traffic Tank (3J). 4-6-0 Mixed Traffic (2 Cyl.) (5A). 2-6-0 Mixed Traffic. 8F. 4-4-0 Class 4 Passenger Tender (4B). 0-6-0 Class 4 Freight Tender (4C). 4-4-0 Class 2 Passenger Tender (2B). 2-6-2T Class 3 Mixed Traffic Tank (3J). 4-6-0 Mixed Traffic (2 Cyl.) (5A). 8F. 2-6-4 Class 4 (3 Cyl.) Tank (4K). 2-6-4 Class 4 (2 Cyl.) Tank (4H, 4J). 4-4-0 Class 4 Passenger Tender (4B). 0-6-0 Class 4 Freight Tender (4C). 4-4-0 Class 2 Passenger Tender (2B). 2-6-2T Class 3 Mixed Traffic Tank (3J). 4-6-0 Mixed Traffic (2 Cyl.) (5A). 8F.
Swansea (Victoria)	South Docks Sidings generally Sidings portion of Bridge 44 in South Dock Sidings.	5XB, 6D. 4K, 5A, 5C, 5XA, 7B, 7C.

BRYNAMMAN TO SWANSEA (ST. THOMAS) INCLUDING SIX PIT GOODS LINE AND CLYDACH-ON-TAWE SOUTH UPPER BANK. Route Colour—"Yellow".

Permitted Engines.—All L.M.R., except 20, 3Q, and all Classes 4 to 8 (inclusive); W.R. 67XX.
 Diesel Electric Shunting Engines Nos. 15100, 15101–15106 and D.3XXX (350 h.p.).
 W.R. 0–6-0T, 67XX—to travel at "slow caution" speed through Brynamman Tunnel.

LOCAL RESTRICTIONS

Stations	Connections and Sidings	Engines Prohibited
The working of Engines into Sidings, Bay Platform Lines, Loading Docks and Cattle Docks, must continue to conform to past practice. In the case of doubt or difficulty the question must be raised with the District Traffic Superintendent.		
Upper Bank	White Rock Sidings, beyond 10 yards inside gate. I.C.I. Works, beyond the point clear of the crossing in the siding near the Running Line. Baldwin's Works beyond 116 yards inside gate. Beaufort Works beyond gate	67XX Class Engines.
Morriston (East)	Connection to Brickworks Siding Duffryn Works inwards, beyond 90 yards inside gate. Gas Works Siding beyond clearance point of crossing of diamond. Swansea Foundry, beyond Engine Stop Board Duffryn Works Outwards, beyond 5 yards inside gate. Forest Works Outwards, not to pass bridge over line. Forest Works, inwards, beyond gate Brickworks Siding beyond road level crossing. J. Gwill Jenkins Yard, inside gate	Diesel Electric Shunting Engine No. 15100 and D.3XXX. 67XX Class Engines
Clydach-on-Tawe (South)	Siding to Graigola Colliery Up side Connection to Park Tinplate Siding, Down side. Graigola Merthyr Colliery beyond first pair of hand points. Park Tinplate Works beyond first pair of hand-points in running line. Player's Tinplate Works beyond 7 yards inside gate clear of wheelstop. Mond Nickel Works to run on Through road only and not to pass Cooling Tower.	Diesel Electric Shunting Engines, Nos. 15100 15101–15106 and D.3XXX. 67XX Class Engines.
Glaiz	Llwynddu Colliery, beyond clearance point on either siding.	67XX Class Engines.
Pontardawe	Pontardawe Coal and Metal Works, not to pass inside gate. Gilbertson's Works beyond Works side of first level crossing. Glanrhyd Works, beyond 114 yards inside gate. Curve to Gilbertson's Works	
Ynysgeinon Sidings	Tareni Colliery, Outwards, beyond B.T.C. maintenance. Tareni Colliery Inwards, not more than 110 yards beyond B.T.C. maintenance. Tareni North, inside gate	Diesel Electric Shunting Engine No. 15100 and D.3XXX.
Ystalyfera	Ystalyfera Colliery Inwards, beyond 74 yards inside gate. Ystalyfera Colliery Outwards, beyond 30 yards inside gate. Pwllbach Colliery Sidings, beyond 50 yards inside gate. Sidings at top of incline to Wagon Depot, beyond limit of bull-head track. Wagon Repairing Depot. Pentwyn Outwards Road, beyond loading ramp. Pentwyn Inwards Road beyond a point two wagon lengths short of the loading ramp.	67XX Class Engines.

Branches—continued

BRYNAMMAN TO SWANSEA (ST. THOMAS) INCLUDING SIX PIT GOODS LINE AND GLAIS JUNCTION TO UPPER BANK—continued

LOCAL RESTRICTIONS

Stations	Connections and Sidings	Engines Prohibited
Gurnos	Tirbach Colliery Outwards, beyond clearance points for the 3 sidings. Budd's Road beyond wheel stop ... Gurnos Tinplate Works Outwards, beyond 20 yards inside gate Gurnos Tinplate Works Inwards, inside gate	67XX Class Engines.
Cwmwrch	Phoenix Tinplate Works Inwards and Outwards, beyond gate.	
Gwys	Siding at rear of Station	Diesel Electric Shunting Engine No. 15100 and D.3XXX.
Cwmllynfell	Cwmllynfell Colliery Sidings Inwards, beyond 35 yards inside gate. Cwmllynfell Colliery Sidings Outwards, beyond 56 yards inside gate.	67XX Class Engines.
Gwsun-Cae-Curwen	Colliery Sidings, beyond gate to Colliery Road.	
Brynamman East	Silica Sidings, beyond Notice Board Long Siding in yard Transfer Siding	Diesel Electric Shunting Engine No. 15100 and D.3XXX.
Caelliaw Branch	Brynnhellys Colliery Outwards beyond B.T.C maintenance 20 yards inside catch point. Brynnhellys Colliery Inwards, not more than 60 yards beyond No. 1 Ground Frame. Branch to Brynnhellys Colliery ...	67XX Class Engines. Diesel Electric Shunting Engine No. 15100 and D.3XXX.
Yniscedwyn Branch	Wagon and Engineering Works. Not to run more than 40 yards inside gate for Nos. 1 and 2 Sidings, also not to pass beyond first pair of switches for No. 3 Siding. Talport Foundry, beyond 196 yards from Main Road Gate. Yniscedwyn Colliery, beyond Notice Board	67XX Class Engines.
Six Pit Goods Line	Llansamlet Aber Works Sidings Up side Siding to Vale Works off Machine Road Siding Six Pit Villiers Siding Six Pit, beyond Notice Board Swansea Vale Works, Six Pit, not more than 30 yards inside Nos. 4 and 5 Sidings. W. O. Jones' Timber Siding (Felin Fran) beyond gate.	Diesel Electric Shunting Engine No. 15100 and D.3XXX. 67XX Class Engines.
Upper Bank	Road and Rail Works not more than 128 yards inside gate on Inwards Siding. Outwards Siding prohibited. Nash Foundry Siding (at entrance to Road and Rail) beyond 12 yards inside gate. Aeron Thomas Sidings beyond spring hand points on each Inward Siding.	67XX Class Engines.

BRYNAMMAN WEST AND GARNANT (EXCLUSIVE). Route Colour—"Dotted Blue".

Permitted Engines.—28XX, 38XX, 53XX-73XX, 0-6-0 and 0-6-0T, except those in the "Red" group. L.M.R. Engines 2B, 2P, 4B 4C, for through working.
 B.R. Sta. Cl. 4 (76XXX) (2-6-0).
 B.R. Sta. Cl. 4 (75XXX) (4-6-0).—Subject to speed restriction of 25 m.p.h. between Garnant and Brynamman West.
 B.R. Sta. Cl. 9F (2-10-0).—Speed not to exceed 25 m.p.h.
 W.R. 0-6-0T, 67XX,—to travel at "slow caution" speed through Brynamman Tunnel.
 LMR 8F.

LOCAL RESTRICTIONS

Stations	Connections and Sidings	Engines Prohibited
Brynamman	Brynamman Colliery Sidings Nos. 2, 3, 4 and 5. Glynbeudy Tinplate Works, Inlet and Outlet ends. Wharf Siding. Goods Yard Brynamman Passenger Platform Brynamman Station—Dead End Siding Tunnel at end of station platform ...	28XX and 53XX-73XX. B.R. Sta. Cl. 9F (2-10-0). L.M.R. 8F

Engine Restrictions—continued

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Branches—continued

GWAUN-CAE-GURWEN AND ABERNANT TO PANTYFFYNNON (EXCLUSIVE). Route Colour—"Dotted Red"

Permitted Engines.—42XX, 52XX, 72XX, 56XX, 66XX, 49XX and 68XX between Pantyffynnon and Ammanford. (Engines may run between points No. 15 Ammanford Colliery Siding Box and points No. 15 Ammanford Box, maximum speed 20 m.p.h.). All 0-6-0 and 0-6-0T, except 15XX, also 28XX, 38XX, B.R. Sta. Cl. 9F (2-10-0) and L.M.R. 8F between Garnant and Pantyffynnon only (42XX, 52XX, 72XX, 34XX, 84XX, 94XX Engines must not exceed 10 m.p.h. between Garnant and Gwaun-cae-Gurwen). L.M.R. Engines 2B, 2P, 4B, 4C and 7D between Pantyffynnon and Ammanford, speed not to exceed 20 m.p.h. 42XX, 52XX and 72XX Engines may work between Garnant and Abernant subject to overall speed restriction of 20 m.p.h. and further slower speed restriction of 10 m.p.h. between Garnant and Gwaun-cae-Gurwen.

B.R. Sta. Cl. 4 (76XXX) (2-6-0), B.R. Sta. Cl. 4 (80XXX) (2-6-4T), B.R. Sta. Cl. 4 (75XXX) (4-6-0).

Diesel Electric Shunting Engines 15100, 15101-15106 and D.3XXX (350 h.p.)

LOCAL RESTRICTIONS

Stations	Connections and Sidings	Engines Prohibited
Gwaun-Cae-Gurwen	Weighbridge Machine Sidings ... Junctions at 16m. 39ch. to Gwaun-Cae-Gurwen Colliery. Running Line No. 1 Siding beyond catch point at 16m. 53½ch. Nos. 3 and 4 Outwards Sidings, West end beyond 65 yards from toe of switches. Outwards Sidings Nos. 3 and 4, East end Top Mileage Sidings, Junction leading to Cwmgorse Colliery Sidings. No. 2 Siding beyond the points of Junction leading to Gwaun-Cae-Gurwen Colliery, situated just beyond the Weighbridge. Weighbridge Siding and machine ... All Traders' Sidings ... Note:—56XX, 66XX, 34XX, 84XX, 94XX engines may work between G.C.G. and the stop block at the South end of Duke Colliery at 2m. 55½ch. subject to the observance of Service Restrictions and Prohibitions, set out below. Speed must not exceed 20 m.p.h. Cwmgorse-Buckland Colliery (Nantricket Ground Frame. The engines can travel on the Main running road to a point 44 yards beyond the North end of the shaft building Proposed Cwmgorse Pit Junction (not used). Duke Colliery Inlet end and Outlet end beyond gate.	56XX, 66XX and Diesel Electric Shunting Engines Nos. 15100, 15101-15106 and D.3XXX. 42XX, 52XX, 72XX, 34XX, 84XX, 94XX.
Garnant	Goods Shed All Traders' Sidings	56XX, 66XX, and Diesel Electric Shunting Engines Nos. 15100, 15101-15106 and D.3XXX. 56XX, 66XX, 42XX, 52XX, 72XX, 34XX, 84XX, 94XX and Diesel Electric Shunting Engines Nos. 15100, 15101-15106 and D.3XXX.
Glanamman	Duffryn Amman Colliery beyond engine Notice Board at East and West ends. Cawdor Loop, from connection with Glanamman Station Loop to Junction with Garnant Branch. Mileage Siding beyond the catch-point All remaining Sidings beyond W.R. maintenance. Duffryn Amman Colliery beyond engine notice board at East and West ends. Cawdor Loop from connection with Glanamman Station Loop to Junction with Garnant Branch. Mileage Siding beyond the catch-point All Traders' Sidings Sidings, East end beyond catch-point ...	28XX, 53XX-73XX, 72XX, 42XX, 52XX, 34XX, 84XX, 94XX, B.R. Sta. Cl. 9F (2-10-0) and Diesel Electric Shunting Engines Nos. 15100, 15101-15106 and D.3XXX. L.M.R. 8F. 56XX, 66XX and Diesel Electric Shunting Engines Nos. 15100, 15101-15106 and D.3XXX.
Ammanford Colliery	Inlet Loop Inlet end beyond gate Old outlet end beyond gate New outlet end Nos. 11 and 12 Sidings beyond an engine and van length, from the junction at top end near Amman River Bridge. All Traders' Sidings	W.R. 0-6-0 Type. 56XX, 66XX and Diesel Electric Shunting Engines Nos. 15100, 15101-15106 and D.3XXX.

GWAUN-CAE-GURWEN TO PANTYFFYNNON (EXCLUSIVE)—continued

LOCAL RESTRICTIONS

Stations	Connections and Sidings	Engines Prohibited
Ammanford	Ammanford Colliery Outlet and Inlet beyond last crossing of compound in each case	28XX, 53XX-73XX, 42XX, 52XX, 72XX, 34XX, 84XX, 94XX, B.R. Sta. Cl. 9F (2-10-0) and Diesel Electric Shunting Engines Nos. 15100, 15101-15106 and D.3XXX. L.M.R. 8F.

MOUNTAIN BRANCH. Route Colour—"Dotted Red" to Gulston Junction.

Permitted Engines.—42XX, 52XX, 72XX, 28XX, 38XX, 56XX, 66XX, and all 0-6-0 and 0-6-0T, except 15XX.

B.R. Sta. Cl. 4 (76XXX) (2-6-0), B.R. Sta. Cl. 4 (80XXX) (2-6-4T), B.R. Sta. Cl. 4 (75XXX) (4-6-0), B.R.

Sta. Cl. 5 (73XXX) (4-6-0). B.R. Sta. Cl. 9F (2-10-0). L.M.R. 8F.

Diesel Electric Shunting Engines Nos. 15100, 15101-15106 and D.3XXX (350 h.p.).

LOCAL RESTRICTIONS

Stations	Connections and Sidings	Engines Prohibited
Ammanford & Tirydail	Tirydail Tin Works beyond catch points, Outlet end and Inlet end. Tirydail Colliery, East Ground Frame beyond gate, Outlet end. Tirydail Colliery, West Ground Frame beyond catch point, Inlet end.	36XX, 37XX, 46XX, 57XX, 67XX, 77XX, 87XX, 96XX, 97XX, 28XX, 42XX, 52XX, 72XX, 56XX, 66XX, 34XX, 84XX, 94XX, and Diesel Electric Shunting Engines Nos. 15100, 15101-15106 and D.3XXX. B.R. Sta. Cl. 9F (2-10-6) LMR 8F.
Gulston Junction	Two sidings beyond catch point in each case	28XX, 42XX, 52XX, 72XX, 56XX, 66XX, 34XX, 84XX, 94XX. B.R. Sta. Cl. 9F (2-10-0) LMR 8F.

GOWERTON No. 1 AND GOWERTON No. 2 (exclusive). Route Colour—

Permitted Engines.—W.R. Diesel Electric Shunting Engines Nos. 15100, 15101-15106 and D.3XXX (350 h.p.). All L.M.R. except 6A and 7A. B.R. Sta. Cl. 5 73XXX (4-6-0) for through working only.

LOCAL RESTRICTIONS—Nil.

DAFEN BRANCH. Route Colour—"Uncoloured"

Permitted Engines.—0-6-0T in Uncoloured Group.

LOCAL RESTRICTIONS—Nil

COPPER WORKS JUNCTION (LLANELLY)—MESSRS. NEVILL'S DOCK AND RAILWAY Co.'s. LINE FROM JUNCTION AT WEST END OF LLANELLY STATION. Route Colour—"Uncoloured".

Permitted Engines.—16XX. Subject to a max. speed of 4 m.p.h. between end of W.R. maintenance and engine stop board on Messrs. Nevill's Dock and Railway Co.'s line.

LOCAL RESTRICTIONS

Stations	Connections and Sidings	Engines Prohibited
	Beyond Engine Stop Board Messrs. Nevill's Dock and Railway Co.'s Line	All Engines.

LLANELLY DOCK LINES AND LOCOMOTIVE YARD

Route Colour—"Red" Llandilo Junction to Llanelly Shed. Llanelly Dock Junction to Morfa Junction and St. David's Junction.

"Uncoloured" St. David's Junction to Dolau Loop.

Permitted Engines.—All, except 60XX and 47XX.

0-6-0T Uncoloured with wheelbase not exceeding 15 ft. 6 in. only over Dolau Loop from St. David's Junction to Dolau Junction and to South Sidings, also Diesel Electric Shunting Engines Nos. 15100, 15101-15106 and D.3XXX (350 hp), Morfa Loop and Engine Shed line only.

L.M.R. 7F and 8F, W.R. 10XX—for through running only, Llandilo Junction, Llanelly Dock Junction, via Morfa Loop and to Engine Shed, Llanelly Dock only, W.R. 15XX to travel at slow speed between Llanelly Dock Junction to North side and Repair Siding.

L.M.R. 4-4-0 Class 2, B and 2-6-2 Class 3).

B.R. Sta. Cl. 4 (80XXX) (2-6-4T)

B.R. Sta. Cl. 4 (76XXX) (2-6-0)

B.R. Sta. Cl. 4 (75XXX) (4-6-0)

B.R. Sta. Cl. 5 (73XXX) (4-6-0)

B.R. Sta. Cl. 9F (2-10-0)

B.R. Sta. Cl. 7 (4-6-2)

Except between St. David's Junction and Dolau Loop.

Subject to the observance of Service restrictions. Prohibited between St. David's Jn. and Dolau Loop.

LOCAL RESTRICTIONS

Stations	Connections and Sidings	Engines Prohibited
Llanelly Dock	All Traders' Sidings Morfa Loop—Williams and Davies Siding connection. Curve between Morfa Loop and Dafen Branch (situated between Morfa Junction and Dafen Branch). Beyond St. David's Junction to Dolau Junction and South Sidings. Cripple Sidings—Loco. Breakdown Van Siding, Loco. Yard. Weighbridge Machine Siding Siding to S.B. Bowen's Chemical Works Siding and connection leading to Bevan's Sidings and Thomas and Clements Works. Llanelly Dock Loop Llanelly Dock Embankment Sidings Nos. 6, 7, 8 and 9. Williams and Davies' Siding on Morfa Loop Sharp curved Siding at 224m. 74½ch. situated between Morfa Loop and Dafen Branch, i.e. between Morfa Junction and South side of the Dafen Branch. Curved Siding Loop between Dafen Branch and junction with Neville Druce's Copper Works Siding at Dolau Junction, North side of Dafen Branch. Cripple Sidings—Loco. Breakdown Van Siding. Weighbridge Machine Siding. Siding to S. B. Bowen's Chemical Works. Sidings and connections leading to Bevan's Sidings and Thomas and Clements Works. Llanelly Dock Loop Llanelly Dock Embankment Sidings Nos. 6, 7, 8 and 9. All Traders' Sidings	28XX, 51XX, 34XX, 84XX, 94XX, 2-8-0 "Austerity" and Diesel Electric Shunting Engines Nos. 15100, 15101-15106 and D.3XXX, 49XX, 59XX, 69XX, 79XX, 68XX, 78XX, 4037, 4074-4099, 50XX, 70XX, 42XX, 52XX, 72XX, L.M.R. 7F and 8F. B.R. Sta. Cl. 5 (4-6-0). B.R. Sta. Cl. 9F (2-10-0). L.M.R. 4-4-0 Class 2B. 2-6-2 Class 3).

CROSS HANDS AND OLD CASTLE CROSSING. Route Colour—"Uncoloured"

Permitted Engines.—56XX, 66XX between Sandy (1m. 0½ch.) and Old Castle Crossing. 0-6-0T in uncoloured group. Diesel Electric Shunting Engines Nos. 15101-15106 and D.3XXX. LOCAL RESTRICTIONS

Stations	Connections and Sidings	Engines Prohibited
Old Castle	Middle Road. Junction and curve at Over-bridge, South end. High Level Line Cripple Siding at Old Castle Level Crossing	
Sandy	No. 1 Siding beyond heel of crossing No. 2 Siding beyond heel of crossing Nos. 14, 15 and 16 Sidings, Weighbridge. Locomotive Shed Road beyond heel of crossing. Burry Port and Sandy Gate Depot Branch The speed of these locomotives must not exceed 10 m.p.h. when passing over the River Lledi Bridge at 0m. 4½ch. (Low Level Line.)	56XX, 66XX.
	All Colliery Sidings	Diesel Electric Shunting Engines Nos. 15101-15106.

Branches—continued

SANDY GATE BRANCH. Route Colour—"Uncoloured"

Permitted Engines.—0-6-0T in uncoloured group.

LOCAL RESTRICTIONS—NIL

CWMMAWR TO BURRY PORT INCLUDING KIDWELLY JUNCTION TO KIDWELLY (EXCLUSIVE) AND
MYNYDD-Y-GARREG BRANCH.* Route Colour—"Uncoloured"

Permitted Engines.—0-6-0T in uncoloured group with reduced chimneys*

*—Reduced load gauge does not apply to the Mynydd-y-Garreg Branch.

LOCAL RESTRICTIONS

Stations	Connections and Sidings	Engines Prohibited
Burry Port	Jubilee Siding Old Blue Lead Works Sidings Elliot's Siding—Curved portion No. 2 Hoist Empty Road, curve beyond 70 yards from points. Ashburnham Tin Works—Two Private Sidings beyond North end of bridge near Works.	
Trimsaran Road	Trimsaran Junction, Exchange Sidings Weighbridge at East end Kidwelly Junction Weighbridge	
Pontyates	Carway Colliery, Outward end, Weighbridge on No. 4 Siding. Carway Colliery, Outward end, Nos. 1, 2 and 3 Sidings beyond the point opposite weighbridge on No. 4 Siding. Carway Colliery, Inward end, beyond points to Screen Roads.	0-6-0T, 16XX.
Pontyberem	Pentremawr Colliery, Inward end No. 2 Siding beyond the first points. Pentremawr Colliery, Inward end, No. 1 Siding beyond the point opposite the first points in No. 2 Siding. Pentremawr Colliery, Old Sidings outlet, Nos. 1 and 2 Sidings beyond 125 yards from points. Pentremawr Colliery, New Sidings outlet, Nos. 1, 2 and 3 Sidings beyond 66 yards East of Ynysybont Level Crossing. Glynhegog Colliery, 3 loaded sidings beyond 30 yards from River Bridge No. 21. Glynhegog Colliery, Empty siding beyond Gwendraeth River Bridge.	
Kidwelly	All Traders' Sidings Engine Shed Siding, Siding leading to Stephen's Coal Yard beyond 6½ ch. from points. Smart's Brickworks, Loaded silica siding platform. Smart's Brickworks, Loaded brick siding beyond mixing shed.	16XX.
Minkie Road	Loading Wharf	
Mynydd-y-Garreg	To dead end exchange traffic sidings for Kidwelly Tinworks beyond 3½ ch. from points. Kidwelly Tinworks Line beyond W.R. maintenance. All Traders' Sidings	16XX.

ABERYSTWYTH TO CARMARTHEN TOWN (EXCLUSIVE)

Route Colour—"Blue" Aberystwyth to Abergwili Junction. "Red" Abergwili Junction to Carmarthen.

Permitted Engines.—All "Blue" (except 2-8-0 Class), "Yellow" and "Uncoloured" between Aberystwyth and Abergwili Jn. All Types except 60XX, 47XX, 34XX, 84XX, 94XX between Abergwili Junction and Carmarthen on Running Lines only. Between Abergwili Junction and Carmarthen—L.M.R. 4-6-0 (2 Cyl.) Class 5 and 1A, 1C, 2J, 3U, 3S, 4B, 4C, 4H, 5A, 5B, 6B, 7C, 8A, 8F, for through running.
B.R. Sta. Cl. 4 (80XXX) (2-6-4T), B.R. Sta. Cl. 4 (76XXX) (2-6-0), B.R. Sta. Cl. 4 (75XXX) (4-6-0).
B.R. Sta. Cl. 5 (73XXX) (4-6-0) between Abergwili Junction and Carmarthen.
B.R. Sta. Cl. 9F (2-10-0), " " " " on Running lines only

LOCAL RESTRICTIONS

Stations	Connections and Sidings	Engines Prohibited
Carmarthen Goods	Weighbridge Siding Goods Dead end Mileage Siding Weighbridge Siding	All "Red" and "Blue" Engines. L.M.R. 4-6-0 (2 Cyl.) Class 5.

NEWCASTLE EMLYN TO PENCADER (EXCLUSIVE).—Route Colour—"Yellow"

Permitted Engines.—All "Yellow" except 45XX, 55XX.
Local Restrictions.—Nil.

ABERAYRON TO LAMPETER (EXCLUSIVE). Route Colour—"Uncoloured"

Permitted Engines.—0-4-2T, 14XX, 74XX (0-6-0T).
Local Restrictions.—Nil.

ABERGWILI JUNCTION (INCLUSIVE) AND LLANDILO (EXCLUSIVE). Route Colour—

Permitted Engines.—W.R. 22XX, 36XX, 37XX, 46XX, 56XX, 57XX, 66XX, 67XX, 77XX, 87XX, 96XX, 97XX. 56XX and 66XX subject to overall speed restriction of 20 m.p.h. All L.M.R. except 6A, 6D, 7A, 7D, B.R. Sta. Cl. 4 (80XXX) (2-6-4T). Ex L.M.S. Sta. Cl. 4 (2-6-4T), 2-Cylinder fitted with parallel boiler, for through working. Subject to an overall speed restriction of 30 m.p.h. and any other lower speeds which may be in force. 1,000 h.p. Diesel Hydraulic.—Subject to service restrictions.

PEMBROKE DOCK TO WHITLAND (EXCLUSIVE)

Route Colour—"Red" Pembroke Dock to Tenby. "Dotted Red" Tenby to Whitland (exclusive).

Permitted Engines.—4-6-0—10XX, 4037, 4074—4099, 50XX, 70XX, 49XX, 59XX, 69XX, 79XX, 68XX, 78XX; 2-6-0—53XX, 55XX, 63XX; 73XX; 2-8-0—28XX and 38XX "Austerly"; 2-6-2T—41XX, 51XX, 61XX, 81XX, 45XX, 55XX; 0-6-0—All Classes; 2-8-0T—42XX, 52XX; 0-6-2T—56XX, 66XX; 0-6-0T—All Classes, except 67XX; 0-4-2T—All Classes; Diesel Electric Shunting Engines Nos. 15100, 15101—15106 and D.3XXX (350 h.p.).
B.R. Sta. Cl. 4 (80XXX) (2-6-4T), B.R. Sta. Cl. 4 (76XXX) (2-6-0), B.R. Sta. Cl. 4 (75XXX) (4-6-0).
B.R. Sta. Cl. 5 (73XXX) (4-6-0) for through working only.
B.R. Sta. Cl. 9F (2-10-0) for through working only.
L.M.R. 8F.

The following Engines are only authorised to travel on the Main Line and Loops. They must not be allowed to work into the sidings with the exception of the Turntable at Pembroke Dock and Black Rock Sidings leading to Tenby Lower Yard, but not beyond the River Bridge No. 55, opposite 274m. 53ch., entrance to Lower Yard:—

4-6-0 (except 68XX, 78XX)	} Types as above.
2-6-0	
2-8-0	
2-8-0T	

L.M.R. Engines for through working 4H, 5A, 5B—4H, 5B not to exceed 20 m.p.h.

PEMBROKE DOCK TO WHITLAND (EXCLUSIVE)—continued

LOCAL RESTRICTIONS

Stations	Connections and Sidings	Engines Prohibited
Pembroke Dock—continued	Carriage Landing Siding. Goods Shed Hobb's Point Branch (beyond Water Street Level Crossing). Government Dock Yard Branch and Sidings Goods Shed. Carriage Landing Siding	56XX, 66XX, 34XX, 84XX, 94XX. 45XX, 55XX and Diesel Electric Shunting Engines Nos. 15100, 15101-15106 and D.3XXX.
	Goods Shed. Carriage Landing Siding Gas Works Siding Government Dock Yard Branch and Sidings to end of B.T.C. maintenance in R.A.F. Station. Goods Shed. Carriage Landing Siding Hobb's Point Branch (beyond Water Street Level Crossing). Government Dock Yard Branch and Sidings to end of B.T.C. maintenance in R.A.F. Station. Bulk Petrol Store Siding Fuel Compound Siding. Electric Road	41XX, 51XX, 61XX, 81XX. 36XX, 46XX, 96XX, 37XX, 57XX-97XX. 45XX, 55XX, 36XX, 46XX, 96XX, 57XX- 97XX, 37XX and Diesel Electric Shunting Engines Nos. 15100, 15101-15106 and D.3XXX.
Tenby	Viaduct Road. Mileage Sidings Lower Yard, beyond the heel of the crossings in the siding connections, situated at, and beyond the River Bridge No. 55, opposite 274m. 53ch. Lower Yard. Truck Turntable Siding No. 1 Shed Road Viaduct Siding Black Rock Siding beyond first hand point	56XX, 66XX, 34XX, 84XX, 94XX. 45XX, 55XX, 41XX, 51XX, 61XX, 81XX, 36XX, 46XX, 96XX, 37XX, 57XX-97XX and Diesel Electric Shunting Engines Nos. 15100, 15101-15106 and D.3XXX.
Saundersfoot	Mileage Yard Siding (speed not to exceed 4 m.p.h.).	68XX, 78XX.
Narberth	Goods Shed	36XX, 46XX, 96XX, 37XX, 57XX-97XX, 41XX, 51XX, 61XX, 81XX, 45XX, 55XX, 56XX, 66XX, 34XX, 84XX, 94XX, 68XX, 78XX and Diesel Electric Shunting Engines Nos. 15100, 15101-15106 and D.3XXX.

CARDIGAN AND CARDIGAN JUNCTION (EXCLUSIVE). Route Colour—"Uncoloured"

Permitted Engines.—0-6-0T "Uncoloured", 45XX, 55XX, Diesel Electric Shunting Engines Nos. 15101-15106, 74XX with W.R. Snow Plough (not to exceed 20 m.p.h.) and may be Double-Headed by another 74XX Class engine, for the special purpose of snow clearing only.

LOCAL RESTRICTIONS

Stations	Connections and Sidings	Engines Prohibited
Glogue	Siding, beyond Engine Notice Board	45XX, 55XX, 74XX and Diesel Electric Shunting Engines Nos. 15101-15106.
Boncath	Mercantile Siding, flange rail portion beyond clearance point	

JOHNSTON (EXCLUSIVE) AND MILFORD HAVEN. Route Colour—"Red"

Permitted Engines.—All except 60XX and 47XX. Diesel Electric Shunting Engines Nos. 15100, 15101-15106 and D.3XXX (350hp) not to exceed 25m.p.h.

B.R. Sta. Cl. 4 (80XXX) (2-6-4T), B.R. Sta. Cl. 4 (76XXX) (2-6-0), B.R. Sta. Cl. 4 (75XXX) (4-6-0), B.R. Sta. Cl. 5 (73XXX) (4-6-0).
B.R. Sta. Cl. 7 (4-6-2), subject to the observance of Service restrictions.

B.R. Sta. Cl. 9F (2-10-0).

Ex L.M.R. Standard Class 4 (2-6-4T), 2-Cylinder fitted with parallel boiler, for through working.

L.M.R. 8F.

LOCAL RESTRICTIONS

Stations	Connections and Sidings	Engines Prohibited
Milford Haven	Engine Shed Gas Works Sidings beyond the gate Milford Haven Dock and Rly. Co's. Sidings Milford Haven Dock and Rly. Co's. Running Line beyond the point (i.e. about 284m. 68ch.) at which W.R. Engines at present pick up the fish traffic All Sidings of the Milford Haven Dock and Rly. Co., except the following: Milford Haven Dock and Rly. Co's. Running Lines and their Hakin Road Siding, Water Loop, Middle and Back Roads beyond Shunting Signal at 284m. 69ch. Beyond Dock Loop Signal W.R. Engine Shed Line Inner Works Siding Loop Line connection to Passenger Platform line at south end of Station. South end of Passenger Platform beyond a point 70ft. inside the Docks No. 1 Home Signal	28XX, 2-8-0 "Austerity", 53XX-73XX, 51XX, 34XX, 84XX, 94XX and Diesel Electric Shunting Engines Nos. 15100, 15101-15106 and D.3XX. B.R. Sta. Cl. 9F (2-10-0), L.M.R. 8E. 10XX, 49XX, 59XX, 69XX, 79XX, 68XX, 78XX, 72XX, 42XX, 52XX, 4037, 4074-4099, 50XX, 70XX. B.R. Sta. Cl. 7 (4-6-2). 10XX, 4037, 4074-4099, 50XX, 70XX. B.R. Sta. Cl. 7 (4-6-2). 4037, 4074-4099 50XX, 70XX. B.R. Standard Cl. 7 (4-6-2). 10XX.

ROUTE AVAILABILITY

10XX COUNTY CLASS ENGINES

These engines may work over any sections authorised for "RED" group engines subject to the same prohibitions.

B.R. STANDARD CLASS ENGINES

Class 9F (2-10-0) 92XXX including those fitted with Franco Crosti Boiler:

"Double Red" and "Red" Routes—As for 2-8-0 28XX and 47XX Class Engines.

"Blue" Routes—As for 2-8-0 28XX Class Engines. Speed not to exceed 50 m.p.h.

"Dotted Blue" Routes—As for 2-8-0 28XX Class Engines. Speed not to exceed 25 m.p.h.

"Yellow" and "Uncoloured" Routes—Prohibited.

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

Not to be utilised on trains terminating at Worcester.

Class 8 (4-6-2) 71XXX—As for "King" Class.

Class 7 (70XXX) (4-6-2)—As for "Castle" Class.

Class 5 (73XXX) (4-6-0)—Prohibited on all "Blue", "Yellow" and "Uncoloured" Routes. Restrictions—As for W.R. 4-6-0 49XX ("Hall") Class Engines.

Class 4 (75XXX) (4-6-0), (76XXX) (2-6-0)—As for "Manor" Class.

Class 4 (80XXX) (2-6-4T)—Prohibited on all "Yellow" and "Uncoloured" Routes. Restrictions—As for "Blue" Engines.

Class 3 (2-6-2T)—Prohibited on all "Uncoloured" Routes.

Engines numbered 82030, 82035, 82036, 82037, 82038, 82039, 82040, 82041, 82042, 82043 and 82044 when working over "Yellow" or specially authorised "Uncoloured" routes must not be coupled to another engine of the same class.

Class 3MT (2-6-0)—May work over running lines except "Uncoloured" routes. All service restrictions to be strictly observed.

Class 2 (2-6-0)—"Yellow".

Class 2 (2-6-0T) } Newport Engineering District—Subject to the same conditions as 45XX Class Engines.
Cardiff Engineering District—Subject to the same conditions as W.R. Engines 53XX (2-6-0) and 41XX (2-6-2T).

Class 2 (2-6-0T) (84XXX) } Prohibited on Llanelly and Mynydd Mawr Line and Sandygate Branch and Burry Port and Gwandraeth
Class 2 (2-6-0) (78XXX) } Valley Line and Branches.

EX-L.M.R. ENGINES

CLASS 2-6-0 (465XX)

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

PONTYPOOL ROAD TO LLANELLY VIA MAINDEE JUNCTION NORTH, CARDIFF, COURT SART JUNCTION AND JERSEY MARINE JUNCTION NORTH

L.M.R. 2-8-0 8F Class engines may work over the above route, subject to the stipulations shown:

PONTYPOOL ROAD TO PYLE (inclusive)

L.M.R. 2-8-0 8F Class engines may work over the above route, subject to the stipulation shown:
Service restrictions as for W.R. 4-6-0 engines apply.

CARDIFF TO BARRY VIA DINAS POWIS

L.M.R. 2-8-0 8F Class engines may work over the above route, subject to the stipulations shown:
All service restrictions applicable to W.R. 2-8-0 28XX Class engines must be observed.

LLANHARAN WEST TO PYLE VIA TONDU AND KENFIG HILL

L.M.R. 2-8-0 8F Class engines may work over the above route, subject to the stipulations shown:
All service restrictions applicable to W.R. 2-8-0 28XX Class engines must be observed.

Ex L.M.R. Class 2 (2-6-2T) and Class 3 (2-6-2T) engines have the same route availability over Western Region routes as B.R. Sta. 2-6-2-T Class 2 and 3 engines respectively.

ENGINES OF OTHER REGIONS COUPLED TO W.R. ENGINES

For instructions see the General Appendix to the Rule Book.

MAIN LINE DIESEL ELECTRIC LOCOMOTIVES (2300 hp. (D. 1-10) AND 2500 hp. (D. 11-147) TYPE 4

CARDIFF DISTRICT

The following lines and sidings may be used with the exceptions shown below:-

Marshfield Down Refuge Sidings
 St. Mellons West Sidings
 Rumney River Bridge Sidings
 Pengam Down Sidings
 Roath Sidings and Roath Loop
 Long Dyke Down Dock Road for Dead End Sidings
 Newton West Sidings
 Newton West Electric Loop and Sidings
 Long Dyke Electric Loop, Shed Sidings and Cattle Pens
 Newton East Up Sidings including Coronation Sidings
 Pengam Coal Yard
 Pengam Back of Box Sidings
 Pengam Up Sidings
 Reception Sidings
 Tidal Sidings
 Marshalling Sidings and Swansea Street
 Cardiff (Canton) Carriage Shed Nos. 1 to 8 incl.
 Penarth Cve. East Nos. 1 to 14 (excluding Nos. 11 & 12) Diesel Car Sidings No. 5
 Cardiff East, Engine Spur
 Cardiff (Canton) Sidings, Emergency shunt from Down Goods Line, Canton Sidings to West end
 Carriage Shed Sidings.

Prohibitions.

Pengam Jcn.	Connections to 3 to 17 Down Sidings
Pengam Jcn.	Connection to Back of Box Siding
Pengam Jcn.	Connection to No. 9 to 13 Coal Yard
Long Dyke Jcn.	Up Relief Line
Long Dyke Jcn.	Down Relief Line
Long Dyke Jcn.	Connection from Cattle Pen
Newton East	Siding to all Sidings East end Goods Shed
Newton East	Connection to Spike Sidings
Newton East	Connection to 12 and 13 Sidings East end of Goods Shed
Newton East	Down Dock Branch under Footbridge
Newton East	Connection to 14 and 15 Sidings, East end of Goods Shed
Newton East	Connection No. 14 to 19 Mileage Sidings
Tyndall Street	
Crossing	To Docks Sidings
Newton West	Connections to Electrical Loop and 1, 2 and 3 Goods Shed Sidings
Newton West	Curve to Catch Point on Electrified Loop
Penarth Curve East	Connection to 4 to 11 Carriage Shed, 1 and 2 Diesel Shed and 12 to 20 Carriage Sidings
Penarth Curve East	Connection 1 to 4 Carriage Sidings
Penarth Curve East	Connections 10 to 11 Carriage Sidings

WORKING OF AUSTERITY W.D. (2-8-0) 90XXX ENGINES

The speed of these engines must not exceed 40 m.p.h. under any circumstances, and they must not be used for working "C" or "D" Head Code Freight Trains except in emergency.

DIESEL SHUNTING ENGINES

350 h.p. Diesel Electric Shunting Locomotives—No. 15100 and 13XXX (D.3XXX and D.4XXX).

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

350 h.p. Diesel Electric Shunting Locomotives Nos. 15101—15106.

Route availability	...	...	...	...	"Uncoloured" when shunting.
					"Yellow" for other purposes.

(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 that 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.

DIESEL SHUNTING ENGINES—continued.

WORKING BETWEEN CARDIFF EAST AND CARDIFF WEST

As the wheelbase of these locomotives is not more than 9 ft. and is, therefore, unable to ensure the operation of track circuits, the movement of them as single units is prohibited over any route via Cardiff East and Cardiff West.

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

Engine Route Classification Locomotives Uncoloured.

These locomotives may work over all running lines with the following exceptions:
Burry Port and Gwenraeth Valley Line and Branches.

1,000 Type 2 Main Line Diesel Hydraulic Locomotives — North British. Nos. D6300-D6305

Engine Route Classification Blue.

Prohibitions—All "Uncoloured" Routes.

Restrictions—Specially authorised on "Yellow" Routes at speeds not exceeding 40 m.p.h.

1,100 h.p. Nos. D6306-D6357 Route Classification "YELLOW".

2,000 h.p. DIESEL HYDRAULIC LOCOMOTIVES—NORTH BRITISH Co.—Nos. D600-D604.

2,200 h.p. DIESEL HYDRAULIC LOCOMOTIVES—SWINDON AND NORTH BRITISH Co. BUILT—Nos. D800-D870.

"RED" Route Classification.

Prohibitions:

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

Llandilo to Abergwili Junction.

Vale of Neath line. (Refers only to working over the Crumlin Viaduct.)

These locomotives may negotiate the hump at Margam at a speed not exceeding 10 m.p.h.

Prototype 2800 h.p. Brush Electric Locomotives—"Blue" Route Classification and are prohibited from all "Yellow" and "Uncoloured" routes.

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 other than main line routes. See also page 92 of the Regional Appendix for the Main Line instructions.

Permanent and temporary speed restrictions, also the instruction relating to the speed of light engines (as laid down on page 153) must be observed.

Instances where the above authority is qualified are detailed below:

Neath Engine Shed to Felin Fran	Up to and including three 0-6-0T engines may work in steam coupled together between these points.
Neath Engine Shed to Neath Junction or Yard	
Neath Engine Shed to Briton Ferry	
Swansea East Dock to Prince of Wales Dock	Up to and including four 0-6-0T engines may work in steam coupled together between these points.
Swansea East Dock and South Dock L.L.	Permitted engines must work singly between these points owing to the condition of the New Cut Bridge.
Llanelli Shed to Llanelli Dock Junction	Up to and including five permitted engines may work in steam coupled together between these points.
Llanelli Dock Junction to Morfa Junction	
Duffryn No. 3 Siding to Copper Works Junction... ..	Subject to the speed not exceeding 20 m.p.h., five 0-6-0T or three 2-6-0T class engines may work in steam coupled together between these points.
Port Talbot (Via Ramp Line and Margam Yard)	
Landore to Swansea (High Street)	Up to and including five permitted engines may work in steam coupled together between these points.
Carmarthen to Aberystwyth	Up to and including five permitted engines may work in steam coupled together between these points.
Central Wales Line	Two engines in steam may work coupled together, chimney to chimney, between Knighton and Llangunllo.
Rhondda Tunnel	Two engines of the following classes may run coupled light, or, coupled in front of a passenger train, through the Rhondda Tunnel: 2-6-2T, 0-6-2T, 0-6-0T.

Station	Target No.	Starting Time	Authorized Shunting Hours							Total Hours per Week	Remarks
			Mon.	Tues.	Wed.	Thur.	Fri.	Sat.	Sun.		
Cardiff (Newtown)	1	6.10 a.m.	17½	24	24	24	24	24	6	143½	West End Shed Side.
	2	6.10 a.m.	17½	24	24	24	24	24	14	151½	West End Down Side.
	3	12.45 a.m.	23½	24	24	24	24	22	—	141½	Newtown West End.
	4	6.10 a.m.	17½	24	24	24	24	24	5	142½	East End Branch.
	5	6.10 a.m.	17½	24	24	24	24	24	5	142½	East End Shed Pilot.
	6	6.10 a.m.	17½	24	24	24	24	22	8	143½	Dowlais Works.
	7	6.10 a.m.	17½	24	24	24	24	24	5	142½	East End Transfer.
	8	6.10 a.m.	17½	24	24	24	24	24	5	142½	Newtown East Goods Road Pilot Releasing Train Engines.
	10	6.10 a.m.	17½	24	24	24	24	24	6	145½	Docks Branch Pilot.
	11	6.0 p.m.	16	16	16	16	16	16	—	96	Pengam Down Sdgs. to Tidal Sdgs. Pilot.
	12	6.30 a.m.	17½	24	24	24	24	24	5	142½	Pengam Coal Yard.
	13	6.30 a.m.	17½	24	24	24	24	24	5	142½	Pengam Transfer Pilot.
	16	6.30 a.m.	17½	24	24	24	24	24	5	142½	Pengam Private Mileage Sidings.
	J.17	6.0 a.m. MO } 5.30 a.m. MX }	8	8	8	8	8	8	—	48	Penarth Curve Transfer.
	J.20	6.0 a.m.	8	8	8	8	8	8	—	48	Trips, Cardiff Docks and St. Mellons. Also shunting at St. Mellons and Marshfield. To leave St. Mellons at 11.30 a.m.
	J.18	6.0 a.m.	18	24	24	24	24	22	—	136	Pengam Transfer.
	J.19	6.45 a.m.	17½	23½	23½	23½	23½	22	—	132½	Lond Dyke Transfer.
Ely (Main Line)	J.16	4.15 p.m.	1½	1½	1½	1½	1½	1½	—	9	Shunting
Llantrisant	1	5.0 a.m.	20	20	20	20	20	20	—	120	Goods Shed and Yard.
Llantrisant	2	5.0 a.m.	17	17	17	17	17	13½	—	98½	} Banking and Shunting.
	3	6.20 a.m.	8	8	8	8	8	8	—	48	
	4	9.0 a.m.	8	8	8	8	8	—	—	40	
Bridgend	H.04	2.30 p.m. SX	7½	7½	7½	7½	7½	—	—	37½	Shunting.
	1	6.0 a.m.	12½	12½	12½	12½	12½	16	—	78½	Shunting West Yard and Passenger Station, and works trips to Cowbridge Road Jn.
	2	12.0 noon	12	18	18	18	18	6	—	90	Shunting and clearing traffic from Private Sidings, etc. To Shed 6.0 a.m. Tues.-Sat.
Margam Hump Yard		8.0 a.m. SX } 8.35 a.m. SO }	7	7	7	7	7	6½	—	41½	Tremains Yard, Coity and Brackla Hill.
	T.1	6.0 a.m.	18	24	24	24	24	24	6	144	Hump Engine—Diesel.
	T.2	6.0 a.m.	18	24	24	24	24	24	6	144	Hump Engine—Diesel.
	T.3	6.0 a.m.	18	24	24	24	24	24	6	144	Sorting Sidings—Diesel.
	T.4	—	24	24	24	24	24	24	24	168	Trip traffic between Margam Hump Yard and the S.C.O.W. Abbey South Sidings, also between Margam Hump Yard and the Grange Coke Oven Sidings.
	T.5	—	24	24	24	24	24	24	24	168	Trip traffic between Margam Hump Yard and Port Talbot Docks, also between Margam Hump Yard and Margam New Yard.
	T.6	6.0 a.m.	18	24	24	24	24	24	6	144	Trip traffic between Margam Hump Yard and Port Talbot, Margam Hump Yard and Duffryn Yard, and Margam Hump Yard and Margam New Yard.
	T.7	8.0 a.m.	7	7	7	7	7	7	—	42	Trip traffic between Margam Hump Yard and Duffryn Yard (R. & M. Depot), Marcrofts wagon works, and Duffryn Yard wagon Repair Depot.
	T.20	6.0 a.m.	18	24	24	24	24	24	6	144	Diesel.
	T.09	—	24	24	24	24	24	24	24	168	Diesel.
Margam Abbey Yard	T.11	6.0 a.m.	18	24	24	24	24	24	6	144	} Up Side, Diesel.
Margam New Yard	T.11	2.0 p.m.	—	—	—	—	—	—	8	8	
Margam Sidings	T.17	8.30 a.m.	7½	7½	7½	7½	7½	—	—	45½	Up Side.
Port Talbot	T.13	6.0 a.m.	18	24	24	24	24	24	6	144	—
Aberavon (Town)	—	8.0 a.m.	5	5	5	5	5	3½	—	28½	—
	—	9.45 a.m.	—	—	—	—	—	6	—	6	Shunts at Burrows Junction.
	—	11.0 a.m.	4½	4½	4½	4½	4½	—	—	24½	Shunts at Burrows Junction.
	—	11.55 p.m.	5½	5½	5½	5½	5½	—	—	29½	—
Briton Ferry	T.01	6.0 a.m.	18	24	24	24	24	24	3½	141½	—
	T.03	6.0 a.m.	16	16	16	16	16	8	—	88	—
Neath (Canal Side)	—	12.0 noon	2	2	2	2	2	2	—	12	Felin Fran Shunting engine.
Neath (General)	T.01	6.0 a.m.	18	24	24	24	24	24	6	144	Mileage, Shunting and Banking.
	T.02	5.0 a.m.	19	5	—	—	—	—	—	24	—
	—	(MO)	—	—	—	—	—	—	—	—	—
	—	6.30 a.m. (MX)	—	17½	22½	22½	22½	22½	5	112½	Trip Engine and Banking. To Shed 5.0 a.m. Wednesdays to Sundays.
	T.03	12.0 noon SX 10.0 a.m. SO	7½	7½	7½	7½	7½	6½	—	44	—
	T.04	9.0 a.m.	Sus	pend	ed	—	—	—	—	—	—
Neath Junction	T.04	6.0 a.m.	18	24	24	24	24	20	—	134	To Shed at 8.0 p.m. on Saturdays.
Neath (N. & B.)	T.05	7.30 a.m.	13½	13½	13½	13½	13½	6½	—	74	To Shed 9.0 p.m. Mondays to Fridays 2.0 p.m. Saturdays

Station	Target No	Starting Time	Authorised Shunting Hours							Total Hours per Week	Remarks
			Mon.	Tues.	Wed.	Thurs.	Fri.	Sat.	Sun.		
Jersey Marine ...	—	7. 0 a.m.	17	22	22	22	22	22	5	132	South Sidings. Diesel.
Felin Fran ...	T.01	6. 0 a.m.	18	24	24	24	24	24	5½	143½	Up side.
	T.02	6. 0 a.m.	9½	9½	9½	9½	9½	9½	—	59	Down Side
		4.30 p.m.	4½	4½	4½	4½	4½	3½	—	25	Down Side.
Swansea (High Street) ...	1	6. 0 a.m.	18	24	24	24	24	24	6	144	—
	2	6. 0 a.m.	18	21	21	21	21	21	3	126	—
Gowerton North ...	T.01	2. 0 a.m. MO	14½	13½	13½	13½	13½	13½	—	81½	—
		3. 0 a.m. MX	—	—	—	—	—	—	—	—	—
	T.02	8.25 a.m.	12½	12½	12½	12½	12½	12½	—	77	—
	T.03	9. 0 p.m.	3	9	9	9	9	9	6	54	—
Pantffynnon ...	T.01	5. 0 a.m.	19	23	23	23	23	23	4	138	To Shed 4.0 a.m. daily.
	T.02	6.30 a.m.	15½	15½	15½	15½	15½	6	—	83½	6½ hours Banking SX.
	Various Train engines.		2	2	2	2	2	2	—	12	6 hours shunting daily.
Pontardulais ...	—	Various Train engines	8½	8½	8½	8½	8½	8½	—	51	—
Llanelli ...	C.01	6. 0 a.m.	16	16	16	16	16	12	—	92	Spion Kop (Down Side).
	C.02	7. 0 a.m.	9½	9½	9½	9½	9½	5	—	51½	North Side. Starts 6.30 a.m. SO.
	C.03	6. 0 a.m.	18	24	24	24	24	24	6	144	Gooda Shed Up Side. Diesel.
	C.04	6. 0 a.m.	14	14	14	14	14	12	8	90	Old Castle.
Llandilo Junction ...	C.05	6. 0 a.m.	18	24	24	24	24	24	6	144	Branch Sidings. Diesel.
	C.06	6. 0 a.m.	18	24	24	24	24	24	14	152	Down Side West End. Diesel.
	C.07	6. 0 a.m.	18	24	24	24	24	24	6	144	Hump Yard. Diesel.
	C.08	6. 0 a.m.	18	24	24	24	24	24	6	144	Up Side. Diesel.
Llanelli Dock ...	C.09	8.30 a.m. SX	9½	9½	9½	9½	9½	7½	—	54½	—
		6. 0 a.m. SO	—	—	—	—	—	—	—	—	—
L.M.M. ...	—	6. 0 a.m.	14	14	14	14	14	14	—	84	Sandy Sidings.
Pembrey ...	1	7. 0 a.m.	14	14	14	14	14	14½	—	76½	—
	2	10.0 a.m. SX	6½	6½	6	6½	6½	4½	—	39	—
		8.40 a.m. SO	—	—	—	—	—	—	—	—	—
	2	5.40 p.m. SX	3½	3½	3½	3½	3½	—	—	16½	Engine off 5.25 p.m. SX Kidwelly.
Aberayron ...	—	6.30 a.m.	As required	—	—	—	—	—	—	—	—
Carmarthen Junction ...	1	6. 0 a.m.	18	23	23	23	23	23	5	138	To work a trip each day at 11.0 a.m. from Carmarthen Junction to Llanstephan Crossing and back. To Shed 5.0 a.m. Sundays.
	2	4.30 a.m.	19½	24	24	24	24	24	6	145½	(Down side).
Carmarthen ...	1	4.45 a.m.	16½	16½	16½	16½	16½	15½	—	98½	—
Whitland ...	1	6. 0 a.m.	18	24	24	24	24	24	6	144	—
	1	8. 0 a.m.	—	—	—	—	—	—	3	3	—
	2	11.0 a.m.	3	3	3	3	3	3	—	18	Also used for Passenger Shunting.
Pembroke Dock ...	Various	—	6½	6½	6½	6½	6½	6½	—	37	—
Clynderwen ...	—	10.15 a.m.	1	1	1	1	1	1	—	9	—
Fishguard Harbour ...	1	6. 0 a.m.	18	24	24	24	24	24	6	144	—
	1	9. 0 a.m.	—	—	—	—	—	—	8	8	Shunting and Banking.
	2	8. 0 a.m.	16	16	16	16	16	16	—	96	—
Haverfordwest ...	—	7.30 a.m.	11½	11½	11½	11½	11½	8½	—	66	Shunts at Clarbeston Road 10.0 a.m. to 11.0 a.m.
Millford Haven ...	—	7.30 a.m.	11½	11½	11½	11½	11½	11½	—	69	—
Neyland ...	—	Various	4	4	4	4	4	4	—	24	—
Port Tennant ...	30	6.0 a.m.	18	24	24	24	24	21	—	135	—
Eastern Depot ...	31	6.0 a.m.	18	24	24	24	24	24	6	144	Diesel.
Eastern Depot ...	35	6.0 a.m.	18	24	24	24	24	13½	—	127½	Works trips between Eastern Depot, Swansea (H. St.), Beach Sidings, Assembly and Down and Up Hump Yard areas. Diesel.
Swansea Victoria ...	—	7. 0 a.m.	14½	14½	14½	14½	14½	14½	—	87	—
Gowerton South ...	—	10.25 a.m.	1	1	1	1	1	1	—	6	—
Gorseinon ...	1	9. 0 a.m.	7	7	7	7	7	4	—	39	Yard and Works Shunting (Class 7 Engine).
Llandovery ...	—	10. 0 a.m.	4	4	4	4	4	4	—	24	—
Swansea (St. Thomas) ...	—	6. 0 a.m.	16½	21½	21½	21½	21	18½	—	122½	Yard Shunting. Banking as necessary—Shunts C. & W. Shops MX.

AUTHORISED BANKING HOURS

Gurnos ...	1	12.45 p.m.	7½	7½	7½	7½	7½	—	—	36½	Yard Shunting and Banking.
	2	9.30 a.m.	7½	7½	7½	7½	7½	4	—	41½	Yard Shunting and Banking. (Class 1 Freight Tank Engine.)
	3	10. 0 a.m.	6½	6½	6½	6½	6½	—	—	30½	Works trips as required to Ystradgynlais and work as required by Gurnos Station Master.
Duffryn Yard ...	T.19	6.40 a.m.	7	7	7	7	7	7	—	42	Assists 6.35 a.m. Margam New Yard to Cwmdru and 9.35 a.m. SX Margam Hump Yard to Cwmdru.
Margam Moors ...	—	—	—	—	—	—	—	—	—	—	—
Margam Moors ...	H.61	2.40 a.m.	21½	24	24	24	24	24	2½	144	—
	H.61	12. 1 a.m.	—	6	6	6	6	6	—	30	Also assists 6.50 a.m. Margam to Glyn-corrwg.
Pantffynnon ...	T.03	8.25 p.m.	2½	6	6	6	6	6	3½	36	—

Station	Target No.	Starting Time	Authorised Banking Hours								Total Hours per Week	Remarks
			Mon.	Tues.	Wed.	Thur.	Fri.	Sat.	Sun.			
Llandovery	1	9.45 a.m.	15½	24	24	24	24	24	1	136½	Also works 4.10 p.m. Llandovery to Llangadog and return.	
	2	9.40 p.m.	2½	6½	6½	6½	6½	6½	2	38½		
Glyn Neath	—	9.45 a.m.	14	14	14	14	14	12½	—	82½	"E" class engine.	
		10.15 a.m.	5½	5½	5½	5½	5½	—	—	28½	"C" class engine of 6.30 a.m. Glyn Neath.	
		9.0 a.m. SX	12½	12½	12½	12½	12½	6½	—	69	"C" class engine—also Works 12.10 p.m.	
		7.55 a.m. SO									SX Glyn Neath to Rhigos Colliery.	
		8. 0 p.m.	4	5	5	5	5	1	—	25	"E" class engine. 1.55 p.m. Glyn Neath Control train (remanned)	

THE FOLLOWING ARE THE TIMES RETURN BANK AND OTHER LIGHT ENGINES SHOULD OCCUPY IN RUNNING

From	To	Minutes
Hirwaun Pond	Glyn Neath	11½

WORKING OF DIESEL HYDRAULIC LOCOMOTIVES

WORKING OF DIESEL LOCOMOTIVES IN MULTIPLE

A table showing the types of diesel hydraulic locomotives which may work in multiple—i.e., with through control and a Driver on the leading locomotive only—appears weekly in Section "D" of the Weekly Speed and Engineering Notice, and all concerned should refer to the current issue of this notice for up-to-date information in connection with this working.

Diesel Hydraulic Locomotives which can or cannot be worked in multiple may work in tandem, i.e., without through control, but with a driver on each locomotive.

REFUGE SIDINGS AND LOOPS

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STATION	Refuge Sidings	Running Loops	No. of Wagons Sidings or Loop Holds†	STATION	Refuge Sidings	Running Loops	No. of Wagons Sidings or Loop Holds†
DOWN MAIN LINE				UP MAIN LINE			
Marshfield ...	1	—	70	Letterston Jn. ...	—	1	33
Rumney River Bridge ...	—	1	61	Letterston Jn. ...	—	1	57
Roath ...	—	—	120	Clynderwen ...	1	—	62
Engine Shed Junction to Canton Sidings ...	—	1	35	Llanstephan Crossing to Carmarthen River Bridge ...	—	1	46
Canton Sdgs. to Leckwith Jn. ...	—	—	130	Ferryside ...	1	—	90
St. Fagans ...	—	1	65	Pembrey West of Yard to Pembrey East of Yard ...	—	1	33
Peterston ...	—	1	151D	Old Castle Crossing ...	1	—	59
Miskin and Pontsarn ...	—	1	240A	Llanelly Dock Jn. to Llandilo Jn. West ...	—	1	142
Llantrisant West ...	—	1	65	Llandilo Jn. West to Llandilo Jn. East ...	—	1	42
Llanharan East ...	—	1	60B	Llandilo Jn. East ...	1	—	177
Llanharan Colliery ...	—	1	50	Gowerton North ...	1	—	57
Pencoed ...	—	1	197	Cockett ...	1	—	30
Tremains ...	—	1	60	Swansea Valley Jn. ...	1	—	42
Bridgend ...	—	1	73	Skewen West to Skewen East ...	—	1	178
Stormy ...	—	1	71	Neath West to Neath East ...	—	1	128
Margam Moors ...	—	1	34	Neath East to Neath Engine Shed ...	—	1	84
Margam East ...	—	1	226	Court Sarr Jn. to Briton Ferry ...	—	1	127
Margam East to Margam West (No. 1) ...	—	1	74	Court Sarr Jn. to Briton Ferry ...	—	1	79
Margam East to Margam Middle (No. 2) ...	—	1	96	Briton Ferry to Baglan Loop ...	—	1	177
Margam West to Port Talbot East ...	—	1	50	Baglan Loop ...	—	1	63
Port Talbot Middle to Port Talbot West ...	—	1	40	Port Talbot Middle to Port Talbot East ...	—	1	46
Baglan Loop ...	—	1	65	Port Talbot East to Margam West ...	—	1	108
Baglan Loop to Briton Ferry ...	—	1	176	Margam West to Margam Middle (No. 1) ...	—	1	76
Briton Ferry to Court Sarr Junction ...	—	1	158	Margam West to Margam Middle (No. 2) ...	—	1	68
Neath Engine Shed to Neath East ...	—	1	80	Margam Middle to Margam East (No. 1) ...	—	1	73
Neath East to Neath West ...	—	1	128	Margam Middle to Margam East (No. 2) ...	—	1	70
Skewen East to Skewen West ...	—	1	152	Margam East ...	—	1	34
Swansea Valley Jn. to Steel Works ...	—	1	77	Margam Moors (No. 1) ...	—	1	74
Llando to Swansea Loop West ...	—	1	50	Margam Moors (No. 2) ...	—	1	64
Llando to Hafod Jn. ...	—	1	20	Stormy ...	—	1	67
Swansea Loop East ...	—	1	185	Bridgend ...	—	1	60
Llandilo Jn. East to Llandilo Jn. West (No. 1) ...	—	1	62	Tremains ...	—	1	218
Llandilo Jn. East to Llandilo Jn. West (No. 2) ...	—	1	52	Pencoed ...	—	1	162
Llandilo Jn. West to Llanelly Dock Jn. ...	—	1	139	Llanharan West ...	—	1	60B
Llanelly West to Old Castle Crossing ...	—	1	52	Llantrisant West ...	—	1	43
Pembrey East of Yard to Pembrey West of Yard ...	—	1	36	Llantrisant West Box ...	—	1	71
Llando ...	—	1	47	Miskin and Pontsarn ...	—	1	250A
Kidwelly ...	1	—	40	Peterston ...	—	1	142E
† Carmarthen Jn. Station to Carmarthen Jn. ...	—	1	105	Ely ...	1	—	70
St. Clears ...	1	—	44	Leckwith Jn. to Cardiff East ...	—	—	Q
Clynderwen ...	1	—	50	Newtown West to Long Dyke ...	—	1	101
Letterston Jn. ...	—	1	51	Rumney River Bridge ...	—	1	60
Letterston Jn. ...	—	1	57				
Fishguard & Goodwick to Fishguard Harbour ...	—	1	60				

†—For Up or Down Trains.

†—For Up Trains, Standage for 100 wagons—For Down Trains, Standage or 75 wagons.

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

A—Holds 4 trains of 60 wagons, each with engine and van. B—Holds 1 train of 60 wagons, with 2 engines and van. E—Inlet to middle connection, 64 wagons, engine, and van. Middle connection to outlet, 57 wagons, engine and van. F—Holds 2 trains of 70 wagons each, engines and vans. N—Continuous Goods Line. Q—Continuous Goods Line (Leckwith Jn. to Canton 62 wagons, Canton to Cardiff West 86 wagons, Cardiff West to Cardiff East 37 wagons).

STATION	Refuge Sidings	Running Loops	No. of Wagons, Sidings or Loop Holds†	STATION	Refuge Sidings	Running Loop	No. of Wagons, Sidings or Loop Holds†
DOWN.				UP.			
SWANSEA DISTRICT LINE.				SWANSEA DISTRICT LINE.			
†Llandarcy	—	1	49	Llangennech Siding ...	—	1	56
Felin Fran East to Felin	—	—	—	†Graig Merthyr Colliery	—	1	41
Fran West	—	1	93	Pont Lliw	—	1	63
Llangyfelach	—	1	57	Felin Fran West to	—	1	93
Pont Lliw	—	1	73	Felin Fran East ...	—	1	93
Grovesend Colliery	—	—	—				
Loop Junction ... }	—	1	40				
Bynea	1	—	47				
NEATH and BRECON.				BLAENYCWYM and JERSEY MARINE JUNCTION SOUTH			
†Onllwyn Station to	—	—	—	Blaengwynfi	—	1	50
Onllwyn Washery	—	—	—	Lower Cynon	1	—	25
G.F.	—	1	42	†Pontrhydyfen	—	1	28
Neath Yard	—	1	185	†Cwmavon	—	1	118
BLAENYCWYM and JERSEY MARINE JUNCTION SOUTH.				RHIGOS HALT AND SWANSEA (EASTERN DEPOT)			
Blaengwynfi	—	1	50	Burrows Siding to	—	1	118
Vallindra	—	1	44	Pritchards Siding ...	—	1	47
Dynevior Jn. to Jersey	—	1	169	Neath Junction	—	1	45
Marine Jn. South ...	—	1	169	Melyncourt	—	1	70†
RHIGOS HALT AND SWANSEA EASTERN DEPOT				Resolven	—	1	70†
Glyn Neath	—	1	61				
Resolven East	—	1	46				
Burrows Siding to P.W.	—	1	80				
Dock Jn.	—	1	80				
†Port Tennant Jn. to	—	1	40				
Eastern Depot	—	1	20				
†Eastern Depot	—	1	20				
SWANSEA (VICTORIA), LLANELLY DOCK, LLAN-DOVERY (exclusive).				SWANSEA (VICTORIA), LLANELLY DOCK, LLAN-DOVERY and BUILTH ROAD (H.L.) (exclusive).			
Swansea Bay	1	—	33	Pontardulais Jn. Station	—	1	68
Dunvant	1	—	50	to Pontardulais Jn.	—	1	62
Morfa Junction	—	1	35	North	—	1	62
Llangennech Station ...	—	1	72	Morlais Junction ...	—	1	62
Pontardulais Jn. North	—	1	44				
to Pontardulais Jn.	—	1	44				
Station	—	1	44				
Panttyffynnon North to	—	1	50				
Panttyffynnon South	—	1	40				
†Ammanford & Tirydail	—	1	45				
†Llandebla	—	1	32				
†Cilrychen Crossing ...	—	1	40				
†Llangadog	1	—	24				
†Llandoverly	1	—	24				
SWANSEA (ST. THOMAS) and BRYNAMMAN EAST.				PANTYFFYNNON and BRYNAMMAN WEST.			
Ystalyfera	—	1	35	Panttyffynnon	—	1	57
Gwaun-cae-Gurwen ...	—	1	20	Ammanford Colliery ...	—	1	63
				†Glanamman	—	1	67
PANTYFFYNNON and BRYNAMMAN WEST.							
Panttyffynnon	—	1	57				
Ammanford Colliery ...	—	1	63				
†Glanamman	—	1	67				
CLARBESTON ROAD and MILFORD HAVEN.				CLARBESTON ROAD and MILFORD HAVEN.			
Haverfordwest	—	1	63	Haverfordwest	—	1	43
†Milford Haven	—	1	72	†Milford Haven	—	1	24
LETTERSTON JUNCTION and LETTERSTON.							
†Letterston	—	1	34				
CARMARTHEN AND ABERYSTWYTH.							
Abergwili Jn.	1	—	30				

†For Up or Down Trains.

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

INSTRUCTIONS FOR CALCULATING LOADS OF FREIGHT TRAINS F199

- The maximum "engine" and "working" loads applicable to the lines referred to in this Working Time Table are shewn on pages 140 to 155.
- Loaded wagons bear labels overprinted with the numerals 1 (coal, coke or patent fuel) 2 (other minerals), 3 (General Merchandise) and guards, to arrive at the load of a train, must ascertain the number of wagons of each class of traffic, or empty wagons to be conveyed. Wagons conveying empty containers to be counted as loaded Class 3 wagons.

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

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

- The maximum "engine" and "working" loads shewn on pages 140 to 155 apply (with a few exceptions specially indicated) to ordinary freight wagons of 13-ton carrying capacity. For train loading purposes, the calculation of larger capacity wagons is to be in accordance with the table provided—see Clause 6.
- Special class wagons when loaded and empty to be calculated as shown on pages 204 to 209.
- Mixed loads should be calculated upon the basis of the traffic which forms the greatest proportion of the train, e.g.:

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

- For the purpose of calculating mixed loads, a Ready-Reckoner is given on page 200 showing the relationship of all classes of traffic and empties (including larger capacity wagons) to each other.
- With the exception of B.R. types, all engines are classified into seven groups—A, B, C, D, DX, E, and EX. The group letter is painted in a circle on both sides of the engine, just above the engine number.
- The standard loads are also to apply to C, D and E Headcode Freight Trains subject to the following maxima:

"C" Headcode					"D" and "E" Headcode					
10XX	49XX, 59XX 69XX, 79XX	*53XX *63XX *73XX	Diesel D6XX D8XX	Diesel D63XX plus D63XX coupled	10XX	49XX, 59XX 69XX, 79XX	53XX, 63XX 73XX	22XX 32XX	Diesel D6XX D8XX	Diesel D63XX plus D63XX coupled
4037 4074-4099 5000-5099 70XX	68XX	*78XX			4037 4074-4099 5000-5099 70XX	68XX	78XX			
47XX					47XX					
B.R. Class 7 70XXX	B.R. Class 5 72XXX	B.R. Class 4 75XXX			B.R. Class 7 70XXX	B.R. Class 5 73XXX	B.R. Class 4 75XXX			
B.R. Class 9F 92XXX					B.R. Class 9F 92XXX	28XX 38XX Starred ex LMR Class 8F engines:				
Number of wagons conveying Class 3 traffic or equivalent not to exceed					Number of wagons conveying Class 3 traffic or equivalent not to exceed					
50	50	50	50	50	70	67	64	45	70	70

* Not suitable for "C" Headcode Freight Trains with loads in excess of 35 fully fitted wagons.

All ex L.M. Class 8 Locomotives may be utilised to work "C", "D" and "E" Head Code Freight Trains over the Central Wales Line.

F200 Instructions for Calculating Loads of Freight Trains—continued

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

Headcode	Distance train may run without intermediate examination (miles)	Maximum Speed (m.p.h.)	Class of traffic which may be conveyed indicated by *			Type of Axle Box
			1	2	3	Empty
C	160	55	—	*	*	*
D	160	45	*	*	*	*
E	125	35	*	*	*	*
F	125	30	*	*	*	*
F	125	30	*X	—	—	—
H	125	25	*	*	*	*
Below H	85	25	*	*	*	*

X Load not to exceed 80% of that shewn in Working Time Tables.

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

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

Examples:

- 7.10 p.m. A to B at(time), 50 equal 65 Class 3 equal 60 length, Engine 5901, Bristol Enginemen and Guard 8.0 p.m.
- 7.10 p.m. A to B at(time), 35 equal 60 Class 1 equal 47 length, Engine 2854, Swindon Enginemen 8.0 p.m., Severn Tunnel Jn. Guard 7.30 p.m.

READY RECKONER

Showing Relationship of Different Classes of Traffic to each other

Class 1. Traffic	Class 2. Traffic	Class 3. Traffic		Empties	Class 1. Traffic	Class 2. Traffic	Class 3. Traffic		Empties
		a When trains worked by steam locomotive	b When trains worked by Diesel locomotive				a When trains worked by steam locomotive	b When trains worked by Diesel locomotive	
1	1	2	2	3	36	48	72	65	90
2	3	4	4	5	37	49	74	67	93
3	4	6	5	8	38	51	76	69	95
4	5	8	7	10	39	52	78	71	98
5	7	10	9	13	40	53	80	73	100
6	8	12	11	15	41	55	82	75	103
7	9	14	13	18	42	56	84	76	105
8	11	16	15	20	43	57	86	78	108
9	12	18	16	23	44	59	88	80	110
10	13	20	18	25	45	60	90	82	113
11	15	22	20	28	46	61	92	84	115
12	16	24	22	30	47	63	94	85	118
13	17	26	24	33	48	64	96	87	120
14	19	28	25	35	49	65	98	89	123
15	20	30	27	38	50	67	100	91	125
16	21	32	29	40	51	68	102	93	128
17	23	34	31	43	52	69	104	95	130
18	24	36	33	45	53	71	106	96	133
19	25	38	35	48	54	72	108	98	135
20	27	40	36	50	55	73	110	100	138
21	28	42	38	53	56	75	112	102	140
22	29	44	40	55	57	76	114	104	143
23	31	46	42	58	58	77	116	105	145
24	32	48	44	60	59	79	118	107	148
25	33	50	45	63	60	80	120	109	150
26	35	52	47	65	61	81	122	111	153
27	36	54	49	68	62	83	124	113	155
28	37	56	51	70	63	84	126	115	158
29	39	58	53	73	64	85	128	116	160
30	40	60	55	75	65	87	130	118	163
31	41	62	56	78	66	88	132	120	165
32	43	64	58	80	67	89	134	122	168
33	44	66	60	83	68	91	136	124	170
34	45	68	62	85	69	92	138	125	173
35	47	70	64	88	70	93	140	127	175

The above table is for the guidance of staff in computing the equivalent of mixed loads to Class 1, 2 or 3 Traffic or Empties.

Where variations occur between calculations obtained by the Ready Reckoner and the Maximum Loads shewn in pages 140 to 155 the latter must be strictly adhered to.

TABLE SHEWING RELATIONSHIP OF HIGHER CAPACITY F201 WAGONS TO THE 13-TON BASIC WAGON

LOADED

13-ton	* 14-17 ton and Coke In 20-22 ton wagons without rails	20/21 ton	2/24 ton and 21 ton steel coke grate wagons	24 1/2/25/27 ton	33 1/2 ton Ironstone Hopper Wagons	Loaded Continental ferry wagons (= Class 3)	40/42 ton
1	1	1	1	1	1	1	1
2	2	2	2	2	2	2	2
3	3	3	3	3	3	3	3
4	4	4	4	4	4	4	4
5	5	5	5	5	5	5	5
6	6	6	6	6	6	6	6
7	7	7	7	7	7	7	7
8	8	8	8	8	8	8	8
9	9	9	9	9	9	9	9
10	10	10	10	10	10	10	10
11	11	11	11	11	11	11	11
12	12	12	12	12	12	12	12
13	13	13	13	13	13	13	13
14	14	14	14	14	14	14	14
15	15	15	15	15	15	15	15
16	16	16	16	16	16	16	16
17	17	17	17	17	17	17	17
18	18	18	18	18	18	18	18
19	19	19	19	19	19	19	19
20	20	20	20	20	20	20	20
21	21	21	21	21	21	21	21
22	22	22	22	22	22	22	22
23	23	23	23	23	23	23	23
24	24	24	24	24	24	24	24
25	25	25	25	25	25	25	25
26	26	26	26	26	26	26	26
27	27	27	27	27	27	27	27
28	28	28	28	28	28	28	28
29	29	29	29	29	29	29	29
30	30	30	30	30	30	30	30
31	31	31	31	31	31	31	31
32	32	32	32	32	32	32	32
33	33	33	33	33	33	33	33
34	34	34	34	34	34	34	34
35	35	35	35	35	35	35	35
36	36	36	36	36	36	36	36
37	37	37	37	37	37	37	37
38	38	38	38	38	38	38	38
39	39	39	39	39	39	39	39
40	40	40	40	40	40	40	40
41	41	41	41	41	41	41	41
42	42	42	42	42	42	42	42
43	43	43	43	43	43	43	43
44	44	44	44	44	44	44	44
45	45	45	45	45	45	45	45
46	46	46	46	46	46	46	46
47	47	47	47	47	47	47	47
48	48	48	48	48	48	48	48
49	49	49	49	49	49	49	49
50	50	50	50	50	50	50	50
51	51	51	51	51	51	51	51
52	52	52	52	52	52	52	52
53	53	53	53	53	53	53	53
54	54	54	54	54	54	54	54
55	55	55	55	55	55	55	55
56	56	56	56	56	56	56	56
57	57	57	57	57	57	57	57
58	58	58	58	58	58	58	58
59	59	59	59	59	59	59	59
60	60	60	60	60	60	60	60
61	61	61	61	61	61	61	61
62	62	62	62	62	62	62	62
63	63	63	63	63	63	63	63
64	64	64	64	64	64	64	64
65	65	65	65	65	65	65	65
66	66	66	66	66	66	66	66
67	67	67	67	67	67	67	67
68	68	68	68	68	68	68	68
69	69	69	69	69	69	69	69
70	70	70	70	70	70	70	70
71	71	71	71	71	71	71	71
72	72	72	72	72	72	72	72
73	73	73	73	73	73	73	73
74	74	74	74	74	74	74	74
75	75	75	75	75	75	75	75
76	76	76	76	76	76	76	76
77	77	77	77	77	77	77	77
78	78	78	78	78	78	78	78
79	79	79	79	79	79	79	79
80	80	80	80	80	80	80	80
81	81	81	81	81	81	81	81
82	82	82	82	82	82	82	82
83	83	83	83	83	83	83	83
84	84	84	84	84	84	84	84
85	85	85	85	85	85	85	85
86	86	86	86	86	86	86	86
87	87	87	87	87	87	87	87
88	88	88	88	88	88	88	88
89	89	89	89	89	89	89	89
90	90	90	90	90	90	90	90

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

Table Shewing Relationship of Higher Capacity Wagons to the 13-ton Basic wagon—continued

EMPTY

16 ton	20/21 25/27 ton	22/24/24½ ton and 21 ton steel coke crate wagons	33½ ton Ironstone Hopper Wagons	40/42 ton	Continental Ferry wagon
1	—	—	—	—	1
2	1	1	1	—	2
3	2	2	2	1	3
4	3	3	3	—	4
5	4	4	4	—	5
6	5	5	5	2	6
7	—	—	—	—	—
8	6	5	6	—	7
9	7	6	7	3	8
10	8	7	8	—	9
11	—	—	—	—	10
12	9	8	9	4	11
13	10	9	10	—	12
14	11	10	11	5	—
15	—	—	—	—	13
16	12	11	12	—	14
17	13	12	13	—	15
18	14	13	14	6	16
19	—	—	—	—	17
20	15	14	15	7	18
21	16	15	16	—	19
22	17	16	17	8	20
23	—	—	—	—	21
24	18	17	18	9	—
25	19	18	19	—	22
26	20	19	20	—	23
27	—	—	—	—	24
28	21	20	21	—	25
29	22	21	22	—	26
30	23	22	23	10	27
31	—	—	—	—	28
32	24	23	24	—	29
33	25	24	25	11	30
34	26	25	26	—	31
35	—	—	—	—	32
36	27	26	27	12	33
37	28	27	28	—	—
38	29	28	29	—	34
39	—	—	—	—	35
40	30	29	30	13	36
41	31	30	31	—	37
42	32	31	32	14	38
43	—	—	—	—	39
44	33	32	33	—	—
45	34	33	34	15	40
46	35	34	35	—	41
47	—	—	—	—	42
48	36	35	36	16	43
49	37	36	37	—	44
50	38	37	38	—	45
51	—	—	—	—	46
52	39	38	39	17	47
53	40	39	40	—	48
54	41	40	41	18	—
55	—	—	—	—	49
56	42	41	42	—	50
57	43	42	43	19	51
58	44	43	44	—	52
59	—	—	—	—	53
60	45	44	45	20	54
61	46	45	46	—	55
62	47	46	47	—	56
63	—	—	—	—	57
64	48	47	48	21	58
65	49	48	49	—	59
66	50	49	50	22	60
67	—	—	—	—	—
68	51	50	51	—	61
69	52	51	52	—	62
70	53	52	53	23	63
71	—	—	—	—	64
72	54	53	54	24	65
73	55	54	55	—	66
74	56	55	56	—	—
75	—	—	—	—	67
76	57	56	57	25	68
77	58	57	58	—	69
78	59	58	59	26	70
79	—	—	—	—	71
80	60	59	60	—	72
81	61	60	61	—	73
82	62	61	62	27	74
83	—	—	—	—	75
84	63	62	63	28	—

**Table Showing Relationship of Higher Capacity Wagons F203
to the 13-ton Basic Wagon—continued**

EMPTY—continued

6/16 ton	20/21 25/27 ton	22/24/24½ ton and 21 ton steel coke grate wagons	33½ ton Ironstone Hopper wagons	40/42 ton	Continental Ferry wagons
85	64	53	—	—	
86	65	54	56	—	
87	—	—	—	29	
88	66	55	57	—	
89	67	—	58	—	
90	68	56	—	30	
91	—	57	59	—	
92	69	—	60	—	
93	70	58	—	31	
94	71	59	61	—	
95	72	—	62	—	
96	73	60	—	32	
97	—	—	63	—	
98	74	61	64	—	
99	—	62	—	33	
100	75	—	65	—	

**10-TON CAPACITY WAGONS RELATED TO 13-TON CAPACITY
VEHICLES**

10-ton capacity	13-ton capacity	10-ton capacity	13-ton capacity	10-ton capacity	13-ton capacity
1	1	25	21	48	40
2	2	26	22	49	41
3	2	27	22	50	42
4	3	28	23	51	42
5	4	29	24	52	43
6	5	30	25	53	44
7	6	31	26	54	45
8	7	32	27	55	46
9	7	33	27	56	47
10	8	34	28	57	47
11	9	35	29	58	48
12	10	36	30	59	49
13	11	37	31	60	50
14	12	38	32	61	51
15	12	39	32	62	52
16	13	40	33	63	52
17	14	41	34	64	53
18	15	42	35	65	54
19	16	43	36	66	55
20	17	44	37	67	56
21	17	45	37	68	57
22	18	46	38	69	57
23	19	47	39	70	58
24	20				

CLASSIFICATION OF SPECIAL WAGONS LOADED AND EMPTY

DIMENSIONS OF SPECIAL WAGONS, THEIR RELATIONSHIP TO A 13-TON CAPACITY WAGON LOADED WITH CLASS 3 TRAFFIC FOR TRAIN LOADING PURPOSES WHEN LOADED AND EMPTY RESPECTIVELY AND THE HIGHEST HEADCODE FREIGHT TRAIN BY WHICH THEY MAY BE CONVEYED.

The conditions regarding acceptance and conveyance of out-of-gauge and otherwise exceptional loads contained in B.T.C. Booklet No. 3 (BR. 20426) dated 1st November 1956, must be observed. Such loads may only be conveyed under the authority of special instructions issued by the Operating Officer.

Any vacuum-fitted Engineering Department vehicles may be conveyed in Ballast trains under "C" Headcode.

Any existing local instructions issued in connection with reduced equivalent loading in the case of pre-assembled or recovered track loaded on "Ganes" to be maintained.

CODE	DESCRIPTION	Highest head code freight train on which vehicle can be conveyed		EQUALS		Maximum length over buffers of vehicle	Maximum carrying capacity of vehicle	Maximum tare of vehicle
		Loaded	Empty	When empty	When loaded			
				Loaded Class 3 wagons		ft. in.	Tons	tons cwt.
Alumina ...	Bulk Alumina Van ...	D	D	1	3	23 0	15	10 9½
Anhydrite...	25-ton Hopper—Anhydrite in bulk	D	D	1	3	20 6	25	9 8
Arm WB ...	Armour-plate Wagon ...	F	E	2	6	37 0	45	18 15
Arm WC ...	Armour-plate Wagon ...	F	E	2	7	25 1	50	17 19
Arm WE ...	Armour-plate Wagon ...	F	E	1	5	27 0	40	14 7
Arm WF ...	Armour-plate Wagon ...	F	E	2	7	33 0	55	16 15
Arm EB ...	Armour-plate Wagon ...	F	E	1	5	27 0	40	13 15
Arm EC ...	Armour-plate Wagon ...	F	E	2	7	37 0	50	16 4
Arm EL ...	Armour-plate Wagon ...	F	E	1	5	27 0	40	14 7
Arm ET ...	Armour-plate Wagon ...	F	E	2	7	33 0	55	16 15
Arm EU ...	Armour-plate Wagon ...	F	E	2	12	28 6½	100	18 19
Asmo ...	Covered Motor Car Truck	C	C	1	1	36 4	10	11 2
Bobol A ...	Bolster Wagon ...	D	D	2	5	38 0	30	16 0
Bobol B ...	Bolster Wagon ...	D	D	1	4	38 0	25	14 3
Bobol C ...	Bolster Wagon ...	D	D	2	5	48 0	30	23 0
Bobol C ...	Bolster Wagon§ ...	C	C	2	5	48 0	30	23 0
Bobol D ...	Bolster Wagon ...	E	D	2	6	55 0	42	21 19
Bobol E ...	Bolster Wagon ...	D	D	2	5	35 5	30	15 14
Bocar A (8 wheel)	Motor Car Body Truck	D	D	2	2	50 11	5	16 5
Bocar B (4 wheel)	Motor Car Body Truck	D	D	1	1	36 5	8	6 6
Boiler EF ...	Boiler Bogie Wagon	F	E	2	5	43 0	35	15 6
Boiler EG ...	Boiler Bogie Wagon	F	E	2	5	38 6	35	16 12
Boiler EH ...	Boiler Bogie Wagon	F	E	2	5	38 6½	35	17 3
Boplate B ...	Bogie Steel Plate Wagon	E	D	1	4	40 7½	30	13 5
Boplate E ...	Bogie Steel Plate Wagon	E	D	2	6	55 0	42	19 18
Borail E.C.	Bogie Wagon for conveyance of pre-stressed concrete beams§	D	C	3	8	65 5	50	31 2
Borail M.B.	Bogie Bolster§	D	C	3	8	65 5	50	30 18
Borail E.B.	Bogie Bolster§	D	C	3	8	65 5	50	31 5
Borail WC	Bolster Wagons§	D	C	2	7	55 5	50	23 0
Borail WB	Bolster Wagon	E	E	2	5	48 0	30	19 9
Borail WC	Bolster Wagon	E	E	2	5	73 0	30	21 4
Borail WE	Bolster Wagon	E	E	2	6	48 0	40	23 0
Borail WF	Bolster Wagon	E	E	2	6	65 0	40	22 3
Borail W.G.	Bolster Wagon§	D	C	2	7	65 5	50	23 8
Borail MA, MB, MC, MD	Bolster Wagon	E	E	3	8	65 0	50	25 5
Borail SA ...	Bolster Wagon	E	E	2	6	67 1	40	21 3
Borail EA ...	Bolster Wagon	E	E	2	6	63 0	40	23 15
Brick (Bogie)	Bogie Brick Wagon	D	D	2	7	40 11	50	17 4
Bulksalt	20-ton Covered Hopper	D	D	1	3	19 6	20	12 8
Carfit	Carriage Truck	C	C	X	1	21 0	12	6 10
Carfit A	Carriage Truck	C	C	X	1	24 0	12	7 10
Carfit B	Carriage Truck	C	C	X	2	37 1	20	11 16
Carfit S	Carriage Truck	C	C	X	1	20 0½	12	6 9
Carflat	Motor Car Flat Truck	C	C	2	3	60 0	5	22 0
Cartruck	Carriage Truck	D	D	X	1	21 0	12	5 9
Cartruck A	Carriage Truck	D	D	X	1	24 3	10	7 4
%Carfish (Engineer's Dept.)	Hopper Ballast Wagon	D	D	X	3	25 6	19	9 14
Chassis A, B	Container Chassis	C	C	X	1	20 11	12	5 15
Cockle (Engineer's Dept.)	Ballast Plough Brake Van	D	E	1	3	23 5	12	12 0
CONE	Gun Powder Van (Unfitted)	E	E	1	2	19 6	11	7 18
CONE	Gun Powder Van (Fitted)	E	E	1	2	20 6	11	8 1
Conflat (10 ft. 0 in. or over wheelbase)	Container Wagon	C	C	X	1	—	—	—
Conflat (under 10 ft. 0 in. wheelbase)	Container Wagon	D	D	X	1	—	—	—
Covgrain	Covered Grain Hopper Wagon	D	D	1	3	22 6	20	10 5
Cov Hop	Covered Hopper Van	E	H	1	3	24 6	24	10 13
Creosote (Engineer's Dept.)	Creosote Tank Wagon	H	H	2	2	20 6	14	8 19
Damo A	Motor Car Van	C	C	X	1	33 4	10	11 2
Damo B	Motor Car Van	C	C	X	1	23 4	10	8 19
Deal Flat	Flat Wagon	D	D	X	1	30 0	12	7 11
%Dog Fish (Engineer's Dept.)	Ballast Hopper Wagon	F	F	3	7	25 6	24	11 0
Dolphin (Engineer's Dept.)	Rail Sleeper and Ballast	F	F	3	7	68 7	40	25 2
Double	Bolster Wagon	F	E	X	2	28 6	14	7 9
Flat WB	Flat Wagon	F	E	2	5	48 0	30	17 7
Flat ME	Flat Wagon	F	E	2	5	33 0	35	16 0
Flat MG, ED	Flat Wagon	E	D	X	1	33 0	12	18 7

Classification of special wagons loaded and empty—continued F205

CODE	DESCRIPTION	Highest head-code freight train on which vehicle can be conveyed		EQUALS		Maximum length over buffers of vehicle	Maximum carrying capacity of vehicle	Maximum tare of vehicle	
		Loaded	Empty	When empty	When loaded			tons	tons cwt.
Flat MN ...	Flat Wagon	F	E	2	5	38 0	35	17	10
Flat MO ...	Flat Wagon	F	E	2	6	38 0	40	17	10
Flat MP, EF ...	Flat Wagon	F	E	2	5	23 4	35	14	1
Flat MS, ES, ET ...	Flat Wagon	F	E	2	6	43 7	45	14	19
Flat EB ...	Flat Wagon	F	E	X	1	28 0	10	5	19
Flat EQ ...	Flat Wagon	F	E	2	8	38 0	60	21	14
Flat EL ...	Flat Wagon	F	E	2	5	41 6	30	14	12
Flat EP ...	Flat Wagon	F	E	1	5	24 1	40	11	5
Flat EQ ...	Flat Wagon	F	E	2	8	38 0	60	21	14
Flat EU ...	Flat Wagon	F	E	4	14	47 0	100	37	18
Flat ROL, WLL, MLL, ELL	Flat Trolley	F	E	3	11	35 10½	80	29	12
Flat ROL, WW, MO, MVV, SB, EJ, ER, EAB, EVV	Flat Trolley	F	D	1	3	34 0	20	12	10
Flatrol WX ...	Flat Trolley	F	D	3	7	55 7	40	26	11
Flatrol WY ...	Flat Trolley	F	D	1	4	35 0	25	14	0
Flatrol MA ...	Flat Trolley	F	D	1	1	24 0	12	9	4
Flatrol MR, MSS, MUU, EDD	Flat Trolley	F	D	3	5	64 6	20	27	15
Flatrol MY ...	Flat Trolley	F	D	1	4	30 0	25	10	16
Flatrol MAA, EL, EN	Flat Trolley	F	D	2	6	54 6	35	23	5
Flatrol MBB, MCC	Flat Trolley	F	D	3	7	51 0	40	26	8
Flatrol M.B.D. ...	Bogie Well Wagon	F	D	3	7	55 11	40	25	6
Flatrol MHH, ET	Flat Trolley	F	D	3	8	61 0	40	36	7
Flatrol MPP ...	Flat Trolley	F	D	3	9	57 7	60	31	13
Flatrol MRR ...	Flat Trolley	F	D	4	10	57 1	65	37	7
Flatrol EA ...	Flat Trolley	F	D	2	3	66 3	12	16	8
Flatrol ED ...	Flat Trolley	F	D	2	5	55 0	25	24	12
Flatrol EX, EY, EZ	Flat Trolley	F	D	3	8	51 8	50	30	6
Flatrol EAA ...	Flat Trolley	F	D	10	22	89 0	120	96	10
Flatrol WW	Flat Trolley	F	D	1	3	34 5	20	14	8
Gane (Engineer's Dept.)	Rail and Timber Wagon	E	D	2	6	48 0	40	18	0
Gane A (Engineer's Dept.)	Rail and Timber Wagon	E	D	2	6	65 0	40	22	5
Gannet (Engineer's Dept.)	Hopper Ballast	D	D	1	3	23 6	25	9	0
Girdwag WB ...	Girder Wagon	F	F	2	8	52 11	60	24	10
Girdwag WC ...	Girder Wagon	F	F	2	5	42 6	40	14	14
Girdwag WE ...	Girder Wagon, when used 4 per set	F	F	5	15	85 6	100	51	5
Girdwag WE, MB	Girder Wagon, when used 2 per set	F	F	2	8	46 6	60	21	12
Girdwag WF ...	Girder Wagon	F	F	2	6	52 1	40	16	6
Girdwag WG ...	Girder Wagon	F	F	2	6	41 3	40	15	16
Girdwag MA ...	Girder Wagon	F	F	1	6	39 2½	50	12	6
Glasswag WC ...	Glass Wagon	F	F	X	1	24 6	12	7	9
Glasswag WE, MD, EB, EP	Glass Wagon	F	F	X	1	29 0	12	8	1
Glasswag MO, EM, EO	Glass Wagon	F	F	2	5	58 6	30	24	0
Glasswag EA, EJ	Glass Wagon	F	F	X	1	19 0	10	6	2
Glasswag EH ...	Glass Wagon	F	F	1	3	31 0	15	9	13
Glasswag EN ...	Glass Wagon	F	F	2	4	48 6	20	16	6
Grain	Bulk Grain Hopper Wagon	D	D	1	1	24 6	20	12	16
%GRAMBUS (Engineer's Dept.)	Ballast Wagon	D	D	1	3	24 6	20	8	18
Gudgeon (Engineer's Dept.)	Ballast and Sleeper Wagon	D	D	1	3	22 6	20	8	12
Gunset EB ...	Gun Wagon	F	F	4	14	84 7	108	36	3
Gunset EC ...	Gun Wagon	F	F	6	22	84 0	160	56	4
Gunset EA ...	Gun Wagon	F	F	6	20	77 6	140	56	0
G.U.V. ...	General Utility Van	F	F	2	3	60 7	14	30	0
Haddock (Engineer's Dept.)	Sleeper Wagon	X	X	2	2	23 8	12	6	14
%Herring (Engineer's Dept.)	Ballast Hopper Wagon	D	D	1	3	19 0	20	8	2
Hopcem ...	Cement Hopper	D	D	1	3	19 6	20	12	8
Hopor ...	Iron Ore 20/21 ton	D	D	•	•	—	—	9	18
Hopor ...	Iron Ore 22/24 ton	D	D	•	•	—	—	9	16
Hopor ...	Iron Ore 24½/27 ton	D	D	•	•	—	—	9	6
Hopor ...	Iron Ore 33½ ton	D	D	•	•	—	—	11	11
Hopor ...	Ironstone hopper wagon	D	D	1	3	20 11	25½	9	6
Hopsalt ...	Covered Hopper Salt Wagon	D	D	1	3	27 3	20	12	7
Hopsalt ...	Covered Hopper Salt Wagon	D	D	1	3	27 3	20	12	7
Hopsodash ...	Covered Hopper and Soda Ash Wagon	D	D	1	3	23 0	20	10	17
Hymac WJ ...	Well Truck	D	D	1	2	29 0	12	8	16
Hymac WK ...	Well Truck	X	X	1	1	34 6	5	7	10
Hymac WR ...	Well Truck	D	D	2	4	43 0	25	16	17
Hymac MC, MD, ME	Well Truck	X	X	1	1	23 5	12	7	3
Hymac EN ...	Well Truck	D	D	X	1	21 1	10	5	16
Hymac EP ...	Well Truck	D	D	1	3	23 6	20	7	3
Hymac EX ...	Well Truck	D	D	1	3	22 6	21	8	17
Hytwin ...	High Sided Twin Bolster Wagon	F	F	2	4	39 3	26	15	0
Lamprey (Engineer's Dept.)	Ballast Wagon	D	D	1	3	24 11	20	10	7
Ling (Engineer's Dept.)	Ballast Wagon	D	D	X	2	23 0	14	7	16
Loriot (Engineer's Dept.)	Flat Trolley Wagon	F	D	1	3	34 0	20	13	11
Lowmac WB, WC, WE, WG, WH, WR	Machine Well Truck	F	E	1	2	30 0	15	8	16
Loriot	Flat Trolley Wagon	F	E	1	3	34 0	20	13	11
Lowmac WBB, WP	Machine Well Truck	F	E	1	4	33 0	25	13	11
Lowmac WF ...	Machine Well Truck	D	D	X	1	36 6	6	7	2
Lowmac WM ...	Machine Well Truck	F	D	1	3	30 0	20	9	12
Lowmac VT ...	Machine Well Truck	D	D	X	1	28 11	8	7	13

F206 Classification of special wagons loaded and empty—continued

CODE	DESCRIPTION	Highest head-code freight train on which vehicle can be conveyed		Equals		Maximum length over buffers of vehicle	Maximum carrying capacity of vehicle	Maximum Tare of vehicle
		Loaded	Empty	When empty	When loaded			
				Loaded Class 3 wagons		ft. in.	tons	tons cwt.
Lowmac WV	Machine Well Truck	D	D	1	2	31 11	15	8 10
Lowmac WN, WW	Machine Well Truck	F	F	1	3	36 7	20	11 15
Lowmac MD, MG	Machine Well Truck	F	F	X	2	31 4	15	8 5
Lowmac MH, MJ, MK, ML	Machine Well Truck	F	F	1	3	30 0	20	10 17
Lowmac AB, MR	Machine Well Truck	F	F	1	3	39 6	21	10 18
Lowmac MO, MS, SC, SH	Machine Well Truck	F	F	1	4	33 5	25	13 12
Lowmac MU, SF, SG	Machine Well Truck	F	F	1	3	36 7	20	13 0
Lowmac SD	Machine Well Truck	F	F	1	3	32 6	20	8 14
Lowmac EF, EL, EM	Machine Well Truck	F	F	1	3	31 0	15	10 17
Lowmac EK	Machine Well Truck	F	F	X	2	28 6	14	8 6
Lowmac EN, ET, EU	Machine Well Truck	F	F	1	3	33 0	20	11 15
Lowmac EO	Machine Well Truck	F	F	1	3	32 11	22	11 7
Lowmac EP, EQ, ER, ES	Machine Well Truck	F	F	1	4	33 5	25	13 11
Mackerel (Engineer's Dept.)	Hopper Ballast Wagon	D	D	1	3	24 8	17	9 1
Matcar	Motor Car Truck	C	C	2	3	16 8½	12½	24 16
Mermaid (Engineer's Dept.)	Ballast Side Tip Wagon	D	D	1	3	24 0	14	9 19
Minnow (Engineer's Dept.)	Sleeper Wagon	E	E	1	2	31 6	14	8 14
Oyster (Engineer's Dept.)	Ballast Plough Brake Van	E	E	2	3	24 5	16	16 0
Mogo	Motor Car Van	C	C	X	1	20 6	12	7 11
Palbrick A, B	13-ton and 16-ton Pallet Brick Wagons	C	C	X	2	20 11	13 & 16	6 18
Parrot	20-ton Case Wagon	E	D	2	4	63 0	20	18 14
Pigiron	30-ton Wagon	D	D	1	4	20 6	30	9 7
Pilchard (Engineer's Dept.)	Ballast and Sleeper Bogie Wagon	E	D	1	3	36 7	20	14 7
Pipe	Steel Pipe Wagon	D	D	1	2	24 6	13	8 10
Pipefit	Steel Pipe Wagon	C	C	1	2	24 11	12	8 12
Plate	Steel Plate Wagon	D	D	1	3	30 1½	22	9 13
Plate Fit	Steel Plate Wagon	C	C	1	3	30 1½	22	9 13
Prawn (S. and T. Dept.)	Bogie Bolster Wagon	D	D	2	5	48 0	30	15 6
Presflo	Compressed Air Discharge Wagon	D	C	1	3	20 6	20	12 8
Presflo (fitted with roller-bearing axle boxes)	Compressed Air Discharge Wagon	C	C	1	3	20 6	20	12 8
Protol EB	Propeller Trolley	E	E	1	3	31 0	20	12 5
Protol ED	Propeller Trolley	E	D	2	4	42 0	20	18 18
Protol EG	Propeller Trolley	E	D	2	6	49 0	40	22 4
Rectank MA, MB, WB, EA, EB, EC, WC	—	F	D	2	5	37 2	35	15 2
Rectank WC & EC	—	E	C	2	5	37 2	35	15 2
Roll WB, WC, WE, WH	10-15-ton Wagons	H	F	1	3	23 0	15	9 11
Salmon	Bogie Rail Wagon	F	F	3	8	65 0	50	27 0
Shark (Engineer's Dept.)	Ballast Plough Brake Van	C	C	2	4	24 5	20	20 0
Shrimp	Bogie Bolster Wagon	D	D	2	5	48 0	30	17 12
Signal Dept. Wagon	10-ton and 14-ton Wagon	D	D	X	2	28 0	10/14	5 11
Single	Single Bolster Wagon	E	D	X	1	19 6	12	5 18
Slab	57 Ton wagon	D	C	2	8	30 11	57	18 10
Sleeper	Chaired Sleeper Wagon	E	D	1	3	35 5	18	11 16
Sleeper Wagon	10-14 tons	E	D	X	2	31 6	14	7 17
Sleeper Wagon	Fall Down Sides	E	D	1	2	34 6	14	8 12
Sludge (Engineer's Dept.)	Refuse Wagon	F	F	X	2	19 6	14	8 3
Sole (Engineer's Dept.)	Ballast Wagon	D	D	X	2	23 8	12	6 12
Starfish (Engineer's Dept.)	Ballast Wagon	D	D	X	2	19 6	10	6 2
Sturgeon	Rail, Sleeper and Ballast Wagon	F	F	3	8	69 1	50	25 13
Sturgeon A (Engineer's Dept.)	Bogie, Rail Sleeper (Modified Design)	F	F	3	8	69 1	50	27 18
Stripcoil	42-ton Wagon	D	D	2	6	33 0	42	22 4
Stripcoil	56-ton Wagon	D	D	3	9	36 5	56	29 3
Sulphate	Bogie Wagon	F	E	2	7	42 0	50	20 15
Tierwag	Motor Car Truck	C	C	2	3	59 11	12½	24 16
Transformer WL	Transformer Wagon	H	H	8	20	89 6	120	75 19
Transformer MA	Transformer Wagon	H	H	4	10	62 6	60	39 19
Transformer MB	Transformer Wagon	H	H	6	18	87 1	120	58 1
Transformer MC	Transformer Wagon	H	H	7	21	92 1	135	72 11
Transformer EA	Transformer Wagon	H	H	4	11	65 6	70	40 0
Tube	Long Open	D	D	X	2	28 0	15	7 12
Tube BA	Long Open	D	D	1	3	33 9½	22	9 10
Tubefit	Tube Wagon	C	C	1	3	33 9½	20	10 8
Twin	Bolster Wagon	F	E	1	3	34 1	20	10 12
Twincase	Single Bolster Wagons short coupled in pairs	F	E	1	3	37 2	18	12 0
Trestle AB, ED	Trestle Plate Wagons	E	D	2	6	55 0	42	20 —
Trestle EA	Trestle Plate Wagons	E	D	1	3	30 1½	21	9 —
Trestle EG	Trestle Plate Wagons	E	D	2	6	49 0	40	18 —
Trestle EH	Trestle Plate Wagons	E	D	2	7	43 10½	50	20 —
TRESTROL MB, MC	Trestle Trolleys (Tare weights include trestles)	F	E	3	7	61 8	35	31 6
Trestrol MD, ME, MO, ED, AO	Trestle Trolleys (Tare weights include trestles)	F	E	3	7	64 9	30	28 11
Trestrol MF, EB	Trestle Trolleys (Tare weights include trestles)	F	E	4	9	63 0	50	38 0
Trestrol EA	Trestle Trolleys (Tare weights include trestles)	F	E	3	8	58 6	50	26 18
TRESTROL MG, EC	Trestle Trolleys (Tare weights include trestles)	F	E	4	9	71 0	55	38 0

CODE	DESCRIPTION	Highest head-code freight train on which vehicle can be conveyed		EQUALS		Maximum length over buffers of vehicle	Maximum carrying capacity of vehicle	Maximum tare of vehicle	
		Loaded	Empty	When empty	When loaded			tons	tons cwt.
Trestrol EJ	Trestle Trolleys (Tare weights include trestles) ...	E	D	1	3	32 0	20	10	19
Trestrol EM	Trestle Trolleys (Tare weights include trestles) ...	F	E	3	6	64 4½	30	31	8
Trestrol EN	Trestle Trolleys (Tare weights include trestles) ...	F	E	3	6	63 0	30	25	15
TROUT (Engineer's Dept.)	Hopper Ballast Wagon ...	D	D	1	3	24 7	25	9	18
Tunny (Engineer's Dept.)	Ballast Wagon ...	D	D	1	3	24 6	20	8	18
Warflat	Flat Wagon ...	E	E	2	7	43 10½	50	20	0
Walrus (Engineer's Dept.)	Hopper Ballast Wagon ...	E	E	2	6	35 6	40	20	9
Weltrol WB	Well Trolley ...	E	E	2	3	53 0	15	15	1
Weltrol WC, WN	Well Trolley ...	E	E	2	4 or 6	56 0	25 or 40	18	15
Weltrol WE, WO	Well Trolley ...	E	E	2	4 or 6	65 0	20 or 35	24	19
Weltrol WF, WX, WP	Well Trolley ...	E	E	2	5 or 6	57 0	25 or 40	21	10
Weltrol WG, WR, WT	Well Trolley ...	E	E	2	6	50 0	35	23	8
Weltrol WP	Well Trolley§	E	E	2	5 or 6	57 0	25 or 40	21	10
Weltrol WU, WW	Well Trolley	F	F	2	6	50 0	35	23	8
Weltrol WH	Well Trolley§	F	F	2	9	45 6	65	23	12
Weltrol WH	Well Trolley	F	F	2	9	45 6	65	23	12
Weltrol WJ	Well Trolley§	F	F	3	8	57 0	50	28	6
Weltrol WJ	Well Trolley	F	F	3	8	57 0	50	28	6
Weltrol WK	Well Trolley	E	E	2	3	49 0	10	17	2
Weltrol WM	Well Trolley	E	E	2	3 or 4	65 7	12 or 20	21	3
Weltrol WY	Well Trolley	E	E	1	2	37 0	15	8	6
Weltrol WZ	Well Trolley§	E	E	2	4	50 0	25	16	8
Weltrol WZ	Well Trolley	E	E	2	4	50 0	25	16	8
Weltrol WBB	Well Trolley	E	E	2	5	43 6	25	21	15
Weltrol MA	Well Trolley	E	E	1	3	33 6	20	14	0
Weltrol MB, MC	Well Trolley	E	E	2	4	45 0	20	19	13
Weltrol MJ, MK	Well Trolley	E	E	2	6	49 0	40	22	0
Weltrol WL	Well Trolley	H	H	8	20	89 6	120	82	2
Weltrol ML, SA, EF	Well Trolley	E	E	2	6	59 0	40	24	19
Weltrol MO, MP	Well Trolley	F	F	3	8	58 1	50	29	13
Weltrol MR, EP	Well Trolley	F	F	4	9	62 6	50	37	3
Weltrol MU, EU	Well Trolley	F	F	5	13	73 8	80	47	13
Weltrol MV, ED	Well Trolley	E	E	2	6	38 6	40	21	18
Weltrol EB	Well Trolley	E	E	3	7	58 6	40	33	0
Weltrol EC	Well Trolley	E	E	2	5	57 6	30	19	13
Weltrol EG	Well Trolley	F	F	3	8	51 8	54	26	18
Weltrol EH	Well Trolley	F	F	3	8	58 7	55	28	2
Weltrol EK	Well Trolley	F	F	4	12	57 6	81	38	16
Weltrol EL	Well Trolley§	E	E	2	5	58 6	25	23	5
Weltrol EL	Well Trolley	E	E	2	5	58 6	25	23	5
Weltrol EM	Well Trolley	E	E	2	4	58 6	20	22	12
Weltrol EN	Well Trolley	F	F	7	18	83 2	110	72	16
Weltrol ES	Well Trolley	F	F	5	11	75 1	65	49	8
Wheelwag EA	—	D	D	X	2	28 0	10	7	10
Wheelwag EH	—	E	E	1	3	32 0	15	10	19
Wheelwag ET	—	E	E	2	4	47 3	20	18	2
—	10-ton to 14-ton Rail Tank Wagon	According to star painted on vehicles. See page 208		1	2½	20 6	14	10	0
—	20-ton Rail Tank Wagon			1	3	24 6	20	12	10
—	22-ton (Esso Rail Tank Wagon)			1	3½	27 9½	22	13	0
—	23-ton Rail Tank Wagon			2	4	27 8	23	17	12
—	40-ton Bogie Tank Wagon			2	6	51 5	40	22	7
—	40-ton Tank Wagon			2½	6½	33 10	40	24	0
Whelk (S. and T. Dept.)	Bogie Plate Wagon	E	D	2	6	55 0	42	19	18
Whiting (Engineers' Dept)	Rail and Ballast Wagon	F	E	X	2	31 6	14	7	10
Winkle (S. and T. Dept.)	Plate Wagon	D	D	1	3	30 2	22	9	13

Notes:—

* See special tables on pages 200-203.

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

In compiling the WORKING LOAD, allowance must be made for the additional length of any vehicle exceeding 21 feet over buffers in order to conform with the maximum length of train over section which train works. See also appropriate clause under "Instructions for Calculating Loads of Freight Trains" shown on page 200.

1% Catfish	10 loaded equal 28 Class 3 wagons	% Mackerel	10 loaded equal 26 Class 3 wagons
15 " "	43 " " "	15 " "	39 " " "
20 " "	57 " " "	20 " "	52 " " "
1% Grampus	10 loaded equal 29 Class 3 wagons	% Dogfish	10 loaded equal 35 Class 3 wagons
15 " "	43 " " "	15 " "	52 " " "
20 " "	58 " " "	20 " "	70 " " "
% Herring	10 loaded equal 28 Class 3 wagons		
15 " "	42 " " "		
20 " "	56 " " "		

§—Wagons are fitted with vacuum brake, or piped, and equipped with roller bearing axle boxes.

F208 Classification of special wagons loaded and empty—continued

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

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

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

Highest Headcode train by which may be conveyed:

Type of tank							Loaded	Empty
Unstarred	...	...	...	...	...	...	H	E
One Star...	...	...	...	...	...	...	E	D if wheelbase 10 ft. or more, otherwise E
Two Stars (Vac. fitted)	...	...	...	...	...	...	C	C
Three Stars (including demountable)	...	...	...	...	...	...	C	C

MILITARY TANKS (A.F.Vs.)

F209

CALCULATION FOR TRAIN LOADING PURPOSES.

Type of Tank	Equivalent to following Class 3 Traffic when loaded on "Warwells"		Equivalent to following Class 3 Traffic when loaded on "Rectanks"		Equivalent to following Class 3 Traffic when loaded on "Warflats"	
	Loaded with 1 Tank	Loaded with 2 Tanks	Loaded with 1 Tank	Loaded with 2 Tanks	Loaded with 1 Tank	Loaded with 2 Tanks
Churchill Mk. I—VI	—	—	—	—	6	—
" Mk. VII—XI	—	—	—	—	6	—
" Crocodile (less trailer)	—	—	—	—	6	—
" A.P.C.	—	—	—	—	5	—
" AVRE III, IV and VII	—	—	—	—	6	—
Cromwells Mk. I—VIII	—	—	—	—	5	—
SP. 25 PDR. Sexton	1=5 2=9 5	—	—	—	—	—
RAM G.P.O.	—	—	—	—	—	—
Stuart Towing conveyed singly on: Rectank MA	—	—	—	—	—	—
" MB	—	—	—	—	—	—
" WB	—	—	3	—	—	—
" EA	—	—	—	—	—	—
" EB	—	—	—	—	—	—
Stuart Towing conveyed in pairs	—	—	—	—	—	1=5 2=9

COACHING STOCK

Coaching Stock (Passenger Coaches and Passenger Brake-vans) must not be conveyed on Freight trains which have to pass two or more Districts, without the consent of the Controls concerned. Freight trains scheduled in the Marshalling Instructions for the conveyance of Coaching stock are excepted from these arrangements.

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

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

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	Parcels Vans	31 11
B	51 1	CCT	32 1	Passfruits C	25 5
B	51 7	CCT	33 11	Passfruits D	31 11
B G	43 1	Giants	53 7	S C V	29 5
B G	60 0	Hymac WK	34 6	Siphons	31 0½
B G	60 1	Insixfish	34 5	Siphons C	32 1
B G	60 6½	Lowmac WT	28 11	Siphons F	43 7
B G	63 4½	Lowmac WY	31 11	Siphons G	53 7
B G	63 6½	Monsters	53 7	Siphons H	53 7
B G	73 1	Monsters	53 8	Siphons J	53 7
Bloaters	31 11				

LLANDOVERY AND SWANSEA (VICTORIA)

Single Line worked by Electric Train Staff between Llandoverly South and Llangadog, Electric Train Token between Llangadog and Ffairfach; and Electric Train Staff between Ffairfach and Pantyffynnon (North).

The Line is double between the North and South Boxes at Llandoverly; and between Pantyffynnon North Box and Swansea (Victoria) and is worked under the regulations for Train Signalling on Double Lines.

Line	SECTIONS	Crossing Stations
Llandoverly South and Swansea (Victoria)	Llandoverly South and Llanwrda	Llandoverly.
	Llanwrda and Llangadog	Llanwrda.
	Llangadog and Llandilo	Llangadog.
	Llandilo and Ffairfach	Llandilo.
	Ffairfach and Derwydd Road	Derwydd Road
	Derwydd Road and Cilrychen Crossing	Cilrychen Crossing. a
	Cilrychen Crossing and Llandeibie	Llandeibie. a
	Llandeibie and Tirydail	Tirydail. a
	Tirydail and Pantyffynnon North Box	Pantyffynnon.

a—Passenger trains must not cross at these places, but a Passenger Train and a Freight train may do so; the Freight train must be admitted into the Loop so that the Passenger train can run over the Main Line.

CARMARTHEN AND LLANDILO

Double Line Carmarthen to Carmarthen Goods Yard Box, Single Line Carmarthen Goods Yard Box to Abergwili Junction worked by Electric Train Staff, and Single Line Abergwili Junction to Llandilo worked by Electric Train Staff, between Abergwili Junction and Llandilo Bridge and by Electric Train Token between Llandilo Bridge and Llandilo.

Sections	Crossing Stations
Carmarthen Goods Yard Box and Abergwili Junction ...	Carmarthen Goods.
Abergwili Junction and Nantgaredig	Abergwili Junction.
Nantgaredig and Golden Grove	Abergwili Junction
Golden Grove and Llandilo Bridge	Nantgaredig.
Llandilo Bridge and Llandilo	Golden Grove.
	Llandilo.

PANTYFFYNNON AND GWAUN-CAE-GURWEN BRANCHES

Single Lines, worked between Pantyffynnon South and Brynamman West by Electric Train Staff, and between Garnant and Gwaun-cae-Gurwen by Electric Train Staff.

Gwaun-cae-Gurwen and Duke Colliery wooden train staff, round, coloured black, only one engine in steam or two or more coupled together allowed in section. Goods Line only.

Line	Sections	Crossing Stations
Brynamman West Branch	Pantyffynnon South Box and Pantyffynnon (Garnant Branch) Box.	—
	Pantyffynnon (Garnant Branch) Box and Ammanford	a Pantyffynnon (Garnant Branch).
	Ammanford and Ammanford Colliery Siding	a Ammanford Colliery Siding
	Ammanford Colliery Siding and Glanamman	a Glanamman.
G.C.G. Branch	Glanamman and Garnant	a Garnant.
	Garnant and G.C.G.	a Garnant & G.C.G.

a—Passenger trains must not cross at these places, but a Passenger train and a Freight train may do so; the Freight train must be admitted into the Loop so that the Passenger train can run over the Main Line.

LLANELLY AND PONTARDULAIS

Single Line worked by Disc Block Telegraph between Llanelly Dock Junction and Morfa Junction, and between Morfa Junction (Llanelly Dock) and Llandilo Junction East. Single Line worked by Electric Train Token between Hendy Junction and Pontardulais Junction Station.

The Line is double between Llandilo Junction and Hendy Junction and is worked under the regulations for Train Signalling on Double Lines.

Line.	Sections.	Crossing Stations
Llanelly and Pontardulais	Hendy Junction and Pontardulais Junction Station Box	Hendy Junction a

a—Passenger trains must not cross at this place, but a Passenger train and a Freight train may do so.

KIDWELLY AND MYNYDD-Y-GARREG

Single Line, worked by Ordinary Train Staff (Wooden). Train Staff Ticket not used. Only one engine in steam at a time (or two or more engines coupled together) allowed on the Branch.

TRIMSARAN BRANCH (BETWEEN PINGED HALT AND KIDWELLY JUNCTION)

This Section of Line is used for the marshalling of Coal from the Trimsaran Colliery and for the Storage of Empty Wagons. The work of marshalling, etc., is performed by the Colliery Company's employees.

CARWAY BRANCH (BETWEEN TRIMSARAN ROAD AND GLYN ABBEY)

This Section of Line is used for the Storage of wagons.

GLYN ABBEY BRANCH (BETWEEN GLYN ABBEY AND PONTYATES)

This Section of Line is used for the Storage of wagons.

LANDO AND LANDO GROUND FRAME

Single Line worked by Electric Train Token.

HAFOD JUNCTION, MORRISTON WEST, AND FELIN FRAN BRANCH

Worked by Electric Train Token, Hafod Junction to Morriston West. Double Line between Morriston West and Felin Fran.

Sections	Crossing Places
Hafod Junction and Landore Low Level	Hafod Junction.
Landore Low Level and Morriston West	Morriston West.

CARMARTHEN AND ABERYSTWYTH

Double Line, Carmarthen Junction to Carmarthen Goods Yard Box, Single Line worked by Electric Train Staff and Electric Train Token Carmarthen Goods Yard Box to Aberystwyth.

Sections	Crossing Stations	Sections	Crossing Stations
Carmarthen Goods Yard Box and Abergwili Junction.	Carmarthen Goods. Abergwili Junction.	Bryn Teify and Maesycrugiau	Maesycrugiau.
Abergwili Junction and Conwil	Conwil.	Maesycrugiau and Llanybyther	Llanybyther.
Conwil and Llanpumpaint	Llanpumpaint.	Llanybyther and Lampeter	Lampeter.
Llanpumpaint and Pencader	Pencader.	Lampeter and Derry Ormond	Derry Ormond. a
Pencader and Bryn Teify	Bryn Teify, a	Derry Ormond and Pont Llanio	Pont Llanio. a
		Pont Llanio and Tregaron	Tregaron.
		Tregaron and Strata Florida	Strata Florida.
		Strata Florida and Trawscoed	Trawscoed. a
		Trawscoed and Llanilar	Llanilar.
		Llanilar and Aberystwyth¶	Aberystwyth.

a—Passenger trains must not cross at Bryn Teify, Derry Ormond, Pont Llanio or Trawscoed, but a Passenger train and a Freight train may do so; the Freight train must be admitted into the Loop so that the Passenger train can run over the Main Line.

TRAWSCOED.—Trains crossing or passing each other at Trawscoed must not be allowed to leave either Llanilar or Strata Florida until the train to be crossed or passed is safely in the Siding at Trawscoed. The Siding at Trawscoed to be kept clear for that purpose.

¶—LLANRHYSTYD ROAD.—An intermediate Electric Train Token Key Magazine is in use at this station for the purpose of enabling a Goods train to be shunted on the Loop for a Passenger or Goods train to pass. For instructions as to working see Notice No. NW77 of October 20th, 1931.

Passenger trains must NOT be shunted on the Loop for other trains to pass.

BANKING OF FREIGHT TRAINS—LLANILAR TO STRATA FLORIDA

Freight trains requiring assistance from Aberystwyth to Strata Florida may be assisted in the rear throughout provided that the Bank Engine is attached to the Brake Van.

PENCADER (EXCLUSIVE) AND NEWCASTLE EMLYN

Single Line, worked by wooden Train Staff, Pencader Junction to Llandyssul and Llandyssul to Newcastle Emllyn and operated under the "One engine in steam or two or more engines coupled together" arrangement.

TIRYDAIL AND GULSTON SIDING**MOUNTAIN BRANCH.**

Single Line worked between Tirydail and Gulston Siding by Ordinary Train Staff (wooden) in accordance with the regulations for working of Single Lines by one engine in steam, or two or more coupled together.

CLYDACH-ON-TAWE NORTH BRANCH

Single Line, worked by wooden Trains Staff, square in shape, painted black. Train Staff Ticket not used. Only one engine in steam at a time (or two or more engines coupled together) allowed on the Branch.

COCKETT STATION AND COCKETT GOODS DEPOT

Single Line, worked by Ordinary Train Staff (square, coloured red). Train Staff Tickets not used. Only one engine in steam at a time (or two or more engines coupled together) allowed on the Branch. Open 8.0 a.m. to 5.0 p.m. Weekdays only.

BLAENYCWYM AND COURT SART JUNCTION

Double Line.—Jersey Marine Junction South to Burrows Junction, Aberavon (Town) to Velindre, Lower Cynon to Cymmer Afan.

Single Line.—Burrows Junction to Aberavon (Town), Velindre to Lower Cynon, Cymmer Afan to Blaenycwm. Worked by Electric Train Token.

Sections	Crossing Stations	Sections	Crossing Stations
Burrows Junction to Aberavon (Town) ...	Burrows Junction. A	Pontrhydyfen to Lower Cynon ...	Pontrhydyfen.
Velindre to Copper Miners ...	Aberavon Town.	Cymmer Afan to Blaengwynfi ...	Lower Cynon.
Copper Miners to Cwmavon ...	Velindre.	Blaengwynfi to Blaenycwm ...	Cymmer Afan.
Cwmavon to Pontrhydyfen ...	Cwmavon.		Blaengwynfi.
	Cwmavon.		Blaenycwm.
	Pontrhydyfen.		

A—Two passenger trains must not cross at Burrows Junction, but two Freight trains only may do so.

Tonmawr and Oakwood Ground Frame.—Single Line worked by one engine in steam. Wooden Train Staff.

Whitworth Branch and Tonmawr Junction.—Single Line worked by one engine in steam. Iron Train Staff.

WORKING OF DOWN FREIGHT TRAINS—TREHERBERT JUNCTION AND CYMMER AFAN

A Goods Guard is not available at Blaengwynfi to assist in the application of wagon brakes on Down Freight trains between Blaengwynfi and Cymmer Afan, and the loads of Freight trains between Treherbert Junction and Cymmer Afan must not exceed the following:—

Engine Group.	13-ton Vehicles.
A. & B.	= 22 Class 1 traffic or equivalent.
C	= 28 " 1 " " "
D	= 33 " 1 " " "

*—Loads of Trains from Treherbert Junction worked by C. & D. Class engines must, during the period of the Passenger Train Service, be limited to 32 wagons to enable such trains, if necessary, to be accommodated in the Loop at Cymmer Afan. This instruction must not, however, be taken to prohibit trains conveying up to 40 wagons being dealt with when delay will not be caused, and when this is done the Yard Inspector at Treherbert Junction should make the necessary arrangements and advise all concerned.

BURROWS JUNCTION TO PORT TALBOT DOCKS**DISTANCE 52 CHAINS.**

This section of the Line is used for marshalling Freight Trains.

NEATH (CANAL SIDE) AND NEATH JUNCTION (R. and S. B.)

Single Line.—Worked by ordinary Train Staff (round). Train Staff Ticket not used. Only one engine in steam at a time (or two or more engines coupled together) allowed on the Branch.

POINT-TO-POINT RUNNING TIMES FOR ASSISTANT ENGINES RETURNING LIGHT

From	To	Time to be Allowed
MAIN LINE.		
Llanharan	Llantrisant	5 minutes.
Llanharan	Pencoed	6 "
Pencoed	Bridgend	8 "
Stormy	Pyle	3 "
Stormy	Bridgend	9 "
Pyle	Margam Moors	6 1/2 "
Margam Moors	Port Talbot (General)	8 "
Skewen Sidings	Swansea Valley Junction	6 "
Skewen East	Neath (General)	6 "
Cockett	Gowerton North	6 "
Cockett	Landore	5 "
285m. 8ch. Mile Post	Fishguard and Goodwick	6 "
Johnston (Pem.)	Neyland	10 "
Johnston (Pem.)	Milford Haven	10 "
R. and S.B. Section:		
Blaengwynf	Aberavon Town	25 "
P.T.R. Section:		
Maesteg	Duffryn Yard	25 "
Glyncorrwg	Duffryn Yard	35 "
Tonmawr	Duffryn Yard	17 "
N. and B. Section:		
Colbren Junction	Neath Junction	30 "
Swansea (Victoria) and Bulth Road Section:		
Sugar Loaf Summit	Llandoverly	17 "
B.P. and G.V. Section:		
Cwmawr	Burry Port	46 "
L. and M.M. Section:		
Cross Hands	Sandy	48 "

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

Loadings for trains from Banbury to South Wales composed of iron-ore loaded in 25-27-ton hopper wagons:—

Engine Loading Group	No. of 27-ton Hoppers to be conveyed:—	
	Via Stratford-on-Avon	Via Swindon and Severn Tunnel
"D"	22	25
"DX"	24	25
"E"	27	29
"EX"	29	29

MORRISTON WEST BRANCH TRAFFIC

Traffic to and from the Morriston West Branch (i.e. Morriston West, Pentrefelin and Spelter Works) and Stations East of Neath and West of Gowerton North must be conveyed via Felin Fran and not worked into Swansea (High Street).

WORKING OF TRAFFIC—MILFORD HAVEN

Freight Train Advices

From	To	Time	How Sent	Particulars
Neyland	Milford Haven... ..	8.30 a.m.	Telephone.	Stour in detail of Milford Haven Traffic on hand.
Johnston (Pem.)	Milford Haven... ..	8.30 a.m. 12. 0 noon 6. 0 p.m.	Telephone.	Stour in detail of Milford Haven Traffic on hand.
Milford Haven... ..	Neyland	6.30 p.m.	Telephone.	Number and description of fish vehicles required. (See Note A.)
Milford Haven... ..	Johnston (Pem.)	8. 0 a.m.	Telephone.	Number and description of fish vehicles required.
Milford Haven... ..	Dock Co.	8. 0 a.m.	Telephone.	Ascertain quantity of covered stock required for loading fish.
Carmarthen Junction Clarbeston Road.	Johnston (Pem.) Milford Haven	On Departure of Trains.	Wire.	Particulars of traffic conveyed by Down Trains for Milford Haven, i.e. number of L.M.R. and W.R. fish vehicles, also coal.
Clarbeston Road Clynderwen	Milford Haven	Daily.	Telephone.	Stour of Milford Haven traffic on hand.

When a Down Freight Train arrives at Johnston (Pem.) with the bulk of its traffic for Milford Haven arrangements must be made to divert the train to Milford Haven, provided that station is in a position to accept and the trainmen's time will permit the trip being run.

Note A.—When Neyland is unable to supply a sufficient number of vehicles which have been cleaned and examined, application to be made to Swansea (High Street) Rolling Stock Office for authority to take vehicles off Down Trains at Johnston. Individual numbers to be recorded at Johnston and advised to the Station Master, Milford Haven, who will arrange with the Carriage and Wagon Department for them to be specially examined before they are loaded.

TRAFFIC FOR NATIONAL OIL REFINERIES, LLANDARCY, SKEWEN

Guards of Down Freight trains running via Swansea District Line are required to send a special advice to Swansea (High Street) Control Office when their trains convey empty tank cars and other wagons for the National Oil Works at Llandarcy.

The Control Office, will if necessary, instruct the Signaller at Llandarcy to arrange for the train to run into the Down Goods Loop and berth any vehicles for the Oil Works.

The Signaller at Llandarcy to advise the Checker, who must, when available, render the necessary assistance to the Guards when berthing the traffic.

INSTRUCTIONS FOR WORKING SPECIAL CATTLE TRAINS BETWEEN FISHGUARD HARBOUR, SOUTH WALES, BRISTOL, GLOUCESTER, ACTON (for Eastern and North Eastern Regions), LONDON, etc.

The following instructions governing the running of Special Cattle Trains from Fishguard Harbour must be observed:—

When composed entirely of oil axle box wagons including the percentage of Vacuum-fitted stock laid down in the Standard Instructions the trains will run at the point-to-point times set out in the Working Time Tables and carry "D" Head Code:—

The trains will stop for examination and water as under:—

Between	Examination required at	Water required at
Fishguard Harbour to Cardiff, exceeding 35 wagons	Llandilo Junction	Llandilo Junction.
Fishguard Harbour to Cardiff, not exceeding 35 wagons	Carmarthen Junction	—

Examination should be performed at Carmarthen Junction whenever possible, but if by so doing it will prevent the trains leaving that point promptly they should be sent forward to Llandilo Junction for this purpose. Carmarthen Junction to advise Control when this is necessary.

The specials to be run via the Swansea District Line unless otherwise ordered by Swansea Control.

Special Cattle Trains conveying only traffic to Newport inclusive may call at Carmarthen Junction, Llandilo Junction, Bridgend, Llantrisant and Cardiff to detach traffic only, as ordered by Control.

Working of Engines and Trainmen.—Fishguard engines and men will work these specials to Cardiff, Cardiff to provide suitable power and men to work the specials to destination. Motive Power Department to decide if engines are to work through to destination or be changed at Cardiff, after Cardiff Control has decided the terminating point.

Telegraphic Advices.—The following telegraphic advices to be sent in respect of the running of Specials from Fishguard Harbour.

From	To	Particulars
Fishguard Harbour (about mid-day)	Operating and Control, Swansea, Control, Cardiff.	Preliminary advice of proposed loading and starting times of specials.
Fishguard Harbour (by telephone)	Swansea Control	Details of loading of each Special approximately half an hour before each train leaves.
Swansea Control	Cardiff Control	Information given as above to be transmitted by telephone.
Fishguard Harbour	—	Box to Box message to be sent of actual departure times of Specials. To be arrested at Carmarthen Junction.
Fishguard Harbour	Operating and Control, Swansea, Control and Loco., Cardiff.	Actual departure time and loading of Specials for Cardiff and beyond. (It is important that the traffic for other regions should be indicated by:— (a) Destination and Region; (b) Route.

Banana Traffic Ex Barry Docks

F215

The following 'Q' paths are available:—

HEADCODE	C	C	C	C
	To Acton or Crewe	To Crewe	To Acton or Old Oak Common	To Bradford (Adolphus St.)
	4A72 to Acton 4M72 To Crewe	4J78	4A46	
	SX			
Barry Docks Storage Sidings dep.	p.m. 3 30	p.m. 7 10	p.m. 11 5	p.m. 12 45
Cadoxton L.L. Jcn.	3 42	7 20	11 15	12 55
Cogan Junction	4 1	7 36	11 31	1 11
Penarth Curve South	4 8	7 43	11 38	1 18
Penarth Curve East	4 9	7 44	11 39	1 19
Cardiff General	4 10	7 45	11 40	1 20
Newtown West	4 11	7 46	11 41	1 21
St. Brides	4 22	7 57	11 52	1 32