

Up Trains. BANBURY, BICESTER, WYCOMBE and LONDON. Sundays.

STATIONS.	C		B		B		B		H		A		C		B		B		B		B		B		B		B	
	Milk.	pass.	Auto.	dep.	Auto.	dep.	Auto.	dep.	Freight.	arr.	dep.	arr.	Milk Emp.	arr.	Auto.	dep.	Passenger.	arr.	Auto.	dep.	Auto.	dep.	Milk Emp.	pass.	Auto.	dep.	Auto.	
BANBURY		p.m.		p.m.		p.m.		p.m.		a.m.	dep.	a.m.		p.m.		p.m.		p.m.		p.m.		p.m.						
King's Sutton																												
Aynho Junction																												
Aynho Park Platform																												
Ardley																												
Bicester																												
Blackthorn																												
Brill and Ludgershall																												
Dorton Halt																												
Ashendon Junction																												
Haddenham																												
Irmer Halt																												
PRINGES RISEBOROUGH.																												
Saunderton																												
West Wycombe																												
HIGH WYCOMBE																												
Beaconsfield																												
Seer Green Halt																												
Gerrards Cross																												
Denham Golf Club Platform																												
Denham																												
West Ruislip																												
Ruislip Gardens																												
South Ruislip																												
Northolt																												
Greenford																												
Greenford South Loop																												
South Greenford Halt																												
Castle Bar Park Halt.																												
Drayton Green Halt																												
West Ealing																												
Ealing																												
Acton																												
Greenford East Loop																												
Perivale Box																												
Brentford Signals																												
Park Royal Box																												
North Acton Junction																												
Old Oak Common West																												
Westbourne Park																												
PADDINGTON																												
(Sub.)																												
(Main)																												

Up Trains.

OXFORD AND PRINCES RISBOROUGH.

Week Days.

STATIONS.	Time Allowances for Freight Trains. See page 323.				F		D		K		B		B		E		B		E		D	
	Ruling gradient 1 in	Allow for Stop.	Allow for Start.	Point-to-Point Allowances.	Taplow Freight.		Conches.		Pilot.		5.55 a.m. Banbury Passenger.		6.40 a.m. Kingham Diesel Car		4.50 a.m. Dorchester Freight.		Passenger.		2.55 a.m. Gosford Green Freight.		C'ches.	
					arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.
OXFORD	—	—	—	—	M X	—	S X	—	—	—	6.40	6.49	7.26	7.30	M X	—	—	—	M X	—	—	—
Hinksey Yard	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Kennington Junction	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Littlemore	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
MORRIS COWLEY	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Horspath Halt	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
WHEATLEY	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Tiddington	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
THAME	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Towersey Halt	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Bledlow	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
PRINCES RISBOROUGH	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
PADDINGTON	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

STATIONS.	J		B		B		K		B		K		D		B		K		B		D	
	Taplow Freight.		Passenger.		Passenger.		Pilot.		Passenger.		Freight.		Empty C'ches.		Freight Pass.		Diesel Car.		Empty C'ches.		Freight Pass.	
	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.
OXFORD	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hinksey Yard	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Kennington Junction	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Littlemore	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
MORRIS COWLEY	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Horspath Halt	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
WHEATLEY	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Tiddington	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
THAME	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Towersey Halt	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Bledlow	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
PRINCES RISBOROUGH	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
PADDINGTON	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Diesel car must stop dead at Kennington Junction, Morris Cowley, Wheatley, Thame, and Princes Risborough North Signal Boxes to exchange token.

N—To be extended to High Wycombe, if necessary, when 8.22 a.m. Oxford precedes 6.45 a.m. Wolverhampton from Princes Risborough.

Y—Extended to Princes Risborough when required.

Up Trains.

OXFORD and PRINCES RISBOROUGH.

Week Days.

STATIONS.	D		D		B		H		B		G		B		C		F	
	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.
	Workers (Unadvertised).		Workers (Unadvertised).		Diesel Car.		Workmen (unadvertised).		Passenger.		6.55 p.m. Engine ex Oxford Loco. †		Auto.		3.30 p.m. Worcester Freight.		4.55 p.m. Worcester Freight.	
OXFORD	MSX	5.15	MO	5.15			SX	6.15					SUSPENDED		SX	10.58	SO	10.10
Hinksey Yard																		
Kennington Junction																		
Littlenore																		
MORRIS COWLEY																		
Horspath Halt																		
WHEATLEY																		
Tiddington																		
THAME																		
Towersey Halt																		
Blodow																		
PRINCES RISBOROUGH.																		
PADDINGTON																		

Up Trains.

†—For 8.0 p.m. Morris Cowley Freight to Gosford Green.

Sundays.

STATIONS.	F		K		E		B		B	
	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.
	Taplow Freight.		Pilot.		2.55 a.m. Gosford Green Freight.		Passenger.		Passenger.	
OXFORD										
Hinksey Yard										
Kennington Junction										
Littlenore										
MORRIS COWLEY										
Horspath Halt										
WHEATLEY										
Tiddington										
THAME										
Towersey Halt										
Blodow										
PRINCES RISBOROUGH										
PADDINGTON										

Diesel car must stop dead at Kennington Junction, Morris Cowley, Wheatley, Thame, and Princes Risborough North Signal Boxes to exchange token.

PRINCES RISBOROUGH and WATLINGTON.

(ENGINE AND BRANCH CAR,
ONE CLASS ONLY.)

SINGLE LINE. Worked by Train Staff and only one engine in steam at a time, or two coupled together. Form of Staff, Round. Colour, Black.
Passenger Trains to carry "B" Headlamps. Freight Trains to carry one Headlamp in centre of buffer plank.

Week Days only.

Down Trains.

M.	C.	Distance.	STATIONS.	Ruling Gradient 1 in	Time Allowances for Ordinary Freight Trains. (See page 323.)				Freight K	Empty Auto. 1	Pass- enger.		Freight SO	Pass- enger.	Pass- enger.	Freight	Pass- enger.	Freight
					Point to Allow for times Stop.	Mins.	Allow for times Start.	Mins.			N	RR						
1	52	1	Princes Risborough	dep.	—	—	—	—	a.m. 5 30	a.m. 7 57	a.m. 9 20	a.m. 10 22	p.m. 12 20	p.m. 2 0	p.m. 2 8	p.m. 2 10	p.m. 2 15	p.m. 2 21
2	52	1	Bledlow Bridge Halt	"	—	—	—	—	a.m. 5 30	a.m. 7 57	a.m. 9 20	a.m. 10 22	p.m. 12 20	p.m. 2 0	p.m. 2 8	p.m. 2 10	p.m. 2 15	p.m. 2 21
3	75	2	Wainhill Halt	"	—	—	—	—	a.m. 5 30	a.m. 7 57	a.m. 9 20	a.m. 10 22	p.m. 12 20	p.m. 2 0	p.m. 2 8	p.m. 2 10	p.m. 2 15	p.m. 2 21
4	17	3	Chinnor	"	—	—	—	—	a.m. 5 30	a.m. 7 57	a.m. 9 20	a.m. 10 22	p.m. 12 20	p.m. 2 0	p.m. 2 8	p.m. 2 10	p.m. 2 15	p.m. 2 21
5	16	4	Kingston Crossing Halt	"	—	—	—	—	a.m. 5 30	a.m. 7 57	a.m. 9 20	a.m. 10 22	p.m. 12 20	p.m. 2 0	p.m. 2 8	p.m. 2 10	p.m. 2 15	p.m. 2 21
6	16	5	Aston Rowant	"	—	—	—	—	a.m. 5 30	a.m. 7 57	a.m. 9 20	a.m. 10 22	p.m. 12 20	p.m. 2 0	p.m. 2 8	p.m. 2 10	p.m. 2 15	p.m. 2 21
7	4	6	Lewknor Bridge Halt	"	—	—	—	—	a.m. 5 30	a.m. 7 57	a.m. 9 20	a.m. 10 22	p.m. 12 20	p.m. 2 0	p.m. 2 8	p.m. 2 10	p.m. 2 15	p.m. 2 21
8	75	7	Watlington	arr.	—	—	—	—	a.m. 5 30	a.m. 7 57	a.m. 9 20	a.m. 10 22	p.m. 12 20	p.m. 2 0	p.m. 2 8	p.m. 2 10	p.m. 2 15	p.m. 2 21

1—May convey passengers from Princes Risborough when required. K—Suspended.
N—Will run as "light engine" if required.

Q Aston Rowant arrive 5.52 a.m.

Up Trains.

M.	C.	Distance.	STATIONS.	Ruling Gradient 1 in	Time Allowances for Ordinary Freight Trains. (See page 323.)				Freight K	Pass- enger.	En- gine Van. V	Pass- enger.	Freight SX	Pass- enger.	Freight SO	Pass- enger.	Freight	Pass- enger.	Freight
					Point to Allow for times Stop.	Mins.	Allow for times Start.	Mins.											
1	78 R.	1	Watlington	dep.	—	—	—	—	a.m. 4 20	a.m. 7 25	a.m. 11 30	a.m. 11 30	p.m. 1 15	p.m. 1 15	p.m. 1 15	p.m. 1 15	p.m. 1 15	p.m. 1 15	p.m. 1 15
2	117 R.	1	Lewknor Bridge Halt	"	—	—	—	—	a.m. 4 20	a.m. 7 25	a.m. 11 30	a.m. 11 30	p.m. 1 15	p.m. 1 15	p.m. 1 15	p.m. 1 15	p.m. 1 15	p.m. 1 15	p.m. 1 15
3	117 R.	1	Aston Rowant	"	—	—	—	—	a.m. 4 20	a.m. 7 25	a.m. 11 30	a.m. 11 30	p.m. 1 15	p.m. 1 15	p.m. 1 15	p.m. 1 15	p.m. 1 15	p.m. 1 15	p.m. 1 15
4	116 F.	1	Kingston Crossing Halt	"	—	—	—	—	a.m. 4 20	a.m. 7 25	a.m. 11 30	a.m. 11 30	p.m. 1 15	p.m. 1 15	p.m. 1 15	p.m. 1 15	p.m. 1 15	p.m. 1 15	p.m. 1 15
5	61 F.	1	Chinnor	"	—	—	—	—	a.m. 4 20	a.m. 7 25	a.m. 11 30	a.m. 11 30	p.m. 1 15	p.m. 1 15	p.m. 1 15	p.m. 1 15	p.m. 1 15	p.m. 1 15	p.m. 1 15
6	68 F.	1	Wainhill Halt	"	—	—	—	—	a.m. 4 20	a.m. 7 25	a.m. 11 30	a.m. 11 30	p.m. 1 15	p.m. 1 15	p.m. 1 15	p.m. 1 15	p.m. 1 15	p.m. 1 15	p.m. 1 15
7	68 F.	1	Bledlow Bridge Halt	"	—	—	—	—	a.m. 4 20	a.m. 7 25	a.m. 11 30	a.m. 11 30	p.m. 1 15	p.m. 1 15	p.m. 1 15	p.m. 1 15	p.m. 1 15	p.m. 1 15	p.m. 1 15
8	107 R.	10	Princes Risborough	arr.	—	—	—	—	a.m. 4 20	a.m. 7 25	a.m. 11 30	a.m. 11 30	p.m. 1 15	p.m. 1 15	p.m. 1 15	p.m. 1 15	p.m. 1 15	p.m. 1 15	p.m. 1 15

K—Suspended. V—Will run as "light engine" if required. Z—Aston Rowant arrive 8.50 p.m.

WEST DRAYTON and VIEWSLEY and STAINES and UXBRIDGE (Vine Street).

UXBRIDGE BRANCH.—DOUBLE LINE.
STAINES BRANCH.—SINGLE LINE between West Drayton Loop and Colnbrook, and between Colnbrook and Staines, worked with electric token.

Down Trains.

Week Days.

[illegible]

Y—Calls at Yeoveney to set down and pick up passengers when required. **Y**—Starts from Down RL at West Drayton. † Colbrook arrive 3.35 p.m.

UXBRIDGE (Vine Street), and STAINES and WEST DRAYTON and VIEWSLEY. Up Trains.

Week Days.

STATIONS.	Ruling Gradient 1 in	Time Allowances for Ordinary Freight Trains (See page 323.)		Auto. SO	Auto.	Auto.	Auto.	Auto.	Padd- ington (Sub.) Pass- enger.	Auto.	Auto.	Padd- ington (Sub.) Pass- enger.	Auto.	Auto.	Padd- ington (Sub.) Pass- enger.	Freight.
		Point to point times	Allow Stop.	Allow Start.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.
UXBRIDGE	64 F	dep.	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Cowley	—	"	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Staines	—	"	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Yeoveney	228 R	"	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Poyle	—	"	3	—	—	—	—	—	—	—	—	—	—	—	—	—
Colnbrook	163 R	"	—	—	—	—	—	—	—	—	—	—	—	—	—	—
WEST DRAYTON	104 R	arr.	8*	—	—	—	—	—	—	—	—	—	—	—	—	—
UXBRIDGE	—	dep.	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Cowley	—	"	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Staines	—	"	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Yeoveney	—	"	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Poyle	—	"	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Colnbrook	—	"	—	—	—	—	—	—	—	—	—	—	—	—	—	—
WEST DRAYTON	—	arr.	—	—	—	—	—	—	—	—	—	—	—	—	—	—

*—From Colnbrook or Uxbridge. N—Calls at Yeoveney to set down and pick up passengers when required.
 MIXED TRAINS.—The trains may be varied if necessary, providing the authorised number of Mixed Trains per day is not exceeded.

SLOUGH and WINDSOR & ETON.

Down Trains.

DOUBLE LINE.

Week Days.

Dis- tance.	Mile Post Mile- age.	STATIONS.	Ruling Gra- dient 1 in.	Time Allowances for Ordinary Freight Trains. See page 323.				News Van.	Pass- enger.	Pass- enger.	Engine	Pass- enger.	Pass- enger.	Pass- enger. SO
				Point to point times.	Allow for Stop.	Mins.	Start.							
M	C.	M. C.	—	—	—	8	—	a.m.	5 14	5 14	7 11	7 46	8 34	9 2
2	64	21	20	—	1	—	—	a.m.	5 14	5 14	7 11	7 46	8 34	9 2

STATIONS.	8.30 a.m. Padd- ington Pass- enger. SX	8.50 a.m. Z Freight (Sub.) Pass- enger.	9.08 a.m. Pass- enger. SX	9.14 a.m. Pass- enger. SX	9.43 a.m. Pass- enger. SX	9.49 a.m. Pass- enger. SX	10.08 a.m. Pass- enger. SX	10.14 a.m. Pass- enger. SX	10.50 a.m. Pass- enger. SX	11.14 a.m. Pass- enger. SX	11.20 a.m. Pass- enger. SX	11.54 a.m. Pass- enger. SX	12.00 a.m. Pass- enger. SX	12.38 p.m. Padd- ington Pass- enger. SX	12.50 p.m. Padd- ington Pass- enger. SX	1.19 p.m. Padd- ington Pass- enger. SX	1.46 p.m. Pass- enger. SX	2.45 p.m. Pass- enger. SX	3.20 p.m. Pass- enger. SX	4.11 p.m. Pass- enger. SX
SloUGH ..	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.
Windsor & Eton ..	arr.	arr.	arr.	arr.	arr.	arr.	arr.	arr.	arr.	arr.	arr.	arr.	arr.	arr.	arr.	arr.	arr.	arr.	arr.	arr.

STATIONS.	Pass- enger.	Pass- enger.	Pass- enger.	Pass- enger.	Pass- enger.	Pass- enger.	Pass- enger.	Pass- enger.	Pass- enger.	Pass- enger.	Pass- enger.	Pass- enger.	Pass- enger.	Pass- enger.	Pass- enger.	Pass- enger.	Pass- enger.	Pass- enger.	Pass- enger.	Pass- enger.
SloUGH ..	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.
Windsor & Eton ..	arr.	arr.	arr.	arr.	arr.	arr.	arr.	arr.	arr.	arr.	arr.	arr.	arr.	arr.	arr.	arr.	arr.	arr.	arr.	arr.

Down Trains.

Sundays.

STATIONS.	Pass- enger.	Pass- enger.	Pass- enger.	Pass- enger.	Pass- enger.	Pass- enger.	Pass- enger.	Pass- enger.	Pass- enger.	Pass- enger.	Pass- enger.	Pass- enger.	Pass- enger.	Pass- enger.	Pass- enger.	Pass- enger.	Pass- enger.	Pass- enger.	Pass- enger.	Pass- enger.
SloUGH ..	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.
Windsor & Eton ..	arr.	arr.	arr.	arr.	arr.	arr.	arr.	arr.	arr.	arr.	arr.	arr.	arr.	arr.	arr.	arr.	arr.	arr.	arr.	arr.

K—Suspended. N—On Saturdays to be held to connect with 6.13 p.m. Paddington when latter train is running punctually. Z—Via Slough West Curve. —Bath Road Box 9.0 * 9.14 a.m.

There are no Mixed Trains on this Branch. Distance between Bath Road junction and Slough Station 31 chains.

WINDSOR & ETON and SLOUGH.

DOUBLE LINE.

Up Trains.

Week Days.

Distance.		Mile Post Mileage.		STATIONS.		Ruling Gradient 1 in.	Time Allowances for Ordinary Freight Trains. See page 323.				Paddn Pass.		Pass.		Paddn (Sub.) Pass.		Pass.		Paddn Pass.		Pass.		Paddn Pass.		Pass.		Paddn Pass.	
M.	C.	M.	C.	Windsor & Eton	Slough	117 R.	Point to point times.	Allow for Stop.	Min.	Start.	Min.	Pass.	Pass.	Pass.	Pass.	Pass.	Pass.	Pass.	Pass.	Pass.	Pass.	Pass.	Pass.	Pass.	Pass.	Pass.	Pass.	Pass.
2	64	21	18	..	..	..	8	1	—	—	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
—	—	—	—	..	..	..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

STATIONS.		Pass.		Pass.		Pass.		Pass.		Pass.		Pass.		Pass.		Pass.		Pass.		Pass.		Pass.		Pass.		Pass.		Pass.	
Windsor & Eton	Slough	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
9 38	9 44	10 12	10 18	10 24	10 30	10 36	10 42	10 48	10 54	11 00	11 06	11 12	11 18	11 24	11 30	11 36	11 42	11 48	11 54	12 00	12 06	12 12	12 18	12 24	12 30	12 36	12 42	12 48	12 54
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..

STATIONS.		Pass.		Pass.		Pass.		Pass.		Pass.		Pass.		Pass.		Pass.		Pass.		Pass.		Pass.		Pass.		Pass.		Pass.	
Windsor & Eton	Slough	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
9 38	9 44	10 12	10 18	10 24	10 30	10 36	10 42	10 48	10 54	11 00	11 06	11 12	11 18	11 24	11 30	11 36	11 42	11 48	11 54	12 00	12 06	12 12	12 18	12 24	12 30	12 36	12 42	12 48	12 54
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..

Up Trains.

Sundays.

STATIONS.		Pass.		Pass.		Pass.		Pass.		Pass.		Pass.		Pass.		Pass.		Pass.		Pass.		Pass.		Pass.		Pass.		Pass.	
Windsor & Eton	Slough	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
9 38	9 44	10 12	10 18	10 24	10 30	10 36	10 42	10 48	10 54	11 00	11 06	11 12	11 18	11 24	11 30	11 36	11 42	11 48	11 54	12 00	12 06	12 12	12 18	12 24	12 30	12 36	12 42	12 48	12 54
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..

†—To Paddington (Suburban Station) on Saturdays.
 Z—Chelvey Siding arrive 11.57 CR depart 12.15 a.m. Engines will work between Windsor and Slough, and vice versa as required. There are no Mixed Trains on this Branch. Distance between Bath Road Junction and Slough Station 31 chains.

MAIDENHEAD and HIGH WYCOMBE.

SINGLE LINE, worked by Electric Token between Maldenhead and High Wycombe. Crossing Stations shewn in Bold Type.

Down Trains.

Week Days.

[illegible]

—Starts from Old Oak Common at 2.45 a.m. on Mondays.

Up Trains.

HIGH WYCOMBE and MAIDENHEAD.

Week Days.

[illegible]

†—High Wycombe South.

Down Trains.

MAIDENHEAD and HIGH WYCOMBE.

Week Days.

STATIONS.	B		B		B		B		K		B		B		B		B		B	
	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.
Paddington	7.45 a.m.		7.35 a.m.		9.20 a.m.															
Slough	7.45		7.35		9.20															
Taplow	7.54		8.16		9.55															
			8.28		10.4															
			8.23		10.5															
MAIDENHEAD	8.0		8.33		10.9															
Fuze Platt	8.12X		8.42		10.17															
COOKHAM	8.15		8.45X		10.21															
BOURNES END	8.18		8.53		10.27															
Thomas' Sdg.																				
Wootton Green			9.3		10.36															
LOUDWATER			9.7		10.44															
HIGH WYCOMBE			9.14		10.49															

†—To leave Maidenhead at 8.2 a.m. when practicable. (Not advertised.)

Up Trains.

HIGH WYCOMBE and MAIDENHEAD.

Week Days.

STATIONS	B		B		K		B		B		K		B		B		B		B	
	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.
HIGH WYCOMBE																				
LOUDWATER																				
Wootton Green																				
BOURNES END																				
Thomas' Siding																				
COOKHAM																				
Fuze Platt																				
MAIDENHEAD																				
Taplow																				
Slough																				
Paddington																				

Wymore.

Down Trains.
Week Days.
MAIDENHEAD AND HIGH WYCOMBE.
Sundays

[illegible]

Up Trains.
HIGH WYCOMBE AND MAIDENHEAD.
Sundays.

[illegible]

HENLEY-ON-THAMES and TWYFORD.

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

Up Trains.

Week Days.

STATIONS.		Ruling Gradient 1 in	Time Allowances for Ordinary Freight Trains, (See page 323.)																																																																																																																																																																																																																																																																																																																																																												
			Point-to-point times.		Allow Stop.		Allow Start.		Mins.	B	Diesel. SX	Pass. Diesel SO	G	B	Padd- ington Pass. SX	B	Pass- enger. SO	B	Diesel Car.	Padd- ington Pass. enger.	B	Pass- enger. N	B	Padd- ington Pass. enger.	B	Read- ing Freight	B	Pass- enger.	B	Diesel Car.	Padd- ington Pass. enger.	B	Pass- enger.	B	Diesel Car.	Padd- ington Pass. enger.	B	Read- ing Freight	B	Pass- enger.	B	Diesel Car.	Padd- ington Pass. enger.	B	Pass- enger.	B	Diesel Car.	Padd- ington Pass. enger.	B	Read- ing Freight	B	Pass- enger.	B	Diesel Car.	Padd- ington Pass. enger.	B	Pass- enger.	B	Diesel Car.	Padd- ington Pass. enger.	B	Read- ing Freight	B	Pass- enger.	B	Diesel Car.	Padd- ington Pass. enger.	B	Pass- enger.	B	Diesel Car.	Padd- ington Pass. enger.	B	Read- ing Freight	B	Pass- enger.	B	Diesel Car.	Padd- ington Pass. enger.	B	Pass- enger.	B	Diesel Car.	Padd- ington Pass. enger.	B	Read- ing Freight	B	Pass- enger.	B	Diesel Car.	Padd- ington Pass. enger.	B	Pass- enger.	B	Diesel Car.	Padd- ington Pass. enger.	B	Read- ing Freight	B	Pass- enger.	B	Diesel Car.	Padd- ington Pass. enger.	B	Pass- enger.	B	Diesel Car.	Padd- ington Pass. enger.	B	Read- ing Freight	B	Pass- enger.	B	Diesel Car.	Padd- ington Pass. enger.	B	Pass- enger.	B	Diesel Car.	Padd- ington Pass. enger.	B	Read- ing Freight	B	Pass- enger.	B	Diesel Car.	Padd- ington Pass. enger.	B	Pass- enger.	B	Diesel Car.	Padd- ington Pass. enger.	B	Pass- enger.	B	Diesel Car.	Padd- ington Pass. enger.	B	Pass- enger.	B	Diesel Car.	Padd- ington Pass. enger.	B	Pass- enger.	B	Diesel Car.	Padd- ington Pass. enger.	B	Pass- enger.	B	Diesel Car.	Padd- ington Pass. enger.	B	Pass- enger.	B	Diesel Car.	Padd- ington Pass. enger.	B	Pass- enger.	B	Diesel Car.	Padd- ington Pass. enger.	B	Pass- enger.	B	Diesel Car.	Padd- ington Pass. enger.	B	Pass- enger.	B	Diesel Car.	Padd- ington Pass. enger.	B	Pass- enger.	B	Diesel Car.	Padd- ington Pass. enger.	B	Pass- enger.	B	Diesel Car.	Padd- ington Pass. enger.	B	Pass- enger.	B	Diesel Car.	Padd- ington Pass. enger.	B	Pass- enger.	B	Diesel Car.	Padd- ington Pass. enger.	B	Pass- enger.	B	Diesel Car.	Padd- ington Pass. enger.	B	Pass- enger.	B	Diesel Car.	Padd- ington Pass. enger.	B	Pass- enger.	B	Diesel Car.	Padd- ington Pass. enger.	B	Pass- enger.	B	Diesel Car.	Padd- ington Pass. enger.	B	Pass- enger.	B	Diesel Car.	Padd- ington Pass. enger.	B	Pass- enger.	B	Diesel Car.	Padd- ington Pass. enger.	B	Pass- enger.	B	Diesel Car.	Padd- ington Pass. enger.	B	Pass- enger.	B	Diesel Car.	Padd- ington Pass. enger.	B	Pass- enger.	B	Diesel Car.	Padd- ington Pass. enger.	B	Pass- enger.	B	Diesel Car.	Padd- ington Pass. enger.	B	Pass- enger.	B	Diesel Car.	Padd- ington Pass. enger.	B	Pass- enger.	B	Diesel Car.	Padd- ington Pass. enger.	B	Pass- enger.	B	Diesel Car.	Padd- ington Pass. enger.	B	Pass- enger.	B	Diesel Car.	Padd- ington Pass. enger.	B	Pass- enger.	B	Diesel Car.	Padd- ington Pass. enger.	B	Pass- enger.	B	Diesel Car.	Padd- ington Pass. enger.	B	Pass- enger.	B	Diesel Car.	Padd- ington Pass. enger.	B	Pass- enger.	B	Diesel Car.	Padd- ington Pass. enger.	B	Pass- enger.	B	Diesel Car.	Padd- ington Pass. enger.	B	Pass- enger.	B	Diesel Car.	Padd- ington Pass. enger.	B	Pass- enger.	B	Diesel Car.	Padd- ington Pass. enger.	B	Pass- enger.	B	Diesel Car.	Padd- ington Pass. enger.	B	Pass- enger.	B	Diesel Car.	Padd- ington Pass. enger.	B	Pass- enger.	B	Diesel Car.	Padd- ington Pass. enger.	B	Pass- enger.	B	Diesel Car.	Padd- ington Pass. enger.	B	Pass- enger.	B	Diesel Car.	Padd- ington Pass. enger.	B	Pass- enger.	B	Diesel Car.	Padd- ington Pass. enger.	B	Pass- enger.	B	Diesel Car.	Padd- ington Pass. enger.	B	Pass- enger.	B	Diesel Car.	Padd- ington Pass. enger.	B	Pass- enger.	B	Diesel Car.	Padd- ington Pass. enger.	B	Pass- enger.	B	Diesel Car.	Padd- ington Pass. enger.	B	Pass- enger.	B	Diesel Car.

STATIONS.		B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B
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†—Empty Twyford to Reading.

N—Suspended.

Sundays.

STATIONS.	Twy- ford Auto. †	B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B		B	
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†—Empty Twyford to Reading.

N—Suspended.

RADLEY and ABINGDON.

RAIL AUTO CAR—ONE CLASS ONLY.

SINGLE LINE worked by Train Staff. Form of Staff and Ticket. Square. Colour, Varlished Oak

Week Days.

Down Trains.

Dis- tances.	STATIONS.	Time Allowances for Ordinary Freight Trains. See page 323.		Ruling Gra- dent 1 in	Allow to point for times.		Allow Mixed.	B B B B B B B B B B B B B B B B																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																														
		Mins.	Mins.		Auto.	Auto.		Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	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Sundays.

Down Trains—Week Days—continued.

STATIONS.		Down Week Days Continued																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
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Radley dep.	p.m.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.</

Up Trains.

STATIONS.	Ruling Gra- dent 1 in	Time Allowances for Ordinary Freight Trains. See page 323.		B B B B B B B B B B B B B B B B																Week Days.				Sundays.						
		Point to point times.	Allow for Stop.	Allow for Start.	Mins.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	
Abingdon dep.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Radley arr.	200 R.	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7

Up Trains—Week Days—continued.

STATIONS.		Op Trains Week Days Continued.													
		B	B	B	B	B	B	B	B	B	B	B	B	B	B
	Auto.		Auto.		Auto.		Auto.		Auto.		Auto.		Auto.		Auto.
											</				

Mixed Trains.—The Trains may be varied if necessary, provided the authorised number of mixed trains per day is not exceeded.

K—Suspended.

KIDLINGTON and BLENHEIM & WOODSTOCK BRANCH.

AUTO CAR--ONE CLASS ONLY.

SINGLE LINE between Blenheim and Woodstock and Kidlington, worked by Train Staff and only one Engine in steam at a time, or two coupled together, No Block Telegraph on this Line. Form of Staff, Round ; Colour Red.

Down Trains.

Week Days only.

[illegible]

t—May run as a Mixed trip when necessary at point-to-point times shewn for other Mixed trips. K—Suspended.

Up Trains.

Week Days only.

STATIONS.		B	B	B	G	B	B	B	B	B	K	B	B	B
	Ruling Gra- dient 1 in	Auto Mixed.	Auto.	Eng- ine and Van.	Auto.	Auto.	Oxford Auto.	Auto.	Freight	Auto.	Auto.	Auto.	Auto.	Auto.
Blenheim & Woodstock ..	dep.	a.m. 7 58	a.m. 9 30	a.m. 11 30	a.m. 12 22	a.m. 12 58	p.m. 1 1	p.m. 3 50	p.m. 4 40	p.m. 5 25	p.m. 6 20	p.m. 7 10	p.m. 7 13	p.m. 7 18
Shipton-on-Cherwell Halt ..	"	8 2	9 33	11 30	12 25	1 1	1 6	3 53	—	5 22	6 23	7 13	7 13	7 18
Kidlington	arr.	8 8	9 33	11 33	12 30	1 6	1 6	3 58	4 50	5 30	6 28	7 18	7 18	7 18

“—Thence empty to Oxford at 7.25 p.m.

K--Suspended.

FAIRFORD, WITNEY and OXFORD.

Up Trains.

Week Days.

STATIONS.	Ruling Gradient in	Time Allowances for Ordinary Freight Trains. (See page 323.)				B		B		B		B		B		B		B		B		B		K		B	
		Point to for point times.	Allow for Stop.	Allow for Start.	Mins.	Workers' Auto.		Passenger.		Passenger.		Passenger.		Passenger.		Passenger.		Passenger.		Passenger.		Hinksey Freight.		Passenger.			
						arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.
FAIRFORD	100 R	6	1	1	Mins.	S X	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.
Lechlade	117 R	10	1	1	1	SUSPENDED	7 12	7 13	7 12	7 13	7 12	7 13	7 12	7 13	7 12	7 13	7 12	7 13	7 12	7 13	7 12	7 13	7 12	7 13	7 12	7 13	7 12
Kilnscott	100 R	5	1	1	1	..	7 27	7 28	7 27	7 28	7 27	7 28	7 27	7 28	7 27	7 28	7 27	7 28	7 27	7 28	7 27	7 28	7 27	7 28	7 27	7 28	7 27
Carterton	100 R	9	1	1	1	..	7 36	7 37	7 36	7 37	7 36	7 37	7 36	7 37	7 36	7 37	7 36	7 37	7 36	7 37	7 36	7 37	7 36	7 37	7 36	7 37	7 36
Brize Norton & Bampton	100 R	8	1	1	1	..	7 44	7 45	7 44	7 45	7 44	7 45	7 44	7 45	7 44	7 45	7 44	7 45	7 44	7 45	7 44	7 45	7 44	7 45	7 44	7 45	7 44
Witney	100 R	6	1	1	1	..	7 50	7 51	7 50	7 51	7 50	7 51	7 50	7 51	7 50	7 51	7 50	7 51	7 50	7 51	7 50	7 51	7 50	7 51	7 50	7 51	7 50
South Leigh	100 R	8	1	1	1	6 4	8 0	8 1	8 0	8 1	8 0	8 1	8 0	8 1	8 0	8 1	8 0	8 1	8 0	8 1	8 0	8 1	8 0	8 1	8 0	8 1	8 0
Eynsham	132 R	6	1	1	1	6 10X	8 06	8 07	8 06	8 07	8 06	8 07	8 06	8 07	8 06	8 07	8 06	8 07	8 06	8 07	8 06	8 07	8 06	8 07	8 06	8 07	8 06
Cassington Halt	100 R	8	1	1	1	6 18	8 14	8 15	8 14	8 15	8 14	8 15	8 14	8 15	8 14	8 15	8 14	8 15	8 14	8 15	8 14	8 15	8 14	8 15	8 14	8 15	8 14
Yarnton	100 R	10	1	1	1	6 30	8 24	8 25	8 24	8 25	8 24	8 25	8 24	8 25	8 24	8 25	8 24	8 25	8 24	8 25	8 24	8 25	8 24	8 25	8 24	8 25	8 24
OXFORD	100 R	10	1	1	1	6 30	8 34	8 35	8 34	8 35	8 34	8 35	8 34	8 35	8 34	8 35	8 34	8 35	8 34	8 35	8 34	8 35	8 34	8 35	8 34	8 35	8 34

†—Advertised departure from Carterton 12:59 p.m.

Up Trains—Week Days—continued.

Sundays.

STATIONS.	B		K		B		D		K		B		B		B		B		B		B	
	Passenger.		Fairford Freight.		Passenger.		Coaches.		Freight.		Passenger.		Passenger.		Passenger.		Passenger.		Passenger.		Coaches.	
	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.
FAIRFORD	2 9	2 10	2 15	2 16	2 20	2 21	2 25	2 26	2 30	2 31	2 35	2 36	2 40	2 41	2 45	2 46	2 50	2 51	2 55	2 56	3 00	3 01
Lechlade	2 14	2 15	2 20	2 21	2 25	2 26	2 30	2 31	2 35	2 36	2 40	2 41	2 45	2 46	2 50	2 51	2 55	2 56	3 00	3 01	3 05	3 06
Alvescot	2 20	2 21	2 25	2 26	2 30	2 31	2 35	2 36	2 40	2 41	2 45	2 46	2 50	2 51	2 55	2 56	3 00	3 01	3 05	3 06	3 10	3 11
Carterton	2 24	2 25	2 30	2 31	2 35	2 36	2 40	2 41	2 45	2 46	2 50	2 51	2 55	2 56	3 00	3 01	3 05	3 06	3 10	3 11	3 15	3 16
Brize Norton & Bampton	2 29	2 30	2 35	2 36	2 40	2 41	2 45	2 46	2 50	2 51	2 55	2 56	3 00	3 01	3 05	3 06	3 10	3 11	3 15	3 16	3 20	3 21
Witney	2 33	2 34	2 39	2 40	2 44	2 45	2 49	2 50	2 54	2 55	2 59	3 00	3 04	3 05	3 09	3 10	3 14	3 15	3 19	3 20	3 24	3 25
South Leigh	2 37	2 38	2 43	2 44	2 48	2 49	2 53	2 54	2 58	2 59	3 03	3 04	3 08	3 09	3 13	3 14	3 18	3 19	3 23	3 24	3 28	3 29
Eynsham	2 42	2 43	2 48	2 49	2 52	2 53	2 57	2 58	3 02	3 03	3 07	3 08	3 12	3 13	3 17	3 18	3 22	3 23	3 27	3 28	3 32	3 33
Cassington Halt	2 47	2 48	2 53	2 54	2 57	2 58	3 01	3 02	3 06	3 07	3 11	3 12	3 16	3 17	3 21	3 22	3 26	3 27	3 31	3 32	3 36	3 37
Yarnton	2 52	2 53	2 58	2 59	3 02	3 03	3 06	3 07	3 11	3 12	3 16	3 17	3 21	3 22	3 26	3 27	3 31	3 32	3 36	3 37	3 41	3 42
OXFORD	3 03	3 04	3 09	3 10	3 13	3 14	3 17	3 18	3 22	3 23	3 27	3 28	3 32	3 33	3 37	3 38	3 42	3 43	3 47	3 48	3 52	3 53

H—Hinckley Yard.

†—Stop not advertised.

LIST OF SIGNAL BOXES.

Distance to Box. M. C.		NAME OF BOX.	TIMES DURING WHICH BOXES ARE OPEN.						Whether Provided with Switch.
			Week Days.			Sundays.			
			Opened at		Closed at	Opened at	Closed at		
			Monday.	Other Days.					
B	20	Paddington	{ Arrival ..	—	Continuously.	—	—	No.	
B	22	"	{ Departure ..	—	Continuously.	—	—	No.	
—	27	Westbourne Bridge	.. ..	—	Continuously.	—	—	No.	
—	28	Subway Junction	.. ..	—	Continuously.	—	—	Yes.	
—	32	Portobello Junction	.. ..	—	Continuously.	—	—	Yes.	
—	35	Ladbroke Grove	.. ..	—	Continuously.	—	—	Yes.	
—	—	West London Ground Frame	.. ..	—	Continuously.	{ 8.45 p.m.	6. 0 a.m.	{ No.	
—	—	Old Oak Common Loco. Box	.. ..	—	Continuously.	—	—	No.	
1	0	Old Oak Common East Box	.. ..	—	Continuously.	—	—	No.	
—	37	Old Oak Common West Box	.. ..	—	Continuously.	—	—	Yes.	
—	74	North Acton Junction	.. ..	—	Continuously.	—	—	Yes.	
—	49	Park Royal ..	.. ..	6. 0 a.m.	—	—	10. 0 p.m.	Yes.	
—	60	Down ..	{ Brentham Signals ..	—	Continuously.	—	—	—	
—	53	Up ..	.. ..	—	Continuously.	—	—	—	
†	36	Perivale ..	.. ..	8. 0 a.m.	8. 0 a.m.	3.20 p.m.	Closed	Yes.	
C	74	Greenford East Loop	.. ..	—	Continuously.	—	—	Yes.	
—	24	Drayton Green ..	.. ..	—	Continuously.	—	—	Yes.	
—	51	Castle Bar Park ..	.. ..	6. 0 a.m.	6. 0 a.m.	8.40 p.m.	Closed	Yes.	
C	77	Greenford South Loop	.. ..	—	Continuously.	—	—	Yes.	
—	29	Greenford East Station	.. ..	—	Continuously.	—	—	Yes.	
—	30	Greenford West	.. ..	6. 0 a.m.	—	—	11. 0 p.m. F	Yes.	
—	69	Northolt ..	.. ..	—	Continuously.	—	—	Yes.	
1	24	Northolt Junction East	.. ..	—	Continuously.	—	—	No.	
—	32	Northolt Junction West	.. ..	7. 0 a.m.	7. 0 a.m.	7. 0 p.m.	Closed	Yes.	
1	45	West Ruislip	.. ..	—	Continuously.	—	—	Yes.	
2	18	Denham East	.. ..	6. 0 a.m.	6. 0 a.m.	12. 0 night	Closed	Yes.	
—	41	Denham Station ..	.. ..	—	Continuously.	—	—	Yes.	
2	66	Gerrards Cross ..	.. ..	—	Continuously.	—	—	Yes.	
2	30	Wilton Park ..	.. ..	6. 0 a.m.	6. 0 a.m.	10. 0 p.m.	1. 0 p.m.	9. 0 p.m.	
1	46	Beaconsfield ..	.. ..	—	Continuously.	—	—	Yes.	
2	49	Tyler's Green ..	.. ..	5. 0 a.m.	—	—	—	10. 0 p.m.	
2	14	High Wycombe (South)	.. ..	—	Continuously.	—	—	No.	
—	36	High Wycombe (Middle)	.. ..	—	Continuously.	—	—	Yes.	
—	25	High Wycombe (North)	.. ..	6. 0 a.m.	—	—	—	6. 0 a.m.	
1	47	West Wycombe ..	.. ..	—	Continuously.	—	—	Yes.	
2	75	Saunderton ..	.. ..	—	Continuously.	—	—	Yes.	
2	73	Princes Risborough (South)	.. ..	—	Continuously.	—	—	Yes.	
—	21	Princes Risborough (North)	.. ..	—	Continuously.	—	—	No.	
5	32	Haddenham ..	.. ..	—	Continuously.	—	—	Yes.	
3	77	Ashendon Junction ‡	.. ..	—	Continuously.	—	—	Yes.	
2	36	Brill and Ludgershall	.. ..	—	Continuously.	{ 6. 0 p.m.	6. 0 a.m.	Yes.	
3	2	Blackthorn ..	.. ..	—	Will open as required.	—	—	Yes.	
2	68	Bicester ..	.. ..	—	Continuously.	—	—	Yes.	
3	71	Ardley ..	.. ..	—	Continuously.	{ 6. 0 p.m.	6. 0 a.m.	Yes.	
E	2	Uxbridge (High Street) §	.. ..	—	Open for Freight Train Service.	—	—	—	
—	31	Friars Junction	.. ..	—	Continuously.	—	—	Yes.	
—	39	Acton East ..	.. ..	—	Continuously.	—	—	No.	
—	13	Acton Middle Box	.. ..	—	Continuously.	—	—	Yes.	
—	54	Acton West Box	.. ..	6. 0 a.m.	—	—	10. 0 p.m.	Yes.	
—	48	Ealing ..	.. ..	—	Continuously.	—	—	Yes.	
—	43	Longfield Avenue	.. ..	6. 0 a.m.	—	—	10. 0 p.m.	Yes.	
—	45	West Ealing ..	.. ..	—	Continuously.	—	—	No.	
—	48	Hanwell ..	.. ..	—	Continuously.	—	—	Yes.	

B—Distance from Stop Blocks.

C—Distance { Greenford South Loop to Greenford East Station, 24 chains.
Greenford South Loop to East Loop, 23 chains.

D—Distance from Hanwell, 32 chains.

E—Distance from Denham East Box.

F—When Greenford West Box is closed all trains will run via the Platform Line at Greenford.

§—No Block Telegraph

‡—Auto Cars may stop at Ashendon Junction Signal Box to set down or pick up staff on authority of Station Master at Princes Risborough, Haddenham or Brill.

†—Distance from Park Royal Box.

LIST OF SIGNAL BOXES—continued.

Distance Box to Box.	NAME OF BOX	TIMES DURING WHICH BOXES ARE OPEN.					Whether Provided with Switch.
		Week Days.		Sundays.			
		Opened at		Closed at	Opened at	Closed at	
M. C.		Monday.	Other Days.				
F	59 Hanwell West Signals ..	—	—	—	—	—	—
—	55 Southall East Junction ..	6. 0 a.m.	—	—	—	2. 0 p.m.	Yes.
23	Southall East Station ..	—	Continuously.	—	—	—	No.
—	14 Southall West Station ..	—	Continuously.	—	—	—	No.
43	Southall West Junction ..	—	Continuously.	—	—	—	Yes.
3	0 Firestone ..	6. 0 a.m.	6. 0 a.m.	10. 0 p.m.	{ 6. 0 p.m.	6. 0 a.m. }	Yes.
—	30 Brentford ..	4.45 a.m.	—	—	—	2. 0 p.m.	No.
1	9 Hayes ..	—	Continuously.	—	—	—	Yes.
—	77 Dawley ..	6. 0 a.m.	—	—	—	6. 0 a.m.	Yes.
1	32 West Drayton East ..	—	Continuously.	—	—	—	Yes.
—	22 West Drayton West ..	—	Continuously.	—	—	—	Yes.
—	38 West Drayton Loop ..	6. 0 a.m.	6. 0 a.m.	10.30 p.m.	7. 0 a.m.	11.10 p.m.	No.
—	19 West Drayton Coal Yard ..	—	Ground Frame opened when required.	—	—	—	A
G	2 34 Colnbrook ..	6. 0 a.m.	6. 0 a.m.	10.30 p.m.	7. 0 a.m.	11.10 p.m.	No.
—	3 4 Staines ..	6.30 a.m.	6.30 a.m.	10.30 p.m.	7. 0 a.m.	11. 0 p.m.	No.
2	21 Uxbridge (Vine Street)	5.15 a.m.	5.15 a.m.	12.0 night.	7. 0 a.m.	11.20 p.m.	No.
—	1 50 Iver ..	—	Continuously.	—	—	—	Yes.
1	14 Langley (Bucks) ..	—	Continuously.	—	—	—	Yes.
—	19 Dolphin Junction ..	—	Continuously.	—	—	—	Yes.
—	76 Slough East ..	—	Continuously.	—	—	—	No.
—	14 Slough Middle ..	—	Continuously.	—	—	—	No.
—	23 Slough West ..	—	Continuously.	—	—	—	No.
—	16 Bath Road (Slough)†	—	When required; for trains using	Slough West	Curve. Q	—	Yes.
2	27 Windsor ..	5. 0 a.m.	5. 0 a.m.	12.30 night	7 15 a.m.	12.55 night	No.
—	54 Farnham Road ..	—	Continuously.	—	—	—	Yes.
1	34 Burnham (Bucks) ..	6. 0 a.m.	—	—	—	10. 0 p.m.	Yes.
—	34 Taplow ..	—	Continuously.	—	—	—	Yes.
1	60 Maidenhead East ..	—	Continuously.	—	—	—	Yes.
—	21 Maidenhead, Middle†	—	Continuously.	—	—	—	Yes.
—	29 Maidenhead, West ..	—	Continuously.	—	—	—	Yes.
—	§North Town Level Crossing	4. 0 a.m.	—	—	—	11.45 p.m.	§
2	66 Cookham ..	4. 0 a.m.	—	—	—	11.45 p.m.	No.
1	31 Bourne End South ..	4. 0 a.m.	—	—	—	11.45 p.m.	No.
—	8 Bourne End North ..	4. 0 a.m.	—	—	—	11.30 p.m.	No.
—	§Cores End Level Crossing ..	4.15 a.m.	—	—	—	11.30 p.m.	§
2	38 Marlow ..	5.20 a.m.	5.20 a.m.	11.45 p.m.	8.15 a.m.	11.30 p.m.	No.
1	26 Woodburn Green ..	4.15 a.m.	—	—	—	11.30 p.m.	No.
1	41 Loudwater ..	4.15 a.m.	—	—	—	11.30 p.m.	No.
7	15 Aylesbury, South ..	—	Continuously.	—	—	—	—
1	17 §Bledlow Level Crossing ..	7. 0 a.m.	—	—	{ 7. 0 a.m. 5.30 p.m.	3.30 a.m.H 12.30 p.m.	§
3	76 Thame ..	7. 0 a.m.	—	—	{ 7. 0 a.m. 5.30 p.m.	3.45 a.m.H 12.30 p.m.	No.
7	42 Wheatley ..	6. 0 a.m.	—	—	{ 7. 0 a.m. 5.30 p.m.	4. 0 a.m.H 1. 0 p.m.	No.
2	76 Morris Cowley ..	6. 0 a.m.	—	—	{ 7. 0 a.m. 5.30 p.m.	7. 0 p.m. 1. 0 p.m.J	Yes.
1	39 Waltham Siding ..	—	Continuously.	—	—	—	Yes.
1	53 Shottesbrook ..	6.40 a.m.	6.40 a.m.	9.20 p.m.	10. 0 a.m.	9. 0 p.m.	Yes.
1	49 Ruscombe ..	—	Continuously.	—	—	—	Yes.
1	29 Twyford East ..	5. 0 a.m.	—	—	—	10. 0 p.m.	Yes.
1	54 Wargrave ..	—	As required.	—	—	—	Yes.
1	2 Shiplake ..	—	Open for day's train service.	—	—	—	No.
—	48 Henley ..	—	Continuously.	—	—	—	Yes.
1	21 Twyford West ..	—	Continuously.	—	—	—	Yes.
—	52 Woodley Bridge ..	6.40 a.m.	6.40 a.m.	9.20 p.m.	10. 0 a.m.	9. 0 p.m.	Yes.
1	29 Sonning ..	—	Continuously.	—	—	—	Yes.
—	60 Kennet Bridge ..	6.40 a.m.	6.40 a.m.	9.20 p.m.	3. 0 p.m.	11. 0 p.m.	Yes.
—	73 Reading Main Line East ..	—	Continuously.	—	—	—	No.
—	21 Reading Middle ..	6. 0 a.m.	—	—	{ 2. 0 p.m.	6. 0 a.m. }	Yes.
¶	43 Reading West Goods ..	6. 0 a.m.	—	—	—	10. 0 p.m.	Yes.
—	35 Reading Main Line West ..	—	Continuously.	—	—	—	No.
—	65 Reading West Junction ..	—	Continuously.	—	—	—	Yes.
—	57 Scours Lane Junction ..	—	Continuously.	—	—	—	Yes.
—	64 Tilehurst ..	—	Continuously.	—	—	—	Yes.
1	38 Purley Track Signals ..	—	Continuously.	—	—	—	—
1	33 Pangbourne ..	—	Continuously.	—	—	—	No.
1	53 Basildon Track Signals ..	—	Continuously.	—	—	—	Yes.
1	44 Goring and Streatley ..	—	Continuously.	—	—	—	Yes.
1	60 South Stoke ..	6.40 a.m.	6.40 a.m.	9.20 p.m.	Closed.	—	Yes.
2	7 Cholsey ..	—	Continuously.	—	—	—	Yes.
2	48 Wallingford§	—	For day's Train Service.	—	—	—	§
1	43 Aston Tirrold ..	9. 0 a.m.	9. 0 a.m.	4.20 p.m.	Closed.	—	Yes.

A—Auxiliary Token instrument. F—Distance from Hanwell West Signals. G—Distance from West Drayton Loop.
H—Or after passing of 1.50 a.m. Park Royal Freight. J—Or when Morris Cowley Pilot finishes. K—Closed at 1.0 p.m. or
when Pilot ceases work. Q—To be opened for passing of 8.55 a.m. Freight Slough to Windsor. †—When Bath Road
Box is closed the Points and Signals to be set for trains to and from Slough Station. Distance between Bath Road Junction
and Slough West Junction 19 chains. ‡—Relief Lines and Wycombe Branch only. §—No Block Telegraph.
¶—Distance from Reading Main Line East Box.

LIST OF SIGNAL BOXES—continued.

Distance Box to Box.		NAME OF BOX.	TIMES DURING WHICH BOXES ARE OPEN.						Whether Provided with Switch.
			Week Days.			Sundays.			
			Opened at		Closed at	Opened at	Closed at		
			Monday.	Other Days.					
M.	C.								
1	41	Moreton Cutting	—	Continuously.	—	—	—	—	Yes.
1	29	Didcot East Junction	—	Continuously.	—	—	—	—	No.
—	34	Didcot West End	—	Continuously.	—	—	—	—	No.
—	33	Foxhall Junction	—	Continuously.	—	—	—	—	No.
1	33	Milton	6. 0 a.m.	—	—	{ 2. 0 p.m.	6. 0 a.m.	10. 0 p.m. }	Yes.
G	43	Didcot North	—	Continuously.	—	—	—	—	Yes.
—	70	Appleford Crossing	—	Continuously.	—	—	—	—	No.
1	46	Culham	—	Continuously.	—	—	—	—	Yes.
1	12	Nuneham	6. 40 a.m.	6.40 a.m. 9.20 p.m.	—	Closed.	—	—	Yes.
1	3	Radley	—	Continuously.	—	—	—	—	Yes.
2	31	Abingdon	—	For day's Train Service.	—	—	—	—	—
1	24	Sandford	—	Continuously.	—	—	—	—	Yes.
1	26	Kennington Junction	—	Continuously.	—	—	—	—	Yes.
—	57	Hinksey South	—	Continuously.	—	—	—	—	Yes.
1	9	Hinksey North	—	Continuously.	—	—	—	—	Yes.
—	38	Oxford Station South	—	Continuously.	—	—	—	—	Yes.
—	18	Oxford Station North	—	Continuously.	—	—	—	—	No.
—	25	Oxford North Junction	—	Continuously.	—	—	—	—	Yes.
1	53	Wolvercot Siding	—	Continuously.	—	—	—	—	Yes.
—	64	Wolvercot Junction	—	Continuously.	—	—	—	—	No.
—	71	Yarnton Junction	—	Continuously.	—	—	—	—	Yes.
3	30	Eynsham	—	—	—	—	—	—	No.
4	64	Witney Station	—	—	—	—	—	—	No.
3	57	Brize Norton and Bampton	—	—	—	—	—	—	No.
1	30	Carterton	—	For day's Train Service.	—	For day's Train Service.	—	—	No.
6	20	Lechlade	—	—	—	—	—	—	No.
3	21	Fairford	—	—	—	—	—	—	No.
2	79	Kidlington	—	Continuously.	—	—	—	—	Yes.
1	30	Bletchington Cement Sidings	10. 0 a.m.	10. 0 a.m. 5.20 p.m.	—	Closed.	—	—	Yes.
—	38	Bletchington	—	6. 0 a.m.	—	—	6. 0 a.m. U	—	Yes.
1	73	Tackley	—	Closed.	—	Closed.	—	—	Yes.
2	20	Heyford	—	Continuously.	—	—	—	—	Yes.
2	76	Fritwell and Somerton	5.30 a.m.	—	—	—	6. 0 a.m. U	—	Yes.
2	11	Aynho Station	5.30 a.m.	—	—	—	6. 0 a.m. U	—	Yes.
54	4	Aynho Junction	—	Continuously.	—	—	—	—	Yes.
1	40	King's Sutton Junction	6. 0 a.m.	6. 0 a.m. 10.30 p.m.	—	W	—	—	Yes.
1	39	Astrop Siding	5. 0 a.m.	—	—	W	6.0 a.m.	—	Yes.

G—Distance from Foxhall Junction 57 chains. U—Or as ordered by Control. W—Open at week-ends as necessary.

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

PADDINGTON SUBURBAN STATION.

LONDON TRANSPORT TRAINS VIA No. 14 PLATFORM LINE.

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

Train No.	From	To	Paddington (Sub.) depart.
Week Days :—			
96 SX	2.59 p.m. Whitechapel	Hammersmith	3.21 p.m.
97 SX	3. 6½ p.m. Whitechapel	Hammersmith	3.28½ p.m.
93 SO	10. 8 p.m. Whitechapel	Hammersmith	10.30 p.m.
94 SO	10.18 p.m. Whitechapel	Hammersmith	10.40 p.m.
Sundays :—			
89	10.47½ a.m. Whitechapel	Hammersmith	11.10 a.m.
82	10.57½ a.m. Whitechapel	Hammersmith	11.20 a.m.

MAXIMUM SPEED OF TRAINS THROUGH JUNCTIONS AND AT OTHER SPECIFIED PLACES.

IMPORTANT.—Until further notice the speed of trains must not exceed 75 miles per hour at any place, except at those points specified below.

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

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

Exchanging Train Staffs, Tokens and Tickets.—At all Stations and places where Train Staffs, Tokens or Tickets have to be exchanged by hand, the speed of Trains not booked to stop must be reduced to 10 miles per hour when passing the Signalman.

At all Stations and places where the Electric Train Staff Exchange Apparatus is provided the speed of the Train must in no case exceed 15 miles per hour when passing the Apparatus.

Diesel Cars must stop to exchange Train Staff.

Signalmen and others must report any case in which the speed laid down in these instructions is exceeded.

Name of Place	Direction of Train.		Mile per Hour
	From	To	
PADDINGTON TO DIDCOT, OXFORD AND BANBURY.			
	DOWN LINE.		
Paddington to Didcot	All Trains on Relief Line. All other must be strictly observed.	permanent and temporary restrictions	60
Paddington Departure Box and Westbourne Bridge.	All Trains over curves to and from Departure Platforms		10
Paddington Arrival Box to Subway Junction.	Down Trains over Up Main Line or Up Arrival and Subway Junction.	Relief Line between Paddington	15
Westbourne Bridge	Main Line	Turntable Depot	5
Paddington (Suburban Platforms) ..	Trains from Met. Line not calling at passing through Station must not exceed	Paddington Suburban Station, while	5
	Met. Line	No. 14 Platform (East End)	15
	No. 15 Platform	City Line (West End)	10
	No. 14 Platform	City Line (West End)	15
Royal Oak Station	City Line	Suburban Line	15
Subway Junction	Down Goods Line	Suburban Line	5
	Down Main Line	Crystal Palace Loop	10
	Down Main Line	Down Relief Line	25
	Down Relief Line	Down Main Line	15
	Up Main Line	Down Main Line	10
	Up Main Line	Down Relief Line	10
	Up Relief Line	Down Relief Line	10
Westbourne Park (Met.)	Crystal Palace Loop	Down City	20
Portobello Junction	Up Relief Line	Down Relief Line	10
	Crossover used as Facing Connection by Auto Cars.		
	Trains crossing Main and Relief Lines to and from Engine and Carriage and Goods Lines.		10
Ladbroke Grove Junction	Engine and Carriage Line	Relief Line	15
	Relief Line	Main Line	35
	Trains crossing Main and Relief Lines to and from Engine and Carriage Lines.		10
	Main Line	Engine and Carriage Line	15
	Main Line	Relief Line	35
	Down Trains when crossing over Engine and Carriage Line Bridge		10
Old Oak Common East	Victoria Branch	Relief Line	10
	Goods and Carriage Line	Relief Line	10
Old Oak Common West	Main Line	Relief Line	40
	Relief Line	Wycombe Line	40
Friars Junction	Main Line	Relief Line	20
	Relief Line	Main Line	20
Acton East	L.M.R.	Relief Line	15
Acton Wells Junction (L.M.R.) ..	L.M.R.	W.R.	15
Acton West	Relief Line	Main Line	10
Longfield Avenue	Main Line	Relief Line	25
West Ealing	Relief Line	Greenford	20
	Crossover between Relief Line Platforms used as Facing Connection by Auto Cars.		10
Hanwell	Greenford	Relief Line	15
Hanwell East End of Platforms ..	Trains over reverse curves in Relief Lines (7m. 20c. to 7m. 25c.)		40*
Southall East Junction	Main Line	Relief Line	15
Southall Station between East and West Station Signal Boxes.	Down Trains over reverse curves in Relief Lines (9m.p. to 9½ m.p.)		45
Southall West Station	Relief Line	Main Line	10
Southall West Junction	Main Line	Relief Line	20
West Drayton East	Main Line	Relief Line	25
West Drayton between East Signal Box and Underbridge beyond West End of Platforms.	Trains over reverse curves in Relief Lines (13m. 10c. to 13m. 28c.)		30*
West Drayton West	Relief Line	Uxbridge Branch	10
Dolphin Junction	Relief Line	Main Line	20
	Main Line	Relief Line	20
Slough Station between West End of Station and Middle Signal Box.	Trains over reverse curves in Relief Lines (18m. 36c. to 18m. 46c.)		40*

* Permanent Speed Restriction Indicator provided (see page 143 of the General Appendix to the Book of Rules and Regulations).

MAXIMUM SPEED OF TRAINS—continued.

Name of Place.	Direction of Train.		Miles per Hour
	From	To	
Paddington to Didcot, Oxford and Banbury—continued.			
DOWN LINE—continued.			
Slough Middle	Relief Line	Main Line	10
Slough West	Main Line	Windsor Branch	10
Farnham Road	Bath Road Junction	Avoiding and Main Lines	10
Slough Trading Estate	Main Line	Relief Line	20
Taplow Station through Platforms between Down Home and Up Home Signals..	Relief Line	Slough Trading Estate	10
Taplow	W.R. Engines over Sidings	Trains over reverse curves in Relief Lines (22m, 26c. to 22m, 43c.)	10
Taplow to Twyford	Trains over reverse curves in Relief Lines (22m, 26c. to 22m, 43c.)		45
Maidenhead East	Relief Line	Main Line	25
Maidenhead Middle	Main Line	Relief Line	85
Maidenhead West	Relief Line	Wycombe Branch	20
Twyford East	Relief Line	Main Line	10
Twyford Station	Main Line	Relief Line	20
Twyford West	Main Line	Through Station (30m, 60c. to 31m, 10c.)	25
Reading Low Level (W.R. Jct.)	Relief Line	Henley Branch	10
Reading Main Line East (Southern Region Branch Junction)	Southern Region	W.R.	15
Reading Main Line East	No. 1 Loop	Down Branch	10
Reading Station	No. 2 Loop	Down Branch	10
Reading Main Line West	Down Branch	Down Main	20
Reading West Junction	Main Line	Relief Line	15
Scours Lane Junction	Relief Line	Main Line	15
Tilehurst and Pangbourne Stations..	Southern Region	Main Line	15
Pangbourne	Main Line	Through Station (35m, 60c. to 36m, 30c.)	75
Goring and Streatley	Relief Line	Main Line	20
Cholsey	Oxford Road Junction (West Curve)	Berks & Hants Line	40
Moreton Cutting	Main Line	Berks & Hants Line	25
Didcot East Junction	Relief Line	Berks & Hants Line	15
Didcot West End	Main Line	Relief Line	20
Didcot, Foxball Junction	Relief Line	Main Line	20
Didcot, West Curve	Oxford Road Junction (West Curve)	Main Line	20
Didcot, North Junction (West Curve Junction).	Main Line	Relief Line	20
Didcot North Junction	Relief Line	Main Line	20
Radley	Main Line	Relief Line	20
Sandford	Relief Line	Main Line	20
Kennington Junction	Oxford Road Junction (West Curve)	Relief Line	20
Oxford Station South	Main Line	Main Line	20
Oxford Station	Relief Line	Main Line	20
Oxford Station North	Oxford Road Junction (West Curve)	Relief Line	20
Oxford North Junction	Main Line	Main Line	20
Wolvercot Junction	Relief Line	Main Line	20
Yarnton Junction	Oxford Road Junction (West Curve)	Relief Line	20
Kidlington	Main Line	Main Line	20
UP LINE.			
Aynho Junction	Relief Line	Main Line	20
Kidlington	Main Line	Relief Line	20
Yarnton Junction	Oxford Road Junction (West Curve)	Relief Line	20
Wolvercot Junction	Main Line	Main Line	20
Oxford North Junction	Relief Line	Main Line	20
Oxford Station North	Oxford Road Junction (West Curve)	Relief Line	20
Oxford Station	Main Line	Main Line	20

MAXIMUM SPEED OF TRAINS—continued.

Name of Place.	Direction of Train.		Miles per Hour.
	From	To	
Paddington to Didcot, Oxford and Banbury—continued.			
UP LINE—continued.			
Oxford Station South	Platform Line	Main Line	15
Kennington Junction	Main Line	Princes Risborough Branch	20
	Main Line	Relief Line	25
Sandford	Relief Line	Main Line	25
Didcot North Junction	Oxford	West Curve	25
Didcot, North Junction (West Curve Junction).	Oxford	Didcot	25
Didcot, West Curve	West Curve	Ordnance Depot	10
Didcot, Foxhall Junction	Main Line	Relief Line	20
	Relief Line	West Curve	15
Didcot West End	Oxford Line	No. 5 Platform Line	15
	Oxford Line	Relief Line	15
	Main Line	Relief Line	20
Didcot East Junction	Main Line	Newbury Branch	15
	Northern Loop	Relief Line	40*
	Relief Line	Main Line	40
	No. 5 Platform Line	Relief Line	15
	Newbury Branch	Bay Line	15
	Main Line	Relief Line	10
Didcot to Paddington	All Trains on Relief Line. All other permanent and temporary restrictions must be strictly observed.		60
Moreton Cutting	Main Line	Relief Line	35
	Relief Line	Main Line	35
Cholsey	Wallingford Branch	Relief Line	10
	Relief Line	Main Line	20
Goring and Streatley	Main Line	Relief Line	25
Pangbourne	Relief Line	Main Line	20
Pangbourne and Tilehurst Stations	Main Line between Pangbourne and Tilehurst (41m. 60c. to 38m. 70c.)		75†
Scours Lane Junction	Main Line	Relief Line	20
Reading West Junction	Main Line	Oxford Road Junction (West Curve)	20
Reading Main Line West	Relief Line	Main Line	25
	Main Line	Main Platform Line	20
	Main Line	Relief Line	20
	Berks & Hants Line	Bay Lines Nos. 1, 2 and 3	15
	Berks & Hants Line	Main Line	40
	Berks & Hants Line	Relief Line	25
	Relief Line	Main Line	20
	Berks & Hants Line	Bay Line No. 5 over Down Relief	10
Reading Station	Main Line	Through Station, 36m. 30c. to 35m. 60c.	75†
Reading Main Line East	Main Platform Line	Main Line	25
	Main Line	Relief Line	15
	Relief Line	Main Line	15
	Main Line	Southern Region	15
Reading Main Line East (Southern Region Branch Junction)	Up Main	Up Branch	20
Reading Low Level (W.R. Jct.)	Up Branch	Up Loop	10
Twyford West	W.R.	Southern Region	10
Twyford Station	Henley Branch	Relief Line	10
	Main Line	Through Station, 31m. 10c. to 30m. 60c.	75
Twyford to Taplow	Main Line	Relief Line	85
Twyford East	Relief Line	Main Line	25
Maidenhead West	Main Line	Relief Line	20
Maidenhead Middle	Wycombe Branch	Relief Line	10
Maidenhead East	Relief Line	Main Line	20
	Branch Platform Line	Relief Line	15
Taplow Station through Platforms between Up Home and Down Home Signals.	Trains over reverse curves in Relief Line, 22m. 48c. to 22m. 26c.		45
Taplow	Relief Line	Main Line	20
Slough Trading Estate	W.R. Engines over Sidings	Relief Line	10
Farnham Road	Slough Trading Estate	Relief Line	10
Slough West	Main Line	Relief Line	20
	Relief Line	Main Line	20
	Main Line	Bath Road Junction	10
Slough Middle	Windsor Branch	Main Line	15
	Windsor Branch	Relief Line	15
Slough Station between West End of Station and Middle Signal Box.	Trains over reverse curves in Relief Line, 18m. 46c. to 18m. 36c.		40*
Dolphin Junction	Main Line	Relief Line	20
	Relief Line	Main Line	20
West Drayton West	Uxbridge Branch	Relief Line	10
West Drayton, between Underbridge beyond West End of Platforms and East Signal Box.	Trains over reverse curves in Relief Line, 13m. 28c. to 13m. 10c.		30*

* Permanent Speed Restriction Indicator provided (see page 143 of the General Appendix to the Book of Rules and Regulations).

† Normal restriction of 80 m.p.h. subject until further notice to general restriction of 75 m.p.h.

MAXIMUM SPEED OF TRAINS—continued.

Name of Place.	Direction of Train.		Miles per Hour.
	From	To	
Paddington to Didcot, Oxford and Banbury—continued.			
UP LINE—continued.			
West Drayton East	Relief Line	Main Line	25
Southall West Junction	Relief Line	Main Line	20
Southall Station West	Main Line	Relief Line	15
Southall Station, between West and East Station Signal Boxes.	Trains over reverse curves in Relief Line	Lines, 9½ m.p. to 9 m.p. . .	45
Southall Station East	Brentford Branch Platform or Down Goods Line.	Up Main or Relief Line	10
Southall East Junction	Relief Line	Main Line	20
Southall East Junction to Hanwell Bridge.	Trains over Goods Loop	8m. 53c. to 7m. 71c. . .	10
Hanwell East End of Platforms ..	Trains over reverse curves in Relief Line	Lines, 7m. 25c. to 7m. 20c. . .	40*
Hanwell	Relief Line	Greenford	15
West Ealing	Greenford	Relief Line	25
Longfield Avenue	Main Line	Relief Line	25
Ealing (Broadway) and Acton Stations.	Main Line between Ealing Broadway and Acton, 5m. 56c. to 4m. 21c. . .		75†
Acton East	Relief Line	L.M.R.	10
Acton Wells Junction (L.M.R.) ..	W.R.	L.M.R.	15
Friars Junction	Relief Line	Main Line	20
	Main Line	Relief Line	20
Old Oak Common West	Wycombe Line	Relief Line	40
	Relief Line	Main Line	40
Old Oak Common East	Relief Line	Main Line or Victoria Branch	10
	Relief Line	Goods and Carriage Line ..	10
	Trains when crossing over Engine and Goods Line	Carriage Line Bridge ..	10
Ladbroke Grove Junction	Relief Line	Goods Line	15
	Main Line	Relief Line	35
	Trains crossing Main and Relief Lines.	s to and from Engine and Carriage	10
	Engine and Carriage Line	Main Line	15
	Relief Line	Main Line	35
Portobello Junction	Main Line	Relief Line	10
	Trains crossing Main and Relief Line and Goods Lines.	s to and from Engine and Carriage	10
Westbourne Park to Ranelagh Bridge (at East End of Royal Oak Station).	Trains over Main and Relief Lines through Westbourne Park Station and between that Station and Ranelagh Bridge.		30*
Subway Junction	Main Line	Relief Line	20
	Relief Line	Main Line	25
	Relief Line	Suburban Line	20
	Suburban Line	Goods Line	5
Royal Oak Station	Suburban Line	City Line	15
Paddington (Suburban Platforms) ..	Trains to Met. Line not calling at Paddington passing through Station must not exceed	Paddington Suburban Station while exceed	5
	City Line	No. 16 Platform (West End) ..	15
	City Line	No. 15 Platform (West End) ..	15
	No. 16 Platform	Met. Line (East End) ..	15
	No. 14 Platform	Met. Line (East End) ..	10
Westbourne Bridge and Paddington Station.	All Trains over curves to and from Platforms		10*
OLD OAK COMMON WEST, WYCOMBE, BICESTER AND BANBURY.			
DOWN LINE.			
Old Oak Common West	Relief Line	Wycombe Line	40
3m. 23c. to 3m. 56c.	Goods Line	Wycombe Line	10
North Acton Junction	Wood Lane	Wycombe Line	20
Greenford East Junction	Park Royal	Greenford South Junction ..	15
Greenford Station East	Greenford South Junction ..	Main Line	25
	Main Line	Platform Line	25
Greenford Station West	Platform Line	Main Line	25
Northolt Junction East	W.R. Main Line	Relief Line	25
	E.R.	Main and Relief Lines	25
	(Through Facing and T	railing Junctions.)	
West Ruislip (for Ickenham) ..	Relief Line	Main Line	25
Denham East	Uxbridge Branch	Main Line	25
	Main Line	Platform Line	20
Denham Station	Platform Line	Main Line	25
Gerrards Cross	Main Line	Platform Line	25
	Platform Line	Main Line	25
Beaconsfield	Main Line	Platform Line	25
	Platform Line	Main Line	25

* Permanent Speed Restriction Indicator provided (see page 143 of the General Appendix to the Book of Rules and Regulations).

† Normal restriction of 80 m.p.h. subject until further notice to general restriction of 75 m.p.h.

MAXIMUM SPEED OF TRAINS—continued.

Name of Place.	Direction of Train		Miles per Hour.
	From	To	
Old Oak Common West, Wycombe, Bicester and Banbury—continued.			
	DOWN LINE—continued.		
High Wycombe South	Maidenhead Branch	Main Line	10
High Wycombe Station	Main Line	Platform Line	20
High Wycombe Middle	Trains over reverse curves, 16½ m.p.	to 17½ m.p.	35*
West Wycombe	Platform Line	Main Line	15
	Trains over curves between South End of Platforms and 18½ m.p.		45
Princes Risborough South	Main Line	Platform Line	20
Princes Risborough North	All Trains over Scissors Crossover be tween Main and Platform Lines	Main Line	15
	Platform Line	Main Line	25
	Main Line	Aylesbury Branch	15
	Platform Line	Oxford Branch	15
Haddenham	Main Line	Platform Line	15
	Platform Line	Main Line	15
Ashendon Junction	Haddenham	W.R. Main Line	50
Brill and Ludgershall	Main Line	Platform Line	25
	Platform Line	Main Line	25
Bicester	Main Line	Platform Line	25
	Platform Line	Main Line	25
Ardley	Main Line	Platform Line	25
	Platform Line	Main Line	25
Aynho Park Platform	Aynho Park Platform	Aynho Junction	55
	UP LINE.		
Aynho Junction	Main Line	Oxford Line	40
Ardley	Main Line	Platform Line	25
	Platform Line	Main Line	25
Ardley to Ashendon Junction	Main Line		85
Bicester	Main Line	Platform Line	25
	Platform Line	Main Line	25
Brill and Ludgershall	Main Line	Platform Line	25
	Platform Line	Main Line	25
Ashendon Junction	W.R. Main Line	Haddenham	60
Haddenham	Main Line	Platform Line	15
	Platform Line	Main Line	15
Princes Risborough North	Oxford Branch	Main Line	15
	Aylesbury Branch	Platform Line	15
	All Trains over Scissors Crossover be tween Main and Platform Lines	Platform Line	15
Princes Risborough South	Main Line	Platform Line	25
West Wycombe	Platform Line	Main Line	20
	Trains over curve between 18½ m.p. and South End of Platforms		45
High Wycombe Middle	Main Line	Platform Line	20
High Wycombe Station	Trains over reverse curves	17½ m.p. to 16½ m.p.	35*
High Wycombe South	Platform Line	Main Line	20
	Platform Loop Line	Main Line	20
	Main Line	Maidenhead Branch	20
	Bay Line	Up Line Junction	10
Beaconsfield	Platform Line	Main Line	25
	Main Line	Platform Line	25
Beaconsfield to Denham	Main Line		85
Gerrards Cross	Platform Line	Main Line	25
	Main Line	Platform Line	25
Denham Station Box	Main Line	Platform Line	25
Denham East	Platform Line	Main Line	25
	Main Line	Uxbridge Branch	25
West Ruislip (for Ickenham)	Main Line	Relief Line	25
	Relief Line	Main Line	25
Northolt Junction West	Main Line	Relief Line	25
Northolt Junction East	Relief Line	W.R. Main Line	25
	Main and Relief Lines (Through Facing and	E.R.	35
		Trailing Junctions.)	
Greenford Station West	Main Line	Platform Line	25
Greenford Station East	Platform Line	Main Line	25
	Main Line	Greenford South Junction	25
Greenford East Junction	Greenford South Junction	Park Royal	15
North Acton Junction	Wycombe Line	Wood Lane	20
Old Oak Common West	Wycombe Line	Relief Line, 3m. 50c. to 3m. 23c.	40
	Wycombe Line	Goods Line	10
GREENFORD LOOP.	DOWN	LINE	
Between West Ealing and Greenford	the speed at any point must not exceed	.. ..	50
West Ealing	Relief Line	Greenford	20
	Crossover between Relief Line Platf orms used as Facing Connection by		10
	Auto Cars.		
Hanwell	Greenford	Relief Line	15
Drayton Green Junction	West Ealing	Greenford	20
	Hanwell	Greenford	20
Between Drayton Green and Hanwell	the speed at any point must not exceed	.. ..	20

* Permanent Speed Restriction Indicator provided (see page 143 of the General Appendix to the Book of Rules and Regulations).

MAXIMUM SPEED OF TRAINS—continued

Name of Place.	Direction of Train.		Miles per Hour.
	From	To	
Greenford Loop—continued.	d. DOWN LINE—continued.		
Greenford South Junction	Drayton Green	Greenford East Junction	15
Greenford East Junction	Park Royal	Greenford South Junction	15
Greenford East Station	Greenford South Junction	Northolt	25
	UP LINE.		
Between Greenford and West Ealing	the speed at any point must not exceed	Greenford South Junction	50
Greenford East Station	Northolt	Park Royal	25
Greenford East Junction	Greenford South Junction	Drayton Green	15
Greenford South Junction	Greenford East Junction	Hanwell	20
Drayton Green Junction	Greenford	West Ealing	20
	Greenford	Greenford	15
Hanwell	Relief Line	Greenford	20
Between Hanwell and Drayton Green	the speed at any point must not exceed	Relief Line	25
West Ealing	Greenford		
DENHAM AND UXBRIDGE (HIGH STREET) BRANCH.			
Whole Branch	The speed at any point must not exceed	Uxbridge	30
Denham East	Denham	Denham	25
	Uxbridge		
WATLINGTON BRANCH.			
Whole Branch	The speed at any point must not exceed	Up Main or Up Platform Lines of Down Platform.)	30
Princes Risborough North	Watlington		5
	(via Line at back)		
PRINCES RISBOROUGH AND KENNINGTON JUNCTION.			
	DOWN.		
Princes Risborough North	Platform Line	Oxford	15
Between Princes Risborough and Wheatley	the speed at any point must not exceed	Single Line	60
Thame Station	Entering or leaving Station Loop	Single Line	25
Wheatley	Loop Line	Single Line	25
Between Wheatley and Kennington Junction	the speed at any point must not exceed	Single Line	60
Cooper's Crossing (13m. 37c.)	Between Wheatley and Horspath	Single Line	10*
Kennington Junction	Princes Risborough	Oxford	20
	(Junction leaving Single Line included.)		
	UP.		
Kennington Junction	Oxford	Princes Risborough	20
Between Kennington Junction and Cooper's Crossing (13m. 37c.)	Wheatley the speed at any point must not exceed	Princes Risborough	50
Between Wheatley and Princes Risborough	Between Horspath and Wheatley	Princes Risborough	10*
Wheatley	the speed at any point must not exceed	Single Line	60
Thame Station	Entering or leaving Station Loop	Single Line	25
Princes Risborough North	Oxford	Main Line	15
	Oxford	Main or Platform Lines of Down Platform.)	5
	(Via Line at back)		
AYLESBURY BRANCH.			
Princes Risborough North	Down Main	Aylesbury	15
From 49m. 15c. to 49m. 32c.	Aylesbury	Up Platform	15
Aylesbury Junction	Ali Down Trains	Princes Risborough	30
	Aylesbury	Aylesbury	20
	Princes Risborough	Down Loop	20
	Princes Risborough	Down Aylesbury Line	20
	Down Loop		
BRENTFORD BRANCH.			
Whole Branch	The speed at any point must not exceed	Up Line	30
Brentford Station	Down Line	(Through Facing Crossover Road.)	19
STAINES BRANCH.			
	DOWN LINE.		
Whole Branch	The speed at any point must not exceed	Uxbridge Line	60
West Drayton	Bay	Uxbridge Line	5
	Relief Line	Uxbridge Line	10
West Drayton	13m. 22c. to 13m. 39c. over curves	Loop Jct. 13m. 39c. to 13m. 53c.	10
West Drayton	Uxbridge Branch Junction	Bridge under Main Lines	20
West Drayton	Loop Junction 13m. 53c. to	Staines Station	25
Ysoveney	18½ m.p. to		40
	UP LINE.		
Whole Branch	The speed at any point must not exceed	18½ m.p.	50
Staines	Staines Station to	All Trains over Loop	40
Colnbrook Loop Line	All Trains over Loop	Bridge under Main Lines to Loop Junction 13m. 53c.	20
West Drayton	Bridge under Main Lines to Loop Junction 13m. 53c.	Uxbridge Branch Junction	25
West Drayton	Loop Jct. 13m. 53c. to 13m. 39c.	Relief Line	20
West Drayton	13m. 39c. to 13m. 22c. over curves	Uxbridge Line	10
West Drayton	Uxbridge Line	Bay	5
	Uxbridge Line		
UXBRIDGE (VINE STREET) BRANCH.			
Whole Branch	The speed at any point must not exceed	Uxbridge	45
West Drayton West	Bay	Uxbridge	5
	Down Relief	Uxbridge	10
	Uxbridge	Bay	5
	Uxbridge	Up Relief	5
West Drayton	All Up and Down Trains between 13m. 22c. and 13m. 42c.		19

* Permanent Speed Restriction Indicator provided (see page 143 of the General Appendix to the Book of Rules and Regulations).

MAXIMUM SPEED OF TRAINS—continued.

Name of Place.	Direction of Train.		Miles per Hour.
	From	To	
WINDSOR BRANCH.			
Whole Branch	The speed at any point must not exceed	DOWN LINE.	50
Slough Middle	Relief Line	Main Line	10
Bath Road Junction	Main Line	Windsor	10
Slough West	Slough	Windsor	30
Trains over curves between Thames and Windsor	Windsor	Slough West Junction	20
Windsor	Bath Road Junction	Avoiding and Main Lines	10
	Main Line	Relief Line	20
	Bridge and Windsor, 20m. 60c. to 21 m.p.	1 m.p.	35
	Down Line	Platform Lines	10
UP LINE.			
Whole Branch	The speed at any point must not exceed	DOWN LINE.	50
Trains over curves between Windsor and Slough West	and Thames Bridge, 21 m.p. to 20m. 60c.	DOWN LINE.	35
Slough West	Relief Line	Main Line	20
Bath Road Junction	Main Line	Bath Road Junction	10
Slough Middle	Slough West Junction	Windsor	20
	Windsor	Slough	25
	Windsor	Windsor Bay	5
	Windsor	Main Line	15
	Windsor	Relief Line	15
HENLEY-ON-THAMES BRANCH.			
Whole Branch	The speed at any point must not exceed	DOWN LINE.	50
Twyford West	Down Relief	Henley	10
Henley-on-Thames	Henley	Up Relief	10
	Down Line	Nos. 1 and 2 Platforms and Bay	10
MAIDENHEAD AND HIGH WYCOMBE.			
Whole Branch	The speed at any point must not exceed	DOWN LINE.	50
Maidenhead Middle	Relief Line	High Wycombe	10
Maidenhead Middle (24m. 33c. to 24m. 51c.)	Wycombe Branch Junction	Grenfell Road Overbridge	25
Cookham Station Loop	Maidenhead	High Wycombe	20
Bourne End Junction	Marlow	High Wycombe	5
Bourne End Station Loop	Maidenhead	High Wycombe	25
High Wycombe South	Maidenhead Branch Junction	Down Main	10
	Maidenhead Branch Junction	Bay or Goods Yard	15
	Main Line	Platform Line	20
UP LINE.			
Whole Branch	The speed at any point must not exceed	DOWN LINE.	50
High Wycombe South	Up Main	Maidenhead	20
Bourne End Station Loop	Up Platform	Maidenhead	20
Bourne End Junction	High Wycombe	Maidenhead	15
Maidenhead (24m. 51c. to 24m. 33c.)	High Wycombe	Marlow Branch	5
Maidenhead Middle	Grenfell Road Overbridge	Wycombe Branch Junction	25
	High Wycombe	Up Relief or Up Branch Platform	10
MARLOW BRANCH.			
Whole Branch	The speed at any point must not exceed	DOWN LINE.	40
Bourne End	"Red" group engines at any point must not exceed	DOWN LINE.	20
	All roads to and from Marlow between Branch Home Signal (except 48XX class engines)	n Bourne End Station and Up Marlow	5*
	All roads to and from Marlow between Branch Home Signal (48XX class engines only).	n Bourne End Station and Up Marlow	10
WALLINGFORD BRANCH.			
Whole Branch	The speed at any point must not exceed	DOWN LINE.	30
Cholsey	Up Relief	Wallingford	10
Cholsey	Wallingford	Up Relief	10
	All Up and Down Trains between 10 c. and 25c.		25
ABINGDON BRANCH.			
Whole Branch	The speed at any point must not exceed	DOWN LINE.	40
Radley	Abingdon	Down Line	10
Radley	All Up and Down Trains between 57 c. and 71c.		25
BLenheim and Woodstock BRANCH.			
Whole Branch	The speed at any point must not exceed	DOWN LINE.	30
Kidlington	Main Line	Blenheim	10
	Blenheim	Main Line	15
OXFORD AND WORCESTER LINE.			
Wolvercot Junction	Oxford	Worcester	40
Yarnton Jct. (Oxford Road Jct)	Worcester	Oxford	40
	W.R.	L.M.R.	15
	L.M.R.	W.R.	15
WITNEY AND FAIRFORD BRANCH.			
Whole Branch	The speed at any point must not exceed	DOWN LINE.	50
Yarnton Jct. (Witney Jct.)	Oxford	Fairford	15
Eynsham	Fairford	Oxford	15
Witney Station	Oxford	Fairford	15
Brize Norton and Bampton	Fairford	Oxford	15
	Oxford	Fairford	15
	Fairford	Oxford	15
Carterton	Oxford	Fairford	15
	Fairford	Oxford	15

* Permanent Speed Restriction Indicator provided (see page 143 of the General Appendix to the Book of Rules and Regulations).

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

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

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

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

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

5. The Facing Point Junctions are as under:—

DOWN MAIN TO DOWN RELIEF.			
Subway Junction.	Southall, East Junction.	Maidenhead, East.	Pangbourne.
Ladbroke Grove.	Southall, West Junction.	Twyford, East.	Cholsey & Moulsoford.
Old Oak Common, West.	West Drayton East.	Reading, Main Line East.	Morton Cutting.
Friars Junction.	Dolphin Junction.	Reading, Main Line West.	Didcot, East Junction.
Longfield Avenue.	Slough, West.	Reading, West Junction.	Radley.
DOWN RELIEF TO DOWN MAIN.			
Subway Junction.	Dolphin Junction.	Reading, Main Line West.	Didcot, East Junction.
Ladbroke Grove.	Slough, Middle.	Scours Lane.	Didcot, West End.
Friars Junction.	Taplow.	Goring & Streteley.	Foxhall Junction.
Acton, West.	Maidenhead, West.	Morton Cutting.	Sandford.
Southall, West Station.	Reading, Main Line East.		
UP MAIN TO UP RELIEF.			
Kennington Junction.	Goring & Streteley.	Slough, West.	Ladbroke Grove.
Foxhall Junction.	Scours Lane.	Dolphin Junction.	Portobello Junction.
Didcot, West End.	Reading, Main Line West.	Southall, West Station.	Subway Junction.
Didcot, East Junction.	Reading, Main Line East.	Longfield Avenue.	Paddington (Arrival).
Morton Cutting.	Maidenhead, West.	Friars Junction.	Northolt Junction West.
UP RELIEF TO UP MAIN.			
Sandford.	Reading, Main Line West.	Dolphin Junction.	Old Oak Common, East.
Didcot, East Junction.	Reading, Main Line East.	West Drayton, East.	Ladbroke Grove.
Morton Cutting.	Twyford, East.	Southall, West Junction.	Subway Junction.
Cholsey & Moulsoford.	Maidenhead, East.	Southall, East Junction.	Paddington (Arrival).
Pangbourne.	Taplow.	Friars Junction.	West Ruislip.
Reading, West Junction.	Slough, West.	Old Oak Common, West.	

POINT-TO-POINT RUNNING TIMES FOR THROUGH EXPRESS PASSENGER TRAINS.

Recovery time has been allowed in the train schedules for temporary engineering work.

The following point-to-point times to be the normal running time when there are no temporary speed restrictions between the places shown, or when express trains are running late:—

From	To	Depart to Arrive.	Depart to Pass.	Pass to Pass.	Pass to Arrive.
DOWN.		MINUTES.	MINUTES.	MINUTES.	MINUTES.
Paddington	Reading	40	39	—	—
Ealing (Broadway)	Reading	33	—	—	—
Reading	Didcot	20	19	17	—
Reading	Oxford (via Didcot East Loop)	32	—	—	31
Didcot	Swindon	27	26	24	26
Didcot	Oxford	14	—	—	—
Oxford	Banbury	28	—	—	—
VIA BICESTER.					
Paddington	High Wycombe	35	34	—	—
High Wycombe	Ashendon Junction	—	22	21	—
Ashendon Junction	Bicester	—	—	—	11
Ashendon Junction	Banbury	—	—	25	26
Bicester	Banbury	18	—	—	—
UP.					
Banbury	Oxford	28	—	—	—
Oxford	Didcot	14	—	—	—
Oxford	Reading (via Didcot East Loop)	33	32	—	—
Swindon	Didcot	26	25	22	23
Didcot	Reading	20	19	17	19
Reading	Ealing (Broadway)	33	—	—	—
Reading	Paddington	39	—	—	37
VIA BICESTER.					
Banbury	Bicester	17	—	—	—
Banbury	Princes Risborough	—	37	35	—
Banbury	High Wycombe	47	—	44	45
Bicester	Princes Risborough	22	—	20	—
Princes Risborough	Paddington	43	—	—	41
High Wycombe	Paddington	33	—	—	32

All Speed Restrictions, both Permanent and Temporary, must be strictly observed, and Maximum Speed not to exceed 75 m.p.h. except on the following sections, where speed of 85 miles per hour has been specially authorised:—

DOWN

Taplow to Twyford.

UP

Swindon to Stevenston.
Twyford to Taplow.
Ardley to Ashendon Junction.
Beaconsfield to Denham.

REFUGE SIDINGS AND LOOPS.

Station.	Refuge Sidings.	Running Loops.	Number of Wagons Siding or Loop holds†	Station.	Refuge Sidings.	Running Loops.	Number of Wagons Siding or Loop holds†
DOWN.				UP.			
Ladbroke Grove to O.O. Com East	M	—	1	Aynho Jct. to Aynho	—	1	138
O.O. Common East	M	1	—	Ardley	—	1	76
O.O. Common East to Friars Jct.	M	—	1	Bicester	—	1	76
O.O. Common West to Friars Jct.	R	—	1	Brill	—	1	76
Acton Middle to Acton West	R	—	1	Princes Risboro'	2	—	47
Acton West to Ealing Broadway	R	—	1	Heyford	—	1	42
Drayton Green to Hanwell	—	—	1	Kidlington	—	1	58
Southall	M	—	1	Wolvercot Jct.	—	1	333
West Drayton	M	1	—	Oxford	—	1	65
West Drayton	R	1	—	Hinksey North to Hinksey South	—	1	229
Langley	M	1	—	Hinksey South to Kennington Jct.	—	1	173
Langley	R	1	—	Kennington Jct.	—	1	109
Slough	R	1	—	Kennington Jct.	1	—	58
Slough	M	—	1	Sandford to Radley	—	1	250
Taplow	M	1	—	Appleford Crossing to Didcot North Junction	—	1	157
Maidenhead	M	1	—	Didcot North to East Jct.	—	1	175
Maidenhead	R	—	1	Didcot North to East End	Via Yard	1	179
Waltham	M	1	—	Steventon to Milton	—	1	274
Waltham	R	1	—	Milton	—	1	37
Ruscombe	R	—	1	Milton to Foxhall Junction	—	1	242
Twyford	R	1	—	Didcot East to Moreton	—	1	280
Soanning	R	1	—	Didcot (Moreton)	R	1	90
Reading Spur (S.R.) to Reading East (W.R.)	—	—	2	Cholsey	R	1	68
Reading West Jct.	M	—	1	Pangbourne	R	1	53
Tilehurst	M	1	—	Tilehurst	R	1	43
Pangbourne	R	1	—	Scours Lane	—	1	457
Goring	M	1	—	Reading East (W.R.) to Reading Spur (S.R.)	—	1	61
Goring	R	1	—	Soanning	R	1	56
Cholsey	M	1	—	Twyford	R	1	47
Cholsey	R	1	—	Ruscombe	R	1	79
Foxhall Junction to Milton	—	—	1	Waltham	R	1	43
Milton	—	—	1	Bourne End	R	1	32
Milton to Steventon	—	—	1	Maidenhead	R	1	62
Didcot East Junc. to Didcot North Junction	—	—	1	Taplow	R	1	50
Didcot North Junc. to Appleford Crossing	—	—	1	Farnham Road	R	1	95
Sandford to Kennington Junction	—	—	1	Dolphin Jct.	R	1	233
Kennington Jct.	—	—	1	Iver	R	1	414
Kennington Junc. to Hinksey South	—	—	1	Iver	R	1	61
Hinksey South to Hinksey G.F.	—	—	1	Dawley	R	1	246
Hinksey G.F. to Hinksey North	—	—	1	Hayes	R	1	204
Oxford	—	—	1	Southall West Jct.	M	1	86
Oxford North Jct. to Wolvercot Jct.	—	—	1	Southall West Junc. to Southall West Station	—	1	149
Kidlington	—	—	1	Southall East Jct.	R	1	165
Bletchington	1	—	—	Park Royal	—	1	45
Heyford	1	—	—	Park Royal to North Acton	—	1	76
Fritwell to Aynho	—	—	1	Hanwell to West Ealing	R	3	189
Bicester	—	—	1	Ealing (Broadway) to Acton West	R	1	86
Ardley	—	—	1	Acton West to Acton Middle	R	1	106
				Friars Junction	R	1	47
				O.O. Common East to Subway Jct.	—	1	524

M—Indicates Siding or Loop connected with Main Line. R—Indicates Siding or Loop connected with Relief Line.

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

WORKING OF ENGINES IN STEAM COUPLED TOGETHER.

MAIN LINE "DOUBLE RED"; ROUTES.

General instructions relative to the double heading of engines in steam on main line routes are given on page 142 of the General Appendix to the Book of Rules and Regulations, dated August 1st, 1936, but those contained in paragraph 4, clause D, have been amended as follows:—

Clause (D). 4-6-0, 60 XX ("King") Class Engines.

On all routes authorised for 60 XX ("King") class engines (except the Goods loops scheduled for use in emergency by a "King" class engine singly at a maximum speed of 5 m.p.h.), two "King" class engines may run coupled together, or may be assisted by any other Western Region engine, subject to the following regulations:—

- (i) When any tender engine is run coupled to a "King" class engine, they must not be coupled funnel to funnel.
- (ii) When a Tank engine in the "Red" or "Blue" group assists a "King" class engine, the tank engine must be coupled to the tender of the "King" engine.
- (iii) Not more than one engine may be coupled to a "King" class engine without special authority.
- (iv) The foregoing permissions are subject to the observance of the special overall speed restrictions laid down on certain routes as applicable to the working of a "King" class engine singly.

Any number of engines, up to and including five, may work in steam, coupled together and marshalled in any order, over the following sections:—

Paddington to Old Oak Common.

Old Oak Common to Acton.

Stipulations:—

Any number of engines in steam of any type may be worked coupled together in either direction.

The maximum speed must not exceed 30 m.p.h. and must be further reduced to 10 m.p.h. when passing over the Engine Line Bridge at 2m. 29ch.

Paddington to Severn Tunnel Junction via Didcot and Badminton.

Paddington to Gloucester via Didcot and Swindon.

Stipulation:—

Engines of the "King" class are excluded from this arrangement.

Observance of special speed restrictions, as shewn in No. 7 Section of Service Time Tables.

Paddington to Chester via Bicester.

Stipulations:—

Not more than one engine in any group working between Paddington and Oxley is to be of the "King" class.

Any group of more than two engines must observe a general speed restriction of 50 m.p.h. throughout, and a special restriction of 5 m.p.h. over Shifnal Station Bridge at 154m. 28ch.

This special working does *not* apply via Reading and Oxford to Chester.

It is to be understood that the working is applicable to running lines only from Engine Shed to Engine Shed, except so far as passage over the lines when leaving and entering the sheds is concerned.

ROUTES OTHER THAN MAIN LINES.

On the sections of the Western Region not dealt with in the Main Line Route instructions, not more than two engines in steam of the appropriate types in the group or groups authorised to work, may be coupled together and worked at customary speeds, *except* in those where special regulations are laid down to govern the working of engines in steam coupled on the section of line concerned. These cases form the subject of local instructions, and the speed limitations, where specified, must be strictly adhered to.

Any number of engines, up to and including five, may work in steam, coupled together and marshalled in any order, over the following sections:—

Oxford to Tyseley via Honeybourne and Shirley.

Oxford to Wolverhampton via Honeybourne, Worcester and Dudley.

Stipulations:—

Engines covered by this arrangement are those which are permitted singly over the routes; "King" class engines are excluded from the arrangement.

A general speed restriction of 50 m.p.h. to be observed throughout.

Special speed restrictions of 5 m.p.h. at River Avon Bridge, Evesham, 107m. 9ch., and 20 m.p.h. at the bridge at 149m. 38ch. near Tipton, and at the canal bridge at 151m. 20ch. near Daisy Bank must be observed.

It is to be understood that the working is applicable to running lines only from Engine Shed to Engine Shed, except so far as passage over the lines when leaving and entering the sheds is concerned.

OTHER REGIONS' ENGINES COUPLED TO WESTERN REGION ENGINES.

For instructions, see page 108 of the General Appendix to the Book of Rules and Regulations, dated August 1st, 1936.

ENGINE RESTRICTIONS

PADDINGTON TO STEVENTON Route Colour—"Double Red."

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

60XX ("King") class engines may work only over Main, Relief and Platform Passenger lines and connecting crossovers, and also over the engine and carriage lines between Paddington and Old Oak Common, into Paddington Goods Depot, and—in emergency—over recognised engine lines to and from engine sheds *en route*. The following lines and triangles, etc. (Passenger Running Lines only) are also authorised for 60XX ("King") engines:—

West Ealing to Greenford.

West Ealing Triangle via Drayton Green.

Greenford Triangle via Greenford East Loop.

Reading Triangle via Reading West Curve.

Didcot Triangle via Didcot East and West Curves.

To and from Southern Region via New Junction and Old Incline Junction at Reading.

"King" class engines are prohibited from Goods Loops on this section.

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

Station.	Connections and Sidings.	Engines Prohibited.
Paddington (Suburban)	All	All <i>except</i> 14XX, 54XX, 61XX, 87XX and 97XX. §—Not fitted with trip cock.
Westbourne Park (Alfred Road Depot).	All Roads Nos. 6 and 7 New Shed Platform	60XX. All 4-6-0 and 2-8-0 47XX (2-6-0 43XX permitted). 4-6-0 ("Castle") and 49XX ("Hall") permitted. 2-6-0 (43XX) permitted over Nos. 6 and 7 roads in Depot.
Westbourne Park (Kensal Green) ..	Gas Light & Coke Co.'s Sidings	All.
Old Oak Common	Sub-station Siding	All 4-6-0 and 2-8-0 47XX.
West Ealing	Co-operative Milk Co.'s Sidings Meadowland Milk Co.'s Siding	All, <i>except</i> 2-6-0 26XX and 43XX, and all 0-6-0 types, and <i>tank</i> engines of classes 2-8-0, 2-8-2, 0-6-2, 0-6-0, 0-4-2, 2-6-2. All, <i>except</i> 0-6-0T.
Southall	Poulton & Noel's Siding Gas Works Sidings Glebe Siding, with connections to:— Scott's Emulsion Siding Tickler's Siding Crown Cork Siding Kearley & Tonge's Siding	All, <i>except</i> 0-6-0T. All, <i>except</i> 0-6-0T up to stop boards. All engines beyond stop boards. } All <i>except</i> 0-6-0T.
Hayes	Croosoting Yard, all Sidings Goods Yard No. 12 Road Turn-out at 10m. 62c. Goods Yard No. 10 Road Turn-out at 10m. 65c. Down Siding No. 2 Turn-out at 10m. 60c. Down Siding No. 5 Turn-out at 10m. 65c. R.O.D. Sidings Crow Catchpole Sidings Crow Catchpole new Loop to Rotary Tippler B.E.T. Co.'s Sidings Gramophone Co.'s Sidings Nestlé's Sidings De Salis (MacAlpine) Sidings	All <i>except</i> 0-6-0T. } All 4-6-0 and 2-8-0 47XX. All <i>except</i> 0-6-0T up to board. All engines beyond stop board. All <i>except</i> 2-4-0T 35XX and 0-6-0T. All engines. } All <i>except</i> 2-6-2T 61XX and 0-6-0T. All <i>except</i> 0-6-0T. All <i>except</i> 2-4-0T 35XX.
West Drayton	Power Plant Co.'s Sidings Metropolitan Pipe Co.'s Sidings	All, <i>except</i> 2-4-0T 35XX, 0-6-0T 19XX, 0-6-0 57XX. §—Not to proceed beyond wheel-stop All <i>except</i> 2-6-0, 2-6-2T and 0-6-0T up to stop board. All <i>except</i> 0-6-0T 57XX beyond stop board.
Langley	High Duty Alloys' Sidings Stacey's Saw Mill Siding Brickworks' Connection Starch Products' Siding	All engines beyond stop board. All 4-6-0 and 2-8-0 47XX. All engines beyond board. All <i>except</i> 2-6-0, 2-6-2T and 0-6-0T.

ENGINE RESTRICTIONS—continued.

Station.	Connections and Sidings.	Engines Prohibited.
PADDINGTON TO STEVENTON	ON—continued.	
Slough	Gas Company's Sidings G. P. Peter's Sidings Horlick's Sidings I.C.I. Sidings Slough & Datchet Electricity Supply Co.'s Sidings Ballast Hole Triangle Siding Slough Trading Estate (Passenger Platform and Engine Lines).	All engines. All except 0-6-0T. All engines. All tender engines except 4-6-0 "Grange" (68XX), 4-6-0 "Hall" (49XX, 59XX, 69XX), 2-6-0 43XX.
Taplow	Webster's Siding Wood's Siding Lent Rise Siding Down Bank Siding Ballast Pit Siding	All except 0-6-0T 57 XX and 2-6-2T 61XX. All except 0-6-0T, 0-6-2T 0-4-2T and 2-4-0T.
M Maidenhead	Messrs. Cox's Sidings	All except 0-6-0T and 2-6-2T 61XX.
Twyford	Bucks, Berks & Oxon Farmers' "Mill" Siding. Back Road Siding Up Side Sidings and Connections	All except 0-6-0T 57XX and 0-4-2T 14XX up to stop board. All engines beyond stop board. All 4-6-0 and 2-8-0 47XX.
Twyford (Sonning)	C.E.B. Sidings (Down Side) C.E.B. Power Station Sidings (Up Side)	All 4-6-0 and 2-8-0 47XX. All engines beyond stop board.
Reading	Loops to Huntley & Palmer's Sidings Coal Yard Sidings Fish Dock Siding Reading Triangle Tip Siding, No. 2 Turnout, 36m. 44c. Down Old Yard, No. 10 Siding, at 36m. 67c. Turn-out from No. 1 to No. 2 Shunt Spur at 37m. 12c.	All engines beyond stop board. All 4-6-0 and 2-8-0 47XX.
Goring & Streatley	Gatehampton Ground Frame	"Red" Group.
Didcot	Rich's Siding Provender Siding D.N. & S. Bay Line Branch Platform Lines Horse Dock Siding	All engines beyond stop board. All except 0-6-0T. All 4-6-0 and 2-8-0 47XX.
Didcot (Ordnance and Aircraft Depots).	Passenger Lines in Depots (to end of D.5 Shed Passenger Platform only). All other Lines and Sidings in Depots	10XX, 47XX and 60XX. All permitted engines subject to 10 m.p.h. speed restriction. All except "Yellow" and Un-coloured engines. All permitted engines subject to 10 m.p.h. speed restriction.
Steventon	—	For particulars of prohibitions see No. 4 section of the Service Time Tables.

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

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

60XX ("King") Class engines may work only over Main and Platform Passenger Lines and connecting Crossovers.

The following Lines and Triangles, etc. (Passenger Running Lines only) are also authorised for 60XX ("King") engines:—

West Ealing to Greenford.

West Ealing Triangle via Drayton Green.

Greenford Triangle via Greenford East Loop

60XX ("King") Class engines may, in emergency and subject to a maximum speed of 5 m.p.h., work over the following Goods Running Loops between Banbury and Astrop:—

Up .. 85m. 74½c. to 84m. 8c.

Down 84m. 8c. to 85m. 74c.

and the new Down Reception Loop.

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

Park Royal	Waring's Siding Guinness' Sidings Trading Estate Sidings Guinness' Sidings to Reception and Branch Sidings	All except 0-6-0T. All except 0-6-0T 19XX, 20XX, 21XX and 57XX. All except 0-6-0T 19XX, 20XX, 21XX.
Greenford	Sanderson's Siding Up Side Spur Siding, 7m. 68c. Lyons' Sidings British Bath Co.'s Sidings	All engines beyond stop board. All 4-6-0 and 2-8-0 47XX. All engines. All except 0-6-0T.

ENGINE RESTRICTIONS—continued.

Station.	Connections and Sidings.	Engines Prohibited.
OLD OAK COMMON TO BANBURY —continued.		
High Wycombe	Gomme's Siding Bellfield Siding Back Road, New Yard, 16m. 72c.	All <i>except</i> 0-6-0T. All 4-6-0 and 2-8-0 47XX, up to stop board. All engines beyond stop board. All engines.
Blackthorn	Cattle Pen Siding from Birmingham end of Cattle Pens to stop block.	10XX, 60XX, 68XX, 78XX.
Bicester	Cattle Pen Siding from London end of Cattle Pen to stop block.	10XX, 60XX, 68XX, 78XX.
Ardley	Cattle Pen Siding from top of ramp of Up Passenger Platform to stop block.	10XX, 60XX, 68XX, 78XX.
Banbury	Passenger Station—Up Bay, South End, from a point 300 ft. from Station buildings to stop block.	10XX, 60XX, 68XX, 78XX.
	Passenger Station—North End, from a point 150 ft. from Station buildings to stop block.	10XX, 60XX, 68XX, 78XX.
	Passenger Station—Crossover Road, "Tank" Road to Up Bay.	All 4-6-0 engines.
	Passenger Station—Horse Box Siding, Down Side, Birmingham end of Station.	All 4-6-0 engines.
	Goods Yard—Wagon Turntable Local Goods Yard—Local Yard to Spur Hump Yard—Hump to Nos. 4, 6, 18 and 19 Roads.	All engines. 72XX. All 4-6-0 engines. 2-8-0 ("Austerity"). All 4-6-0 engines.

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

All classes of Western Region Engines are permitted except 60XX ("King"). (2-8-0 47XX are permitted only in emergency).

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

Radley	Connection leading to Loading Dock, Back Road, Oxford end.	All 4-6-0 and 2-8-0 47XX.
Oxford	Oxford Gas Co.'s Sidings	All engines beyond stop board.
Bletchington	Cement Co.'s Sidings Connection from Up Main to Up Sidings, Wolverhampton end of Station.	All engines beyond stop board. 2-8-0 47XX.
Fritwell & Somerton	Up Main to Cattle Pens, through Points No. 18.	2-8-0 47XX.
	Down Main to Yard, Wolverhampton end of Station.	2-8-0 47XX.

Branches.

SECTION OF LINE.	ROUTE COLOUR.	ENGINES AUTHORISED.	LOCAL PROHIBITIONS.
Paddington (Suburban) to Smithfield Depot.	—	0-6-0T engines Nos. 9700-9710, fitted with condensor.	—
Paddington to Kensington via West London and North Pole Jct.	"Red" ..	All <i>except</i> 60XX and 2-8-0 47XX ..	—
H. & C. Line (Westbourne Park to Hammersmith) via Crystal Palace Loop.	—	0-6-0 22XX	—
E. & S.B. Line, Ealing Broadway to White City (exclusive).	—	All <i>except</i> 10XX, 60XX and 2-8-0 47XX.	All steam engines: Ealing Broadway Station Platforms and under fly-over bridge at White City.
Brentford to Southall ..	"Yellow" ..	All "Yellow" and uncoloured engines. Diesel Cars of all types on running lines only, also from and to A.E.C. Siding. 0-6-0T 57XX and 67XX "Blue," at maximum speed of 25 m.p.h.	Brentford Town. Depot: All engines beyond stop board in Cox & Dank's Siding.

ENGINE RESTRICTIONS—BRANCHES—continued.

SECTION OF LINE.	ROUTE COLOUR.	ENGINES AUTHORISED.	LOCAL PROHIBITIONS.
Uxbridge (Vine Street) to West Drayton.	"Yellow"	All "Yellow" and uncoloured engines. "Blue" engines <i>except</i> :— 0-6-2T—B, A5, A17, A22, A25, A26. 0-6-0T—A74, B13. 2-6-0 and 0-8-2T—all types.	— No "Blue" engine to receive coupled assistance.
Staines to West Drayton ..	"Dotted Red"	All "Yellow" and uncoloured engines. 2-6-2T 61XX "Blue."	— Staines: 61XX engines must not work into Goods Yard, including Goods Shed, Loading Dock, Private Sidings and Engine Shed.
Windsor to Slough	"Red"	All except 60XX and 2-8-0 47XX .. Diesel Cars No. 1, 17 and 34 ..	—
Henley to Twyford	"Red"	All except 60XX and 2-8-0 47XX .. Diesel Cars Nos. 1 and 19, or similar types, on running lines only.	Twyford: Twyford Mill Private Sidings—all engines <i>except</i> 0-6-0T 57XX.
Wallingford to Cholsey ..	Uncoloured ..	0-4-2T 14XX and 58XX, Diagram M.	Wallingford: C.W.S. Private Siding beyond stop board.
West Ealing to Greenford ..	"Double Red" ..	All classes Diesel Cars of all types	—
Uxbridge (High Street) to Denham.	"Blue"	All "Yellow" and uncoloured engines. 2-6-2T 61XX class on running lines only, subject to maximum speed of 25 m.p.h.	—
High Wycombe to Maidenhead.	"Red"	All except 60XX and 2-8-0 47XX .. Diesel Car No. 19, or similar type ..	Thomas & Green's Sidings: All engines beyond stop board.
Marlow to Bourne End ..	"Dotted Red"	All except 60XX and 2-8-0 47XX ..	"Red" engines not to exceed 20 m.p.h. at any point on branch. Marlow: "Red" and "Blue" engines prohibited from Goods Shed and beyond doors of Engine Shed.
Watlington to Princes Risborough.	"Yellow"	0-6-0T 54XX, 64XX, 74XX and uncoloured engines.	Chinnor: Chinnor Cement Co.'s Private Sidings beyond stop board.
Princes Risborough to Kennington Jct.	"Red"	All except 60XX and 2-8-0 47XX. Diesel Car No. 19 or similar type, on running lines only.	Thame: All except 0-6-0 type in Siding leading to "Church" Sidings. Morris Cowley: All engines:— Pressed Steel Private Sidings beyond stop board. M.A.P. Private Sidings beyond stop boards. Nuffield Exports Private Sidings (Low Level) beyond stop boards at crossover Road. Littlemore: All engines over Wagon Turntable leading to Asylum Siding.
Aylesbury to Princes Risborough.	"Blue"	2-6-2T 61XX "Blue" (No restriction on two light engines of following classes running together: 61XX, 45XX, 87XX, 74XX and 0-6-0 Tender (23XX type.)	—
Abingdon to Radley ..	Uncoloured ..	0-4-2T 14XX, 58XX	Abingdon: Malt House Private Sidings beyond stop board.
Fairford to Yarnton (exclusive).	"Yellow"	All "Yellow" and uncoloured engines. Diesel Car No. 1, or similar type, as between Prize Norton & B. and Yarnton on running lines only.	—
Blenheim & Woodstock to Kidlington.	"Yellow"	All "Yellow" and uncoloured engines.	—

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

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

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

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

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

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

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

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

Milk Tanks.—**Siphons F., G., H., and Snakes C (Corridor).**

Fixed ("Milkas") ... 14 tons
Road/Rail ("Rotanks") ... 18 tons
The weight of parcels (including stores), perishable, fish and milk trains which are run in accordance with passenger train regulations, must not exceed a gross weight of 550 tons, including brake, whether assisted or unassisted.

MIXED TRAINS.—In the case of these trains which are authorised to be run as "Mixed" trains, the total weight of the train to be obtained as follows:—
Tonnage of Passenger stock, plus Tare weight of Goods Brake Van (where provided), plus Freight vehicles.

Tonnage of Freight vehicles to be calculated as under:—
Class 1 traffic = 16 Tons per wagon.
Class 2 traffic = 13 Tons per wagon.
Class 3 traffic = 10 Tons per wagon.
Class 4 (4-wheel stock) = 6 Tons per wagon.

NOTES.

The instructions contained herein do not in any way affect or remove the prohibition placed by the Chief Engineer on the working of certain types of engines over certain sections of line, although loadings may be given in the table for engines over portions of line which are prohibited for them.

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

Empty Stock trains must not exceed 20 eight-wheel vehicles or their equivalent.

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

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

Prefix GG—1.40 p.m. Paddington, (or Nc.—) time—five Penceance, 170—three Kingswear, 100—two Ilfracombe, 66—two Weymouth, 65—Engine 6011. When the engine carries a Train

number the train number must be used instead of the title.

MAIN LINE TRAINS.

CLASS OF ENGINE.

SECTION		10XX		4003 to 4072 except		29XXX 78XXX		3335-3455		90XX		0-6-0 and 0-6-0 T.		2-4-0 T. Metro.		0-4-2 T.	
		100, 111, 4000, 4016, 4032, 4037		4016, 4032, 4037		43XX, 53XX, 63XX, 73XX, 93XX		4400-4410 4500-4599 5500-5574		2900-2999 32XX							3574 3575 3577
		60XX		47XX		39XX 49XX 59XX 69XX		31XX, 41XX 51XX, 61XX 81XX		36XX, 37XX 46XX, 57XX 77XX, 87XX 96XX, 97XX		0-6-2 T. "B" Group.		0-6-2 T. "A" Group.			1834 1835 1836
				W		68XX		56XX, 66XX		94XX				844-896			
			Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
			455 485 500	455 485 500	420 455 485	420 455 485	420 455 485	392 392 392	384 392 392	364 392 392	336 364 364	220 220 220	220 220 220	198 198 198	198 198 198	198 198 198	198 198 198
			500 530	500 530	500 530	500 530	500 530	500 530	500 530	500 530	500 530	500 530	500 530	500 530	500 530	500 530	500 530
			Swindon	Swindon	Swindon	Swindon	Swindon	Swindon	Swindon	Swindon	Swindon	Swindon	Swindon	Swindon	Swindon	Swindon	Swindon
			Paddington	Paddington	Paddington	Paddington	Paddington	Paddington	Paddington	Paddington	Paddington	Paddington	Paddington	Paddington	Paddington	Paddington	Paddington
			From	From	From	From	From	From	From	From	From	From	From	From	From	From	From
			To	To	To	To	To	To	To	To	To	To	To	To	To	To	To

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

Passenger Engine Loads—continued.

Main Line Trains—continued.

10.40 p.m. (Parcels) Paddington to Plymouth ..	..	Gross maximum load allowed Paddington to Swindon: "Castle" class, 500 tons; 40xx "Star" class, 49xx, 68xx, 465 tons; 43xx, 78xx, 83xx, 450 tons.
3.50 p.m. (Milk) Whitland to Kensington ..	..	..
4.15 p.m. (Milk) Exeter to West Ealing ..	..	..
4.35 p.m. (Parcels) Neyland to Paddington ..	..	..
5.10 p.m. (Milk) Melksham to Kensington (Sundays) ..	..	Gross maximum load allowed Swindon to West Ealing: "Castle" class, 550 tons; 40xx "Star" class, 49xx, 510 tons.

CLASS OF ENGINE.

SECTION.													
FROM	TO	10XX		4003-4072		29XX, 78XX		3335-3455		90XX		0-4-2 T.	
		60XX	Tons	except	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons
Paddington	..	400	355	4016	320	43XX, 53XX	292	4400-4410	392	2200-2209	364	2-4-0 T. Metro.	—
	..	500	455	4032	420	63XX, 73XX	420	4500-4599	392	32XX	364	0-6-0 T. & "A" Group.	—
	..	500	455	4037	420	93XX	420	5600-5674	392	—	364	0-4-2 T.	—
	..	500	455	4073-4080	485	31XX, 41XX	455	36XX, 37XX	392	—	392	0-6-2 T. "B" Group.	—
	..	—	500	4073-4080		49XX, 57XX		46XX, 57XX				14XX, 58XX	1334
				5000-5009		81XX, 61XX		77XX, 87XX				844-896	1335
						56XX		96XX, 97XX				—	1336
						68XX		94XX					

BRANCH LINES.

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

Passenger Engine Loads—continued.

Branch Lines—continued.

CLASS OF ENGINE.

SECTION.

SECTION.																								
FROM	TO	60XX				10XX				4003-4072 except		29XX, 78XX		3335-3455		90XX		0-6-0 & 0-6-0 T		2-4-0 T. Metro.		0-4-2 T.		
		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		Tons		
																		</						

* 1-260 tons Maximum will also apply to trains worked by 0-4-2 T class engines over the Abingdon Branch.

MAXIMUM LOADS for AUTO ENGINES.

Gradient.	AUTO ENGINES.			
	2-4-0 T	0-4-2 T	0-6-0 T	Tons.
1-40	..	..	..	90
1-50	..	..	..	120
1-60	..	..	..	135
1-80	..	..	..	180
1-100	..	..	..	210

The tonnage loads shown in the "Standard Loads Table" do not apply when Auto-Car services are being worked by engines of the 14XX, 54XX and 64XX classes, the authorised loads for which are specially laid down separately, in accordance with the instructions in Clause 13, page 130, of the General Appendix, viz:—

SHUNTING ENGINES.—LONDON DIVISION.

Shunting Power.. Passenger.

STATION.	Engine No.	Starting Time.	Authorised Hours.							Total per Week. H. M.	REMARKS.
			Mon.	Tues.	Wed.	Th.	Fri.	Sat.	Sun.		
Paddington Yard	A	3. 0 a.m.	25	25	25	25	25	25	—	150 0	Light from and to Shed. Works down coaches of 3.45 a.m. Arrival (Suns.) to Old Oak Common.
		2.30 a.m.	—	—	—	—	—	—	14	14 0	Light from Shed. Works down coaches of 4.35 p.m. Arrival to Old Oak Common.
		11.30 p.m.	—	—	—	—	—	—	4½	4 30	Works coaches from and to Old Oak Common.
		Total hours per week							..	168 30	
Old Oak Common	E	9. 0 p.m.	24	24	24	24	24	25	23	168 0	Shunts South side of Carriage Shed. Previously No. 14 Coach Pilot, except Sundays, when off Shed 10.0 p.m.
	F	10. 0 p.m.	24	24	24	24	24	24	24	168 0	Shunts North side of Carriage Shed. Previously No. 11 Coach Pilot, except Sundays, when off Shed 10.0 p.m.
	G	7. 0 a.m.	16	16	16	16	16	16	—	96 0	Backs up coaches South side of Carriage Shed.
	H	6. 0 a.m.	16	16	16	16	16	16	—	96 0	Shunts Parcels Van Sidings. Light from and to Shed
	K	6. 0 a.m.	16	16	16	16	16	16	—	96 0	Shunts in Coronation Yard. Light from and to Shed.
	K	6. 0 p.m.	—	—	—	—	—	—	10 10	20 0	
	Total hours per week							..	644 0		
West London ..	B	6. 0 a.m.	24	24	24	24	24	24	24	168 0	Light from Shed. Stale Pilot works up coaches of 7.25 a.m. and 7.35 a.m. Paddington after new Pilot arrives 6.0 a.m. Weekdays. To Shed 6.0 p.m. Sundays. New Pilot 6.0 p.m. Sundays to 6.0 a.m. Mondays.
	—	7.30 a.m.	8	8	8	8	8	8	—	48 0	(Weighbridge Pilot.) Works 6.0 a.m. Cripples Old Oak Common to West London. Shunts Ladbroke and Weighbridge Sidings until 3.30 p.m.; then works up 5.19 p.m. Paddington coaches.
		Total hours per week							..	216 0	
West Ealing ..	—	—	1	1	1	1	1	1	1	7 0	4.0 p.m. (Freight Shunting Engine.) Shunts out Tanks from C.W.S. Sidings at 5.0 p.m.
Southall ..	1	6.30 a.m.	9½	9½	9½	9½	9½	8½	—	56 0	Shunting Trailers, etc., also tailing trains. Used for working Local trains when engines late off Shed and emergency to cover failures.
	1	10. 0 a.m.	—	—	—	—	—	—	2½	2 30	SX Light to Hayes at 4.0 p.m. SO Light to Shed at 3.0 p.m. Suns. Light to Shed at 12.30 p.m.
		Total hours per week							..	58 30	
Hayes ..	—	—	—	—	—	—	—	—	—	—	(6.0 a.m. to 10.0 p.m. Freight Shunting Engine.) Passenger shunting as necessary.
West Drayton ..	—	—	—	—	—	—	—	—	—	—	(No. 2 Freight Shunting Engine.) Passenger shunting as necessary.
Slough .. Pilot	—	9.30 a.m.	3½	3½	3½	3½	3½	3½	—	19 30	Off 9.10 a.m. Windsor.
	—	6. 0 p.m.	3	3	3	3	3	3	—	18 0	Off 4.52 p.m. Paddington SX
		Total hours per week							..	37 30	
Windsor ..	—	—	—	—	—	—	—	—	—	—	By Freight Shunting Engine and various Train Engines, as necessary.
Maldenhead ..	—	8.30 a.m.	3	3	3	3	3	3	Pass wrk	18 0	Engine off 7.50 a.m. Wycombe held after arrival for Passenger and Freight Shunting till 7.50 p.m. Thence light to Slough.
Reading : Down Line Pilot.	—	5.10 a.m.	19	21	21	21	21	21	2	126 0	Shunts at West end of station and works trips to Triangle Sidings and S.R. Junction as required. To Shed light at 2.10 a.m. Tuesdays to Sundays, 1.10 a.m. Mondays.
	—	8. 0 a.m.	1	—	—	—	—	—	—	16	17 0	Changed 4.20 a.m. Tuesdays to Saturdays, 6.0 a.m. Sundays.
Up Line Pilot	—	4.20 a.m.	24	24	24	24	24	24	24	168 0	Shunts at East end of station and works trips to S.R. Junction as required.

STATION.	Engine No.	Starting Time.	AUTHORISED HOURS.							Total per Week. H. M.	REMARKS.
			Mon.	Tues.	Wed.	Th.	Fri.	Sat.	Sun.		
Reading—Contd.											
Coach Pilots ..	—	8. 0 a.m.	2½	2½	2½	2½	2½	2½	—	13 30	Off 7.5 a.m. Basingstoke. To Shed 10.15 a.m.
—	—	8.45 a.m.	2½	2½	2½	2½	2½	2½	—	13 30	Off 8.2 a.m. Thatcham. To Shed 11.0 a.m.
—	—	11. 0 a.m.	6½	6½	6½	6½	6½	6½	—	39 0	Off 10.24 a.m. Maidenhead. Released at 5.30 p.m. to work 6.20 p.m. Auto. Reading to Maidenhead.
—	—	6. 0 p.m.	2½	2½	2½	2½	2½	2½	—	15 0	Off 4.38 p.m. Hungerford. To Shed 8.30 p.m.
—	—	6. 0 p.m.	5½	5½	5½	5½	5½	5½	—	33 0	Off 1.45 p.m. Weston. To Shed 11.30 p.m.
Total hours per week										425 0	
Didcot:											
East End Pilot	—	8. 0 p.m.	24	24	24	24	24	24	9	153 0	Light from Shed. To Shed 5.0 a.m. Sunday.
—	—	9. 0 a.m.	—	—	—	—	—	—	1	1 0	Light from Shed. To Shed 10.0 a.m.
—	—	10.30 a.m.	—	—	—	—	—	—	2	2 0	Off 9.55 a.m. Oxford.
—	—	2.30 p.m.	—	—	—	—	—	—	2	2 0	Off 1.35 p.m. Reading.
—	—	4.30 p.m.	—	—	—	—	—	—	4	4 0	Off 3.45 p.m. Oxford.
West End Pilot	—	8.30 a.m.	2½	2½	2½	2½	2½	2½	—	15 0	Light from Shed.
—	—	11.15 a.m.	7½	7½	7½	7½	7½	7½	—	45 0	Off 10.40 a.m. Oxford. To work 6.55 p.m. Didcot to Reading.
—	—	6. 0 p.m.	2	2	2	2	2	2	—	12 0	Off 1.55 p.m. Southampton. To Yard as Coach Pilot from 8.0 p.m.
—	—	8. 0 p.m.	3½	3½	3½	3½	3½	3½	—	19 30	Off 5.45 p.m. Swindon after disposing of own coaches and light to and from Shed after turning, etc. To be prepared to assist or work a Down train and remain at West End until passing of 10.10 p.m. Paddington Postal.
Passenger Yard Pilot	—	8. 0 a.m.	2	2	2	2	2	2	—	12 0	Off 6.45 a.m. Newbury.
—	—	8. 0 p.m.	1½	1½	1½	1½	1½	1½	—	9 0	Off 1.55 p.m. Southampton from West End.
Total hours per week										274 30	
Oxford	1	5. 0 a.m. MO 6. 0 a.m. MX	19	24	24	24	24	24	4½	143 30	Work on West Midland Sidings and all Down trains. Changed 5.0 a.m. Mondays, 4.30 a.m. Tuesday to Saturday. To Shed 4.30 a.m. Sunday.
	2	6.30 a.m.	24	24	24	24	24	24	24	168 0	Weekdays work on Up Sidings and all Up Trains. Sundays work on West Midland and Up Sidings and all trains. Changed 12.0 noon daily.
Total hours per week										311 30	

SHUNTING ENGINES—LONDON DIVISION.

Shunting Power. Freight.

STATION.	Engine No.	Starting Time.	AUTHORISED HOURS.							Total per Week. H. M.	REMARKS.
			Mon.	Tues.	Wed.	Th.	Fri.	Sat.	Sun.		
Paddington Goods	1	12. 5 a.m. Monday	23½	24	24	24	24	24	13½	157 25	Shunts at Lord Hills. Stale Engine to Shed 1.30 p.m. on Sundays. Fresh engine arrives daily at 7.0 p.m. Stale engine works 7.25 p.m. to Park Royal and Acton.
	2	6.30 a.m. Monday	17½	24	24	24	24	24	14	151 30	Shunts at Lord Hills. To Shed 2.0 p.m. Sundays. Fresh engine arrives ex Shed at 4.0 p.m. daily. Stale engine works 4.15 p.m. SX , 4.25 p.m. SO to Acton, 6.7 p.m. Acton to Paddington, and 6.55 p.m. Paddington to Acton.
	3	6. 0 a.m. Monday	18	24	24	24	24	24	5	143 0	Shunts Crimea, Portobello and Ladbroke. To Shed 5.0 a.m. Sundays. Fresh engine ex Shed 12.30 p.m. Tuesday to Saturday, changing at Ladbroke. Engines light to and from Shed.
	4	6. 0 a.m. Monday	18	24	24	24	24	20	—	134 0	Shunts at New Yard and assists clearing trains from Up Goods line to release train engines on arrival. To shed 8.0 p.m. Saturday. Relieved by engine off Shed 6.0 a.m. daily. Stale engine light to Shed.
Total hours per week										585 55	
Old Oak Common Up Side ..	1	7. 0 a.m. Monday	17	24	24	24	24	24	15	152 0	All engines employed in marshalling. To shed 3.0 p.m. Sunday.
	2	Continuous 6. 0 a.m. Monday	24	24	24	24	24	24	24	168 0	Engine changed at 3.0 p.m. MX .
	3	10. 0 p.m. Sunday	18	24	24	24	24	24	12	144 0	Engine changed 7.0 a.m. daily.
	4	2. 0 p.m.	24	24	24	24	24	24	16	160 0	Engine changed 8.0 p.m. daily.
Total hours per week										720 0	
Acton	1	6. 0 a.m. Monday	18	24	24	24	24	24	14	152 0	Shunts Mason's Lane, No. 1 Down Yard. Changes 1.0 a.m. Light from Southall Shed and stale engine works 2.15 a.m. MX (3.0 a.m. Sundays) Acton to Southall.
	2	6. 0 a.m. Monday	18	24	24	24	24	24	12½	150 30	Shunts Mason's Lane, No. 2 Down Yard. Light from and to Shed.
	3	6.0 a.m. Monday	18	24	24	24	24	24	18	156 0	Shunts West end of Up Yard. Light from and to Old Oak Common Shed.
	4	6. 0 a.m.	16	16	16	16	16	16	13	93 0	Shunts Coal Yard and Goods Shed, also Miles Druce Sidings on Down Main Line, Cripples' Sidings, etc. Light from and to Old Oak Common Shed.
	5	6. 0 a.m. Monday.	18	24	24	24	24	24	6	146 0	Shunts east end of Down Yards, sectionising traffic off N.L. trains and Coal Yard to Nos. 1 and 2 Down Yards. Light to and from Old Oak Common Shed. Changed 1.30 a.m. daily.
Total hours per week										703 30	
Park Royal ..	1	6. 0 a.m. Monday	18	24	24	24	24	24	20	158 0	Shunts Park Royal Yard, field side. Light from and to Old Oak Common Shed. Changed at 1.0 a.m.
	2	6. 0 a.m.	14	14	14	14	14	14	—	84 0	Shunts Worcester side and Trading Estate. Clears No. 2 Loop and trips traffic to and from Messrs. Guinness' Sidings. Light from Old Oak Common Shed.
	3	11.15 a.m. SX 10. 0 a.m. SO	4	4	4	4	4	2	—	22 0	Shunts Hambledon Estate. Arrives on 9.20 a.m. Acton (SX) and departs working 3.25 p.m. Park Royal (SX). On Saturdays light from and to Old Oak Common Shed.
Total hours per week										264 0	
Park Royal .. (Guinness' Private Sidings.)	—	7.30 a.m.	10	10	10	10	10	6½	5	61 30	Works in Messrs. Guinness' Private Sidings.
North Acton ..	1	6.40 a.m.	6½	6½	6½	6½	6½	6½	—	38 0	Shunts North Acton and Generator Sidings, separates traffic for Hambledon Estate and Cox & Danks. Arrives working 6.30 a.m. ex Old Oak Common and leaves 1.0 p.m. Light to Old Oak Common Shed. On Sundays necessary work covered by 6.0 a.m. Old Oak Common.

SHUNTING ENGINES-LONDON DIVISION. Freight-cont.

SHUNTING ENGINES—LONDON DIVISION

Freight—continued.

STATION.	Engine No.	Starting Time	AUTHORISED HOURS.							Total per Week. H. M.	REMARKS.
			Mon.	Tues.	Wed.	Th.	Fri.	Sat.	Sun.		
West Drayton ..	1	5. 0 a.m.	1	1	1	1	1	1	—	6 0	Shunt out Branch traffic and take to East End; works 6.0 a.m. to Uxbridge. At Marshalling Yard. Continuous shunting, also passenger tail traffic. Light to shed 11.15 p.m.
	2	9. 0 a.m.	14½	14½	14½	14½	14½	14½	—	85 30	
	Total hours per week									91 30	
Iver	—	10. 0 a.m.	3	3	3	3	3	3	—	18 0	Engine working 7.20 a.m. Slough and Iver Pilot. Arrives 9.50 a.m. and works till 1.0 p.m. Engine utilised to shunt Mileage Sidings at Iver and under Control orders for sectionising traffic in Sidings. Then works trips to West Drayton if required.
Slough	1	1. 0 a.m. Monday	23	24	24	24	24	24	16	159 0	Shunting Traffic Up Siding for Old and New Yards, Goods Shed, and Private Sidings. Dress Goods Shed, Old and New Yards, and marshal traffic for dispatch. Light to Shed at 4.0 p.m. Sundays. Berthing traffic in Yards and Goods Shed. Form trains for Windsor; Starch Products, Langley and Iver. Shunt M.T. Sidings and clear Estates traffic. Light to Shed at 10.30 a.m. Shunt Goods Shed and all "to weigh" wagons, work two trips to Gas Co., etc., and cross Empties to Down Main Line Sidings. Clear No. 2 Estate Siding and shunt Cripple Sidings. Light to Shed 8.0 p.m. (SX), 6.0 p.m. (SO).
	1a	6. 0 a.m. Monday 10. 0 p.m. SX	6½	12½	12½	12½	12½	10½	—	67 0	
	2	8. 0 a.m.	12	12	12	12	12	10	—	70 0	
	Total hours per week									296 0	
Windsor & Eton	1	9.30 a.m.	2½	2½	2½	2½	2½	1½	—	14 0	Works 8.55 a.m. Slough Freight. Shunts Goods Shed and Mileage Yard. Light to Slough at 12.0 noon SX, 11.0 a.m. SO. Shunt Goods Shed and Goods Shed Road. Thence to Mileage Yard. Shunt out loaded and empty wagons to form 9.45 p.m. Freight Train to Slough. Works 9.25 p.m. Passenger to Slough.
	2	6. 0 p.m.	3	3	3	3	3	3	—	18 0	
	Total hours per week									32 0	
Taplow	1	7. 0 a.m.	15	15	15	15	15	15	—	90 0	Marshalling traffic. Shunts Gravel Pit and Lent Rise Sidings. Berth traffic as required. To Shed 10.0 p.m. Light to and from Shed. Arrives light ex Slough Shed. Departs 3.50 a.m. to Wycombe.
	2	1.50 a.m.	2	—	—	—	—	—	—	2 0	
	Total hours per week									92 0	
Maldenhead ..	—	11.30 a.m.	8	8	8	8	8	8	—	48 0	Engine off 7.48 a.m. Wycombe Passenger after Passenger Shunting. Light to Slough Shed at 7.50 p.m.

SHUNTING ENGINES—LONDON DIVISION

Freight—continued.

STATION.	Engine No.	Starting Time.	AUTHORISED HOURS.								Total per Week.		REMARKS.
			Mon.	Tues.	Wed.	Th.	Fri.	Sat.	Sun.	H.	M.		
Reading : West Jct. Up Yard No. 1.	1	Continuous	24	24	24	24	24	24	24	168	0	Up Yard Back Roads. Shunt Sidings 4 to 9 inclusive. Changed 6.0 p.m. Monday to Saturday.	
Up Yard No. 2	2	2. 0 p.m. Monday	10	24	24	24	24	24	6	136	0	Up Yard Front Roads. Shunt Sidings 1, 2 and 3 Dissect and marshals traffic for points east of Reading; also works Transfer Trips between West Junction and West Goods To Shed light at 6.0 a.m. Sunday Shunts in Down Yard. Changed 6.0 a.m. daily. On Sundays stale Up Yard No. 2 Engine becomes Down Yard No. 1 Engine from 6.0 a.m. to 2.0 p.m., then shed.	
Down Yard No. 1.	3	6. 0 a.m. Monday	18	24	24	24	24	24	14	152	0	Shunts Nos. 1 to 4 Sidings and works trips Scours Lane, Down Old Yard and West Goods as required. Changed 10.0 p.m. To Shed light 2.0 p.m. Saturday.	
Down Yard No. 2.	4	10.0 p.m. Monday	2	24	24	24	24	14	—	112	0	Shunts Down Old Yard. To Shed light 6.0 a.m. daily. On Saturdays starts 2.0 p.m.	
Down Old Yard.	5	8. 0 p.m. Monday	4	10	10	10	10	16	6	66	0	Dresses Shed Roads and Mileage Sidings in Low Level as required by Goods Depot. Deals with traffic to and from Huntley & Palmer's Factory. Proceeds to High Level as required and deals with traffic detached by Up Trains at High Level. Changed 10.15 a.m. Tuesday to Saturday. To Shed light 2.0 p.m. Sundays.	
Low Level: East End.	7	6. 0 a.m. Monday	18	24	24	24	24	24	18	152	0	Marshals wagons from Shed which are placed on No. 1 Road by East End engine. Clears and shunts traffic ex Southern Region Transfer Sidings. Works as required at East End and forms pilot trips for West Junction. Works transfer trips between Low Level and West Goods and shunts at West Goods and Cattle Pens as required. Shunts Cripple Sidings daily except Mondays 2.0 a.m. to 5.0 a.m. Also works 6.0 a.m. trip West Junction to High Level Mondays. Changed 10.0 p.m. Mondays to Saturdays. To Shed light 10.0 p.m. Sats.	
Low Level: West End.	8	6. 0 a.m. Monday	18	24	24	24	24	22	—	136	0	Berths Coal and Mileage Traffic in Coal Yard. Shunts Engineers' and Telegraph Dept. Yards and works trips to and from Cattle Pens and West Goods as required. To Shed 6.0 a.m. Sundays. Changed 7.0 a.m. Tuesdays to Saturdays. To Shed light.	
Coal Yard ..	9	6. 0 a.m.	18	24	24	24	24	24	6	144	0	Shunts Scours Lane Yard, including Cold Storage and Private Sidings, also shunts Tilehurst Yard. Works as Passenger Pilot as required at Tilehurst and works trips between Scours Lane and West Junction as necessary. To Shed light 2.0 p.m. Sundays. Changed 5.30 a.m. Works to West Junction with trip, then to Shed.	
Scours Lane ..	10	6. 0 a.m.	18	24	24	24	24	24	14	152	0		
												Total hours per week 1,218 0	
Moreton Sidings	1	6. 0 a.m. Monday	18	24	24	24	24	24	18	156	0	Breaking up incoming trains and marshalling outwards trains. No. 1 Engine changed daily at 6.0 p.m., light to Didcot Shed. No. 2 Engine changed daily at 10.0 p.m., light to Didcot Shed. Nos. 1 and 2 Engines to Shed 6.0 p.m. Sundays.	
	2	6. 0 a.m. Monday	18	24	24	24	24	24	18	156	0		
												Total hours per week 312 0	

SHUNTING ENGINES—LONDON DIVISION

Freight—continued.

STATION.	Engine No.	Starting Time.	AUTHORISED HOURS.							Total per Week. H. M.	REMARKS.
			Mon.	Tues.	Wed.	Th.	Fri.	Sat.	Sun.		
Didcot Yard ..	1	6. 0 a.m. Monday	18	24	24	24	24	24	14	152 0	Shunting in Up Yard Sidings. To Shed light 2.0 p.m. Sunday. To Shunt Cripple Sidings and West Yard. To Shed light at 10.0 p.m. Shunting in Centre Yard. To Shed light at 6.0 a.m. Sunday.
	2	5. 0 p.m.	5	5	5	5	5	—	—	25 0	
	3	6. 0 a.m. Monday	18	24	24	24	24	24	6	144 0	
	Total hours per week..									321 0	
Didcot Depot ..	1	7.15 a.m.	12½	12½	12½	12½	12½	5½	—	67 0	Ex Shed 6.45 a.m. Works trip 7.0 a.m. Yard to Depot. Works 7.30 p.m. SX, 1.0 p.m. SO, trip to Yard, then to Shed. Ex Shed 9.45 a.m. Light to Shed at 5.30 p.m.
	2	10. 0 a.m. SX	7½	7½	7½	7½	7½	—	—	37 30	
	Total hours per week ..									104 30	
Oxford : South End Yard.	—	6. 0 a.m.	18	24	24	24	24	24	14	152 0	Engine changed 2.0 p.m. daily. Light to and from Shed. To Shed 2.0 p.m. Sundays.
Hinksey Down Yard.	—	6. 0 a.m.	18	24	24	24	24	24	6	144 0	Engine changed 6.0 a.m. daily. Light to and from Shed. To Shed 6.0 a.m. Sundays.
Hinksey Up Yard.	—	6. 0 a.m.	18	24	24	24	24	24	6	144 0	Engine changed 4.0 p.m. daily. Stale engine works 4.0 p.m. Hinksey to Morris Cowley, except Saturdays, when engine continues work until changed at 10.0 p.m. To Shed 6.0 a.m. Sundays.
Total hours per week ..									440 0		
Yarnton ..	—	—	—	—	—	—	—	—	—	—	Shunting Engine suspended.
Morris Cowley ..	1	6.30 a.m.	17½	22½	22½	22½	22½	22½	12	142 0	Arrives working 6.5 a.m. ex Hinksey. Shunts out and berths traffic for private sidings. Berths and dresses Engineering Dept. Tip Sidings. Shunts Yard and marshals traffic for outwards services. Light to Shed Shed 5.0 a.m. Sundays light to Shed 1.30 p.m.
West Ruislip ..	—	6. 5 a.m.	3½	3½	3½	3½	3½	3½	—	22 30	Ex Southall Shed at 5.30 a.m. Dress Goods Yard. Shunt out R.A.F. traffic and place in Private Sidings. Shunt out B.S.A. traffic and place in Private Sidings. Marshalling for 9.45 a.m. ex Acton, Joint Line traffic. Released at 9.50 a.m. to Gerrards Cross and Beaconsfield for Yard Shunting. Light to Southall Shed from Beaconsfield at 12.30 p.m.
High Wycombe	—	4.30 a.m.	19½	24	24	24	24	24	6	145 30	Arrives light ex Taplow 4.30 a.m. Monday. To Shed light at 6.0 a.m. Sunday morning. Changed with engine of 11.35 a.m. Taplow at 6.30 p.m. each day.

TIME ALLOWANCES FOR FREIGHT TRAINS WHEN RUNNING AND STOPPING.

Special Freight Trains, also Ordinary Freight Trains, when running out of course will run at the standard point-to-point times shewn on pages 5, 114, 240, 255, 271 etc., unless otherwise ordered. The time allowances shewn for stopping and starting to apply at places where calling for traffic or other purposes, but not to delays by signals or engineering slacks.

Booked Trains which do not load fully and are timed at faster speeds than the standard point-to-point times will continue to run at the booked speed and should not exceed their present running allowances when out of course.

HAMMERSMITH COAL TRAIN BETWEEN OLD OAK COMMON and HAMMERSMITH.

Target No. 2.—Load, 35 Wagons and 2 Vans. Must run via Up Goods Line from Old Oak Common East to Ladbroke Grove and cross there to the Up Carriage Line and run to Westbourne Bridge Box. Engine to run round train on No. 1 Carriage Line and depart for Hammersmith via Down Main Line and Crystal Palace Loop. Return Train to work as shewn.

FORWARD.				RETURN.			
		arr. a.m.	dep. a.m.			arr. a.m.	dep. a.m.
Old Oak Common .. .. .	.. .. .	GL	1 10	Hammersmith .. .. .	.. .. .	—	3 20
Ladbroke Grove Junction .. .. .	.. .. .	CL	1 33	Latimer Road .. .. .	.. .. .	3 30	3 32
Westbourne Bridge Box .. .. .	.. .. .	1 25	1 33	Westbourne Park (H. & C.) .. .. .	.. .. .	3 35	3 38
Westbourne Park (H. & C.) .. .. .	.. .. .	1 38	1 42	Latimer Road .. .. .	.. .. .	3 41	3 45
Latimer Road .. .. .	.. .. .	1 50	—	Uxbridge Road .. .. .	.. .. .	3 50	4 10
Hammersmith .. .. .	.. .. .	—	—	Kensington .. .. .	.. .. .	4 25	—
				Old Oak Common .. .. .	.. .. .	4 52	—

WESTERN REGION FREIGHT TRAINS FROM AND TO SMITHFIELD.

Week Days only.

DOWN TRAINS.				Freight				Freight				Freight			
		Freight	Freight	Freight	Freight	Freight	Freight	Freight	Freight	Freight	Freight	Freight	Freight	Freight	Freight
		MX	MO					SX	SO	SO	SUS-PEN-DED	SX	SX	SX	
		a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
SMITHFIELD .. . dep.	12 47	1 21	4 25	5 51	6 36	11 22	3 29	3 48	5 33	7 18	8 6	8 28	9 6		
Farringdon .. . pass	12 50	1 24	4 28	5 54	6 39	11 25	3 32	3 51	5 36	7 21	8 9	8 29	9 9		
Paddington (Sub.) .. . "	1 3	1 37	4 42	6 7	6 54	11 40	3 46	4 4	5 49	7 34	8 23	8 43	9 25		
Subway Junction .. . "	RL	RL	RL	RL	RL	RL	RL	RL	RL	RL	RL	RL	RL	RL	RL
Westbourne Park .. . "	1 8	1 41	4 47	6 12	7 0	11 52	4 6	4 29	5 53	7 40	8 28	8 50	9 31		
Old Oak Common .. . arr.	—	—	—	—	7 6	—	4 12	4 28	5 53	7 46	8 33	—	9 40		
Common .. . dep.	1 12	1 45	—	—	—	11 57	4 42	5 10	6 20	8 10	9 8	8 55	10 25		
Park Royal .. . arr.	—	—	—	—	—	—	—	—	—	8 18	—	—	10 35		
ACTON .. . "	1 17	1 50	5 0	6 30	—	12 N5	4 52	5 18	6 26	—	9 15	9 0	—		

UP TRAINS.				Freight				Freight				Freight			
		Freight	Freight	SUS-PEN-DED	Freight	Freight	Freight	Freight	Freight	Freight	Freight	Light Engine	Light Engine	Freight or Engine and Van	Freight
		MO					SX	SO	SO	SUS-PEN-DED	Light Engine	SX	SX	SX	SX
		a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
ACTON dep.	12 35	3 30	4 30	5 50	10 25	2 32	2 47	4 17	6 25	8 46	7 45	7 45	8 20	11 50	
Westbourne Park .. . pass	12 44	3 39	4 37	6 0	10 35	2 42	2 57	4 30	6 36	8 57	7 23	7 23	8 20	11 58	
Paddington (Sub.) .. . "	12 49	3 45	4 49	6 6	10 50	2 50	3 6	4 40	6 40	9 2	7 32	7 32	8 22	12 5	
Farringdon .. . "	1 3	4 0	5 2	6 20	11 5	3 5	3 19	4 54	6 54	9 16	7 45	7 45	8 16	12 18	
Aldersgate .. . "	1 6	4 2	5 4	6 22	11 7	3 7	3 21	4 56	6 56	9 17	7 47	7 47	8 18	12 20	
SMITHFIELD .. . arr.	1 7	4 4	5 6	6 24	11 10	3 10	3 23	4 58	6 58	9 19	7 49	7 49	8 20	12 22	

C—RR between Old Oak Common and Park Royal.

N—Terminates at Old Oak Common (arrive 11.58 a.m.) when conveying empty meat stock.

‡—When required to call at Old Oak Common to attach, to leave Acton 5.30 a.m., Old Oak Common 5.35 Q 5.52 a.m.

Special Instructions, Acton and Smithfield Trains.—The maximum load is 25 wagons and 1 van. Under no circumstances whatever may trains leave Acton or Smithfield throughout the 24 hours (except between the hours of 12.45 a.m. and 5.0 a.m.) with less than 33½ per cent. of vacuum wagons connected by train pipe to engine. All vacuum stock available on trains in excess of 33½ per cent. of the wagons conveyed should, as far as practicable, be also connected by train pipe to engine.

Between the hours of 12.45 a.m. and 5.0 a.m. any vacuum stock available, up to 33½ per cent., must be connected by train pipe to the engine.

To prevent the possibility of trains receding on inclines in the Tunnel, the Guards must have sprags in readiness to place in wagon wheels of Smithfield Freight Trains, in addition to tightly screwing on the Van Brake when they are stopped from any cause.

Freight Guards working over the Metropolitan Line must be in possession of a short draw bar.

Freight wagons working over the Metropolitan Line must be double coupled.

FREIGHT TRAIN SERVICES FROM AND TO NORTH LONDON LINE via Acton Wells Junction.

(ANY VARIATION TO THE SERVICES SHEWN BELOW WILL BE ARRANGED BY THE CONTROLS CONCERNED CONSEQUENT UPON TRAFFIC REQUIREMENTS.)

The following "closed periods" will operate on Weekdays over the North London Line:—
Acton Wells Junction to North London Line 7. 0 a.m. to 9.40 a.m. daily.
4. 0 p.m. to 6.20 p.m. **SX**

Temple Mills and Victoria Docks to Acton 3.30 p.m. to 6.30 p.m. **SX**

Week Days.				INWARDS.		OUTWARDS.	
Target No.	Depart.	FROM	Due Acton.	Depart Acton.	TO.		
GE	11.10 p.m.	Temple Mills (RR)	12.30 a.m. (MX)	1.35 a.m.	Temple Mills (RR) (MX)		
GN	11.20 p.m.	East Goods	12.38 a.m. (MX)	*1.55 a.m.	Clarence Yard (MX)		
12	12.20 a.m.	Temple Mills (MX)	1.38 a.m. (MX)	3.55 a.m.	Temple Mills (MX)		
1	12.45 a.m.	Plaistow (MO)	1.50 a.m. (MO)	2.15 a.m.	Plaistow (MO)		
12	1+25 a.m.	Devons Road (MO)	2+16 a.m. (MO)	2.35 a.m.	Temple Mills (MO)		
29	V1.25 a.m.	Temple Mills (RR) (MX)	2.33 a.m. (MX)	4.30 a.m.	Victoria Docks (MX)		
14	V1.25 a.m.	Temple Mills (RR) (MO)	2.33 a.m. (MO)	5.15 a.m.	Temple Mills (MO)		
29	X1.30 a.m.	Channelsea (MX)	2.33 a.m. (MX)	4.30 a.m.	Victoria Docks (MX)		
14	X1.30 a.m.	Channelsea (MO)	2.33 a.m. (MO)	5.15 a.m.	Temple Mills (MO)		
22	1.55 a.m.	Temple Mills (MX)	3.25 a.m. (MX)	5.46 a.m.	Temple Mills (MX)		
33	2+52 a.m.	Devons Road (MO)	3.45 a.m. (MO)	4.30 a.m.	Victoria Docks (MO)		
22	4+25 a.m.	Devons Road (MO)	5.18 a.m. (MO)	5.46 a.m.	Temple Mills (MO)		
30	4.49 a.m.	Kingsland (4.18 a.m. East Goods)	5.30 a.m.	7.50 a.m.	Willenden Junction		
29 (MO)	3. 5 a.m. (MO)	Temple Mills	5.45 a.m.	6.30 a.m.	Poplar		
14 (MX)	3.10 a.m. (MX)	Willenden Junction	7.46 a.m.	10.50 a.m.	Temple Mills		
9	7.35 a.m.	Devons Road (MX)	8+25 a.m. (MX)	9.27 a.m.	Temple Mills (MX)		
17	7+30 a.m.	Willenden Junction	8+58 a.m.	10. 0 a.m.	Victoria Docks		
30	8+45 a.m.	West End	9.57 a.m.	10.55 a.m.	Brent		
Mid.	9.17 a.m.	Ferne Park (SX)	10.25 a.m. (SX)	*12. 7 p.m.	Ferne Park (SX)		
GN	9. 0 a.m.	Ferne Park (SO)	10.25 a.m. (SO)	*12.45 p.m.	Ferne Park (SO)		
GN	9. 0 a.m.	Devons Road (SX)	10+45 a.m. (SX)	11.50 p.m.	Plaistow (SX)		
45	9+47 a.m.	Temple Mills (SX)	10.58 a.m. (SX)	12.15 a.m.	Temple Mills (SX)		
46	9.50 a.m.	Temple Mills (SO)	11. 1 a.m. (SX)	11.55 a.m.	Temple Mills (SO)		
46	9.50 a.m.	Temple Mills (SO)	11. 1 a.m. (SX)	11.55 a.m.	Temple Mills (SO)		
Mid.	10.35 a.m.	Cricklewood (RR)	11. 7 a.m. (RR)	11+45 a.m.	Brent (RR)		
(Milk)	10. 0 a.m.	Temple Mills (SX)	11.21 a.m. (SX)	12.42 p.m.	Victoria Docks (SX)		
31	10. 0 a.m.	Temple Mills (SO)	11.21 a.m. (SO)	1.45 p.m.	Victoria Docks (SO)		
31	10. 0 a.m.	Victoria Docks (RR) (SX)	11.21 a.m. (RR)	12.42 p.m.	Victoria Docks (SX)		
31	10. 0 a.m.	Victoria Docks (RR) (SO)	11.21 a.m. (RR)	1.45 p.m.	Victoria Docks (SO)		
GN	10.38 a.m.	East Goods (SX)	11.41 a.m. (SX)	*1.15 p.m.	Clarence Yard (SX)		
GN	10.38 a.m.	East Goods (SO)	11.45 a.m. (SO)	*2.15 p.m.	Clarence Yard (SO)		
45	11+37 a.m.	Devon Road (SO)	12+32 p.m. (SO)	1.30 p.m.	Fairfield Road (SO)		
36	11.15 a.m.	Channelsea (SX)	12.36 p.m. (SX)	1.50 p.m.	Temple Mills (SX)		
Mid.	12. 0 noon	Brent	12.42 p.m.	1.40 p.m.	Brent (SX) 1.51 p.m. (SO)		
32	12+ 0 noon	Devons Road (SO)	1.10 p.m. (SO)	2.23 p.m.	Victoria Docks (SO)		
36	11.10 a.m.	Channelsea (SX)	1.26 p.m. (SX)	3.55 p.m.	Temple Mills (SX)		
12	12.45 p.m.	Plaistow (SX)	2.25 p.m. (SX)	3.35 p.m.	Temple Mills (SX)		
43	1.25 p.m.	Plaistow (SX)	2.55 p.m. (SX)	—	Control Orders. (FSX) ‡		
19	2.10 p.m.	Victoria Docks (SX)	3.26 p.m. (SX)	6.15 p.m.	St. Pancras (SX)		
19	2.10 p.m.	Victoria Docks (SO)	3.50 p.m. (SO)	5.50 p.m.	St. Pancras (SO)		
1	2. 5 p.m.	Plaistow (SO)	3.56 p.m. (SO)	5.15 p.m.	Plaistow (SO)		
29	2.50 p.m.	Temple Mills (SX)	4. 7 p.m. (SX)	5.50 p.m.	Temple Mills (SX)		
29	2.20 p.m.	Temple Mills (SO)	4.12 p.m. (SO)	6. 0 p.m.	Temple Mills (SO)		
Mid.	3.45 p.m.	Cricklewood	4.25 p.m.	5K20 p.m.	Brent		
35	4. 0 p.m.	Victoria Docks (SO)	5.30 p.m. (SO)	7.35 p.m.	Temple Mills (SO)		
GN	4.30 p.m.	Ferne Park (RR) (SX)	6. 2 p.m. (RR)	*7.27 p.m.	Ferne Park (RR) (SX)		
9	6.10 p.m.	Plaistow (SX)	7.45 p.m. (SX)	—	Control Orders.		
9	6.48 p.m.	Plaistow (SO)	7.52 p.m. (SO)	—	Control Orders.		
35	6.35 p.m.	Victoria Docks (SX)	8.22 p.m. (SX)	9.20 p.m.	Temple Mills (SX)		
5	7.15 p.m.	Temple Mills (SO)	8.38 p.m. (SO)	9.35 p.m.	Temple Mills (SO)		
5	7.28 p.m.	Temple Mills (SX)	8.55 p.m. (SX)	9.45 p.m.	Temple Mills (SX)		
GE (Fish)	8. 6 p.m.	Straford	9.23 p.m.	—	Control Orders.		
2	8. 0 p.m.	Victoria Docks (SX)	9.31 p.m. (SX)	—	Control Orders.		
GN	8.20 p.m.	Ferne Park	10. 2 p.m.	*11.35 p.m.	Ferne Park		
34	8.55 p.m.	Temple Mills (SO)	10.14 p.m. (SO)	11.45 p.m.	Temple Mills (SO)		
6	9.30 p.m.	Plaistow (SO)	10.46 p.m. (SO)	12.30 a.m.	Plaistow (Sundays only).		
6	9.30 p.m.	Plaistow (SX)	10.50 p.m. (SX)	12.25 a.m.	Plaistow (MX)		
GE	9.30 p.m.	Temple Mills (RR) (SX)	11. 0 p.m. (RR)	1.15 a.m.	Temple Mills (RR) (MX)		
25	10.35 p.m.	Plaistow (SX)	11.53 p.m. (SX)	1.25 a.m.	Plaistow (MX)		

Sundays.

INWARDS.				OUTWARDS.	
Target No.	Depart.	FROM	Due Acton.	Depart Acton.	TO
25	10.35 p.m. (Sat)	Plaistow	12.10 a.m.	1.15 a.m.	Temple Mills
GE	11.10 p.m. (Sat)	Temple Mills (RR)	12.30 a.m.	1.35 a.m.	Temple Mills (RR)
GN	11.20 p.m. (Sat)	East Goods	12.40 a.m.	*1.55 a.m.	Clarence Yard
5	1. 0 a.m.	Plaistow	2.10 a.m.	3.25 a.m.	Plaistow
21	1.15 a.m.	Temple Mills	2.33 a.m.	3.35 a.m.	Temple Mills
11	1.55 a.m.	Temple Mills	3.11 a.m.	4.30 a.m.	Temple Mills
14	3. 0 a.m.	Temple Mills	4.15 a.m.	6. 0 a.m.	Temple Mills
3	3.55 a.m.	Temple Mills	5.10 a.m.	7. 0 a.m.	Temple Mills
1	6. 0 a.m.	Temple Mills	7.15 a.m.	8.35 a.m.	Temple Mills (RR)
Mid.	7.15 a.m.	Brent (Suspended)	7.40 a.m.	8.45 a.m.	Brent (Suspended)
Mid. (Milk)	10.35 a.m.	Cricklewood (RR)	10.58 a.m. (RR)	11+45 a.m.	Brent (RR)

K—Depart 5.23 p.m. on Saturdays. V—Will not run when 1.30 a.m. Channelsea runs. X—Will not run when 1.25 a.m. Temple Mills runs. —On Fridays to run "Light Engine" at 3.45 p.m. from Acton to Old Oak Sidings.
*—To leave Acton with E.R. Brake Van each end of train. †—Will run when 10.0 a.m. Temple Mills is cancelled.
‡—Will not run when 10.0 a.m. Victoria Docks runs.

MAXIMUM LOADS.**ACTON W.R. TO NORTH LONDON LINE.**

TO	NOTES.	NUMBER OF WAGONS EQUAL TO 13-TON WAGONS OF MINERAL (EXCLUSIVE OF BRAKE VANS).							Working Load Limit (Mixed).	
		CLASS OF ENGINE.								
		2	3	4	5	6	7	8		
Plaistow	"E"	20	24	29	32	36	39	43	35	
Temple Mills	"E"	}							45	
Victoria Docks	"E"								40	
Maiden Lane Sidings	"C" "E"		23	27	33	36	40	44	48	50
St. Pancras Sidings	"E"									50
Kingsland	"E"									50
Poplar	"E"								50	
*Brent (Mid.)	"Y"	25	30	36	40	44	48	53	44	

In arriving at the weight of the train the undermentioned will apply:—

3½ wagons Goods equal 2 13-ton wagons of Mineral.

5 empty wagons equal 2 13-ton wagons of Mineral.

3 15- to 24-ton empty wagons equal 2 13-ton wagons of Mineral.

2 14-ton tanks loaded equal 3 13-ton wagons of Mineral.

2 14-ton tanks empty equal 1 13-ton wagon of Mineral.

2 20-ton tanks loaded equal 4 13-ton wagons of Mineral.

3 20-ton tanks empty equal 2 13-ton wagons of Mineral.

*—With trains working to Brent (Mid.) 15-ton wagons are calculated as ordinary Mineral.

"C."—Between 12.0 midnight and 8.0 a.m. the maximum number of wagons to Maiden Lane is 34. At other times when Maiden Lane Junction Signal Box is closed the maximum number of wagons is 37.

"E."—On trains from Acton (W.R.) 13-ton wagons of Mineral are calculated on basis of 5 equal to 6 ordinary Mineral.

"Y."—Class 1 Passenger tank engines take Class 1 load (21 wagons).

Class 1 Goods tank engines take Class 2 load.

Class 3 Goods tank engines take Class 3 load.

SERVICES BETWEEN THE SOUTHERN AND WESTERN REGIONS AT READING.**FROM SOUTHERN REGION TO WESTERN REGION.****(Traffic passing from Reading Yard (S.R.) to Reading Low Level (W.R.) via Tunnel is cleared by local arrangement.)**

Time.	From	To	New Junction.		Scours Lane.
			arr.	dep.	arr.
WEEK DAYS.					
11.35 p.m.	Redhill	Scours Lane	2.46 a.m.	2.56 a.m. MX	3. 6 a.m. MX
2.10 a.m. MO	Redhill	Scours Lane	5.53 a.m.	6. 0 a.m.	6.10 a.m.
5.30 p.m. SX	Dover	Scours Lane	—	8.45 a.m.	8.55 a.m.
8.30 a.m.	Reading (S.R. Yard) (No. 1 Trip).	Scours Lane	—	10.57 a.m.	11.10 a.m.
8.44 a.m.	Feltham	Scours Lane	12.19 p.m.	11. 0 a.m.	12.41 p.m.
3.30 a.m.	Ashford	Scours Lane	—	12.41 p.m.	12.51 p.m.
4.30 p.m.	Reading (S.R. Yard) (No. 6 Trip).	Scours Lane	—	4.40 p.m.	4.50 p.m.
SUNDAYS.					
11.35 p.m.	Redhill	Scours Lane	2.21 a.m.	2.23 a.m.	2.33 a.m.
(Sats.)					
7.20 p.m.	Angerstein Wharf ..	Scours Lane	6. 4 a.m.	6. 6 a.m.	6.16 a.m.
(Sats.)					
10.46 a.m.	Feltham	Scours Lane	12.33 p.m.	12.45 p.m.	12.55 p.m.

§—Old Incline.

FROM WESTERN REGION TO SOUTHERN REGION.**(Traffic passing from Reading Low Level (W.R.) to Reading Yard (S.R.) via Tunnel is cleared by local arrangement.)**

Time.	From	To	Route.	Arrive.	Depart to S.R.
WEEK DAYS.					
12.30 a.m.	Moreton Cutting ..	Feltham	New Junction ..	1.35 a.m.	5. 0 a.m.
5.40 a.m.	Moreton Cutting ..	Redhill	New Junction ..	6.35 a.m.	9.11 a.m.
6.40 p.m.	Reading West Junction	Reading (S.R. Yard)	Old Incline ..	7. 0 p.m.	—
7. 5 p.m.	Moreton Cutting ..	Tonbridge	New Junction ..	7.50 p.m.	8.35 p.m.
9.50 p.m.	Moreton Cutting ..	Woking	New Junction ..	10.45 p.m.	3.10 a.m.
SUNDAYS.					
12.30 a.m.	Moreton Cutting ..	Feltham	New Junction ..	1.35 a.m.	6.55 a.m.
5.40 a.m.	Moreton Cutting ..	Merstham	New Junction ..	6.20 a.m.	9. 5 p.m.
10.45 a.m.	Moreton Cutting ..	Reading (S.R. Yard)	Old Incline ..	11.45 a.m.	—
11. 5 p.m.	Moreton Cutting ..	Feltham	New Junction ..	1.50 p.m.	10.12 p.m.
9.50 p.m.	Moreton Cutting ..	Redhill	New Junction ..	10.30 p.m.	12.20 a.m.
11.20 p.m. RR	Reading New Junction	Shafted	New Junction ..	—	11.20 p.m. RR

¶—Suspended.

LOCAL EXCHANGE SERVICE BETWEEN READING WEST JUNCTION, SCOURS LANE AND READING HIGH LEVEL, LOW LEVEL AND SOUTHERN REGION.

WEEKDAYS.

Time.	From	To	Engine Used.
1. 0 a.m. MX	Low Level	West Junction	No. 2 Down Yard.
7.30 a.m. ..	Low Level	West Junction	Low Level, West End.
11. 0 a.m. ..	Low Level	West Junction	Low Level, West End.
3.30 p.m. ..	Low Level	West Junction	Low Level, West End.
7. 0 p.m. ..	High Level	West Junction	No. 2 Down Yard.
9. 0 p.m. ..	Low Level	West Junction	Low Level, West End.
6. 0 a.m. MO	West Junction	High Level	Low Level, West End (Fresh Engine).
12. 0 noon ..	West Junction	High Level	Low Level, West End.
4.30 p.m. ..	West Junction	High Level	Low Level, West End.
5.30 a.m. ..	Scours Lane.. ..	West Junction	Stale Scours Lane.
4.30 p.m. ..	Scours Lane.. ..	West Junction	No. 2 Down Yard.
10. 0 a.m. ..	West Junction	Scours Lane.. ..	No. 2 Down Yard.
3.45 p.m. ..	West Junction	Scours Lane.. ..	No. 2 Down Yard.
9.45 p.m. ..	West Junction	Scours Lane.. ..	6.15 p.m. Brentford.
10.15 p.m. ..	West Junction	Scours Lane.. ..	9. 0 p.m. Low Level.
8.30 a.m. ..	S.R.	Scours Lane.. ..	Stale Coal Yard.
4.30 p.m. ..	S.R.	Scours Lane.. ..	Engine ex Shed.

SUNDAYS.

Trips as required to and from all Yards and S.R. by 8.0 a.m. Transfer Engine.

TRANSFER TRIPS BETWEEN HINKSEY YARD AND OXFORD SOUTH YARD.

From Oxford South Yard to Hinksey.

4. 0 a.m.
5.15 a.m.
8. 0 a.m.
10. 0 a.m.
6.30 p.m.
8.45 p.m.
11.30 p.m. (Train).

From Hinksey to Oxford South Yard.

4.45 a.m.
8. 0 a.m.
11. 0 a.m.
3. 0 p.m.
5.20 p.m. (RR).

TRANSFER TRIPS BETWEEN HINKSEY AND OXFORD (L.M.R.).

7.45 a.m. Oxford (L.M.R.) to Hinksey.
10.30 a.m. Hinksey to Oxford (Exchange Sidings.)

† 7.53 p.m. Oxford South Yard (No. 3 Siding) to Oxford (L.M.R.).

† Worked by engine off 6.10 p.m. Fairford. Jericho Sidings depart 7.36 p.m. via Middle Road, No. 3 Siding arrive 7.38 p.m.

L.M.R. TRAINS FROM AND TO YARNTON.

Time Depart.	From Yarnton to	Days Run.	Load.	W.R. Feeding Service.
1.15 a.m. ..	Desford	Tuesdays to Saturdays ..	Empties	11.45 p.m. Didcot.
1.15 a.m. ..	Toton	Sundays	Empties	11.45 p.m. Didcot.
3.20 a.m. ..	Irthlingboro'	Tuesdays to Saturdays ..	Empties	2.0 a.m. MO 12.30 a.m. MX Rogerstone.
5.30 a.m. ..	Cambridge	Tuesdays to Saturdays ..	Goods	—
6.35 a.m. ..	Corby Sidings	SX	Empties	3.30 p.m. Rogerstone.
7.38 a.m. ..	Swanbourne	Mondays to Saturdays ..	Goods	4.50 p.m. Pontypool Road.
10.50 a.m. ..	Cambridge	SX	Goods	—
4||30 p.m. ..	Oxford L.M.R. Shed	Saturdays	—	—
7.45 p.m. ..	Fletttons Siding SX ,	Weekdays	Empties	—
9.35 p.m. ..	Toton SO	Weekdays	Mineral	3. 0 a.m. Pontypool Road.
	Swanbourne	Weekdays		

Train.		Time Due.	Days Run.	W.R. Connection. Yarnton to
Time.	From.			
12||20 a.m. ..	Oxford L.M.R. Shed	12||45 a.m.	Sundays	—
8.10 p.m. ..	Irthlingboro' SX	1. 0 a.m.	Tuesdays to Saturdays ..	10.25 a.m. Rogerstone.
4||30 p.m. ..	Oxford L.M.R. Shed	4||55 a.m.	Tuesdays to Saturdays ..	—
5||50 a.m. ..	Oxford L.M.R. Shed	6||15 a.m.	Mondays to Fridays ..	—
6||48 a.m. ..	Oxford L.M.R. Shed	7||10 a.m.	Mondays to Saturdays ..	—
11.30 a.m. ..	Cambridge	4. 0 p.m.	Tuesdays to Saturdays ..	12.20 p.m. S.T. Junction.
12. 5 p.m. ..	Wellingboro'	4.50 p.m.	Mondays to Saturdays ..	7.15 p.m. Rogerstone.
6||40 p.m. ..	Oxford L.M.R. Shed	7|| 9 p.m.	Mondays to Fridays ..	—
2. 0 p.m. ..	Irthlingboro'	7.35 p.m.	Mondays to Saturdays ..	12.40 a.m. Rogerstone.
6||35 p.m. ..	Swanbourne	8||10 p.m.	Mondays	—
8||30 p.m. ..	Oxford L.M.R. Shed	8||55 p.m.	Saturdays	—
4.50 p.m. ..	Cambridge	9.30 p.m.	Mondays to Fridays ..	—

INSTRUCTIONS FOR CALCULATING LOADS OF FREIGHT TRAINS.

- (1) The maximum "engine" and "working" loads applicable to the lines referred to in this sectional time table are shewn on pages 332 to 336.
- (2) Loaded wagons will 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.
- (3) In order that due allowance may be made for certain heavy traffics in Classes 2 or 3, any wagons (except pitwood), although bearing Class 2 or 3 labels, which are carrying contents weighing 7 tons or over, must be calculated as Class 1 for train loading. Such wagons must, however, be entered on the Guards' journals in the same columns as the number overprinted on the label.
- (4) Examples of traffic in Classes 2 or 3, which must be calculated as Class 1 are:—

Ammunition in full train loads.	China Stone	Lime	Roadstone
Ballast	Copper	Ironstone	Sand
Bricks	Dolomite	Metal Sheets	Steel Bars
Cement	Granite	Pig Iron	Tarmac
China Clay	Gravel	Rails	Tinplates

- (5) Ammunition not in full train loads (see above), Pitwood, Cogwood and Sugar Beet Traffic bearing Class 3 labels, must, for loading purposes, be calculated as Class 2 Traffic.
- (6) The maximum and working loads shewn on pages 332 to 336 apply (with a few exceptions specially indicated) to ordinary freight wagons. Wagons of larger dimensions must be calculated as under:—

When Loaded.

Five 12- and 13-tonners = 6 } Class 1, 2 or 3 according
 Two 15/16-tonners = 3 } to traffic involved.
 Two 40-tonners = 7 }

When Empty.

Three 15/16-tonners = 4 } Ordinary empty wagons.
 One 40-tonner = 3 }
 8, 10, 12 or 13-tonners = 1 }

Hopper or flat vehicles not provided with Coke Rails when loaded with coke to be counted as under for engine-load purposes:—

10- and 12-ton vehicles: As one 10 ton loaded Class 2 traffic.

14-tonners: Three equal four 10-ton wagons when loaded. To be treated as 12-ton wagons when empty.

15-ton vehicle: As one 10-ton loaded Class 1 traffic.

20-ton vehicle: As one 12-ton loaded Class 1 traffic.

NOTE.—Wagons of 20, 21 and 22-ton capacity are shewn in special tables on page 330.

- (7) Special Class wagons, such as "Crocodiles," "Borails," "Oil Tanks," etc., when loaded and empty are to be calculated as shewn in table on pages 328 and 329.
- (8) 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.
10 wagons Class 1 5 wagons Class 2 25 wagons Class 3 4 wagons empty	Class 3	10 wagons Class 1 equal 15 Class 3 5 wagons Class 2 equal 6 Class 3 25 wagons Class 3 equal 25 Class 3 4 empty wagons equal 3 Class 3 Total 49 Class 3

- (9) A Ready Reckoner is given on page 331 for calculating Mixed Loads.

- (10) With certain exceptions, all engines are classified into five groups—A, B, C, D, and E. The Group letter is painted in a circle on both sides of the engine, just above the engine number. The increased loads (in Class 3 traffic) authorised for engines of the 43XX, 78XX, 29XX, 49XX, 59XX, 40XX, 68XX, 47XX and "Castle" types in the Table shewn on page 331 of this Service Book are applicable only when such engines are working "C" and "D" Headlamp Freight Trains timed at standard point-to-point allowances.
- (11) Class 1 and 2 traffic: Class 3 traffic enumerated in paragraph 4, private owners' wagons fitted with grease axle-boxes, and Tanks (except as provided for in General Appendix dated August 1st, 1936) must not be conveyed by Freight Trains carrying "C" and "D" Headlamps.
- (12) In addition to the foregoing, when calculating the load of freight trains allowance must be made for all wagons which are longer than ordinary wagons, i.e. exceeding 21 feet over buffers, and train advices must include the following information:—
 - (a) Total number of wagons.
 - (b) Equal to (No.) of Class (1, 2 or 3).
 - (c) Length (on ordinary wagon basis, 21 feet over buffers).
 - (d) Class of engine and engine number.

EXAMPLES:—

38 equals 65 Class 3 equal 60 length Bunker E. 2872.

35 equal 65 Class 1 equal 47 length Bunker E. 2872.

58 empties (specify Pools, Common Users or Mixed) equal 65 length Bunker E. 2872).

CLASSIFICATION OF SPECIAL WAGONS, EMPTY AND LOADED.

Showing their Relationship in Weight to a Class 3 Loaded Wagon.

Code.	Description.	Maximum Length over Buffers of Vehicle.	Maximum Carrying Capacity of Vehicle.	Maximum Tare of Vehicle.	EQUALS			
					When empty.	When loaded		
							A	B
							Loaded Class 3 Wagons.	
		Ft.	Ins.	Tons.	Tons.	Cwts.		
Aero	Air-Screw Wagon	20	6	12	5	18	X	2
Asmo†	Covered Motor Car Truck	36	4	10	11	5	1	2
Bobol A	Bolster Wagon	38	0	30	16	0	2	5
Bobol A	Bolster Wagon	38	0	25	14	3	1	4
Bobol C	Bolster Wagon	48	0	30	15	6	2	5
Bocar A (8 wheels)	Motor Car Body Truck	50	11	5	16	5	2	2
Bocar B (4 wheels)	Motor Car Body Truck	36	5	5	8	6	1	1
Borail A	Bolster Wagon	48	11	9	15	15	2	2
Borail B	Bolster Wagon	48	0	30	19	9	2	5
Borail C	Bolster Wagon	73	0	30	21	4	2	5
Borail D	Bolster Wagon	48	0	40	23	0	2	6
Borail F	Bolster Wagon	65	0	40	22	3	2	6
Carfit	Carriage Truck	21	0	12	6	10	X	2
Cartruck	Carriage Truck	21	0	12	5	9	X	2
Cartruck A	Carriage Truck	24	3	10	7	4	X	2
Cone	Gunpowder Van	19	6	10	8	2	1	2
Coral	Glass Wagon	23	5	12	6	2	X	2
Coral A	Glass Wagon	24	6	12	7	9	X	2
Crocodile	Well Trolley	37	0	15	8	6	1	2
Crocodile A	Well Trolley	50	0	25	16	8	2	4
Crocodile B	Well Trolley	53	0	15	15	1	2	3
Crocodile C	Well Trolley	56	0	25 or 40	18	15	2	4 or 6
Crocodile E	Well Trolley	65	0	20 or 35	24	19	2	4 or 6
Crocodile F	Well Trolley	57	0	25 or 40	19	19	2	4 or 6
Crocodile G	Well Trolley	50	0	35	23	8	2	6
Crocodile H	Well Trolley	45	6	65	23	12	2	9
Crocodile J	Well Trolley	57	0	50	28	6	3	8
Crocodile K	Well Trolley	49	0	10	17	2	2	3
Crocodile L	Well Trolley	89	6	120	82	2	8	20
Crocodile M	Well Trolley	65	6	12 or 20	21	3	2	3 or 4
Damo A†	Covered Motor Car Truck	33	4	10	11	2	1	2
Damo B*	Covered Motor Car Truck	23	4	10	8	19	1	2
Double	Bolster Wagon	28	6	14	8	18	1	2
Flatcase	Flat Wagon fitted with two bolsters and chains	19	6	12	5	18	1	2
Gane (Engineering Dept.)	Rail and Timber Wagon	48	0	40	18	0	2	6
Gane A (Engineering Dept.)	Rail and Timber Wagon	65	0	40	22	5	2	6
Grain Van	Grain Hopper	24	6	20	12	16	1	3
Grano	Grain Hopper Wagon (covered)	22	6	20	10	5	1	3
Hydra	Well Truck	29	2	8	7	13	X	2
Hydra C	Well Truck	34	2	5	7	10	X	1
Hydra D	Well Truck	31	11	15	8	10	1	2
Hytwin	High-sided Twin Bolster Wagons	39	0	26	15	0	2	4
Loriot 31308	Well Truck	36	6	6	7	0	X	1
Loriot A, B, C, D, E, G and H	Well Truck	30	0	15	8	16	1	2
Loriot L	Well Truck	36	7	15	12	2	1	3
Loriot M	Well Truck	30	0	20	9	12	1	3
Loriot N	Well Truck	36	7	20	11	3	1	3
Loriot P	Well Trolley	33	0	25	13	0	1	4
Loriot R	Well Truck	43	0	25	16	17	2	4
Loriot W	Well Trolley	34	0	20	12	10	1	3
Loriot Y	Well Trolley	35	0	25	14	0	1	4
Mogo*	Covered Motor Truck	20	6	12	7	14	X	2
Morel	Propeller Wagon	28	0	25	10	12	1	4
Morel A	Propeller Wagon	28	0	20	10	14	1	3
Parrot	—	63	0	20	18	14	2	4
Pollen A	Girder Wagon	52	1	40	16	16	2	6
Pollen B	Girder Wagon	52	11	60	24	10	2	8
Pollen C	Girder Wagon	42	6	40	14	14	1	5
Pollen D	Girder Wagon	41	3	40	15	16	2	6
Pollen E	When used as gun wagons 4 per set	85	6	100	51	5	5	15
Pollen E	When used as girder wagons 2 per set	46	6	60	21	12	2	8
Rectank	Flat-top with ramp at each end	37	0	38	14	10	1	5
Roll Wagon	10-ton to 15-ton	23	0	15	9	11	1	2
Roll Wagon	30-ton (21999)	29	1 1/2	30	15	16	2	5
Signal Dept. Wagon	10-ton	23	0	10	5	17	X	2
Single	Single Bolster Wagon	19	6	12	5	18	X	2

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

† When load does not exceed two tons may be counted 2 Asmo or 2 Damo A equal three Class 3 loaded wagons.

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

CLASSIFICATION OF SPECIAL WAGONS, EMPTY AND LOADED—continued.

Showing their Relationship in Weight to a Class 3 Loaded Wagon—contd.

Code	Description.	Maximum Length over Buffers of Vehicle.	Maximum Carrying Capacity of Vehicle.	Maximum Tare of Vehicle.	EQUALS.	
					When empty, loaded. A	When loaded. B
					Loaded Class 3 Wagons.	
		Ft. Ins.	Tons.	Tons. Cwts.		
Sleeper (chaired wagon) ..	18-ton ..	35 5	18	11 16	1	3
Sleeper Wagon ..	10-ton to 14-ton ..	31 6	14	7 17	X	2
Sleeper Wagon ..	Fall-down Sides ..	34 6	14	8 12	1	2
Totem ..	Armour-plate Wagon ..	37 0	45	18 16	2	6
Totem A ..	Armour-plate Wagon ..	25 1	50	17 19	2	7
Travan (Nos. 47722 to 47727) ..	Covered Goods ..	24 0	18	8 18	1	3
Travan ..	Large Covered Goods Van ..	39 0	30	16 10	2	5
Travan ..	20-ton ..	33 0	20	10 17	1	2
Tube ..	Long Open ..	28 0	15	7 12	X	2
Tube (21 tons) ..	Long Open ..	30 0	21	9 10	1	3
Twin ..	Twin Bolster ..	34 1	20	10 17	1	3
Twincase ..	Single Bolster Wagons short-coupled in pairs ..	37 2	18	12 0	1	3
Vanfit ..	Large Covered Goods Van ..	31 6	10	9 10	1	2
—	10-ton to 14-ton Tank Car ..	20 6	14	10 0	1	2½
—	20-ton Tank Car ..	24 6	20	12 10	1	3
—	40-ton (M of F) Tank Car ..	33 10	25 to 40	24 0	2	4or6**

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 sections which the train works. See also Clause 12 "Instructions for Calculating Load of Freight Trains," page 327.

†—In the case of train loads of more than 50 10 to 14-ton loaded Oil Tank Cars, the equivalent load in Class 3 exceeds 100, which is the limit laid down in the Maximum Load Tables—in such cases the trains may convey more than 50 such vehicles provided the equivalent load in Class 1 traffic does not exceed the engine load.

**—As load does not at present exceed 25 tons, loaded Tanks 1 equal 4 Class 3.

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

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

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

Example: Borall D carrying load of 16 tons, load equals 2 Class 3 traffic.

Vehicle when empty, column A, equals 2 Class 3 traffic.

Total load to be calculated as 4 Class 3 traffic.

MILITARY TANKS (A.F.V.) BY RAIL. Calculation for Freight Train Loading Purposes.

Vehicle.	Dimensions.	Maximum Capacity.	Tare Weight.	Equivalent to following Class 3 traffic.			
	Ft. Ins.	Tons.	Tons. Cwts.	When Empty.	Loaded with One Tank.	Loaded with Two Tanks.	Loaded with Three Carriers.
"Rectank" ..	37 0	38	14 10	2 equals 3	See below.	See below.	—
"Warflat" ..	43 10½	50	20 8	2	See below.	See below.	4
"Warwell" ..	47 0	50	26 15	3	6	—	—

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

CALCULATION OF COACHING STOCK ON FREIGHT TRAINS.

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

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

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

Description of Vehicles.	Maximum Length over Buffers.	No. in Traffic.	Description of Vehicles.	Maximum Length over Buffers.	No. in Traffic.	Description of Vehicles.	Maximum Length over Buffers.	No. in Traffic.
	ft. in.			ft. in.			fr. in.	
Beetle C ..	26 5	1	Pasfruits C	25 5	150	Snakes B ..	43 1	14
Beetle C ..	29 5	50	Pasfruits D	31 11	50	Snakes B ..	51 1	1
Bloaters ..	31 11	245	Pythons A ..	31 0½	36	Snakes B ..	51 7	1
Giants ..	53 7	2	Pythons A ..	32 1	20	Snakes C ..	43 1	17
Hydras ..	29 2	19	Pythons B ..	33 11	6	Snakes C ..	60 0	4
Hydras C ..	34 2	2	Siphons ..	31 0½	125	Snakes C ..	60 1	55
Hydras D ..	31 11	10	Siphons C ..	32 1	31	Snakes C ..	60 6½	98
Monsters ..	53 7	17	Siphons F ..	43 7	4	Snakes C ..	63 4½	10
Monsters ..	53 8	2	Siphons G ..	53 7	246	Snakes D ..	60 6½	6
Parcel Vans	31 11	53	Siphons H ..	53 7	21	Snakes D ..	63 6½	48
			Siphons J ..	53 7	45			

TABLE FOR COMPUTING MAXIMUM ENGINE LOADS OF TRAINS COMPOSED OF 20/21 AND 10-TON MINERAL WAGONS.

Equivalent Loads in 20/21- and 10-ton LOADED wagons.

NUMBER OF LOADED WAGONS.

20/21 ton.	Equivalent in 10 ton.	20/21 ton.	Equivalent in 10 ton.	20/21 ton.	Equivalent in 10 ton.	20/21 ton.	Equivalent in 10 ton.
1	2	15	28	29	53	43	79
2	4	16	29	30	55	44	81
3	6	17	31	31	57	45	83
4	7	18	33	32	59	46	85
5	9	19	35	33	61	47	87
6	11	20	37	34	63	48	89
7	13	21	39	35	65	49	90
8	15	22	41	36	66	50	92
9	17	23	42	37	68	51	94
10	18	24	44	38	70	52	96
11	20	25	46	39	72	53	98
12	22	26	48	40	74	54	100
13	24	27	50	41	76		
14	26	28	52	42	77		

Loaded Hopper Wagons with carrying capacity of 21 and 22 tons are calculated on the basis of five equals six 20-ton loaded wagons.

Equivalent Loads in 20/21- and 10-ton EMPTY wagons for the purpose of computing engine loads of trains composed of mixed 20/21- and 10-ton empty wagons.

NUMBER OF EMPTY WAGONS.

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

Empty Hopper Wagons with carrying capacity of 21 and 22 tons are calculated on the basis of five equals six 20-ton empty wagons.

STANDARD ENGINE LOADS FOR FREIGHT TRAINS RUN AS "PARTLY VACUUM FITTED"

"C" AND "D" HEADLAMP TRAINS.

The instructions contained herein do not in any way affect or remove the prohibition placed by the Chief Engineer on the working of certain types of engines over certain sections of Line, although loadings may be given in the Table for Engines over portions of Line which are prohibited for them.

SECTION.		"C" HEADLAMPS.			"D" HEADLAMPS.		
From	To	10XX	49XX, 59XX, 69XX	43XX, 53XX, 63XX, 73XX, 83XX, 93XX, 78XX	47XX	49XX, 59XX, 69XX	43XX, 53XX, 63XX, 73XX, 83XX, 93XX, 78XX
		100, 111, 4000, 4016, 4032, 4037, 4073 to 4099, 5000 to 5099, 70XX	4003 to 4072 inclusive, except Nos. 4016, 4032, 4037	29XX	100, 111, 4000, 4016, 4032, 4037, 4073 to 4099, 5000 to 5099, 70XX	4003 to 4072 inclusive, except Nos. 4016, 4032, 4037	29XX
		47XX	68XX	(See Note).	10XX	68XX	(See Note).
		Number of Wagons conveying Class 3 traffic or equivalent.			Number of Wagons conveying Class 3 traffic or equivalent.		
DOWN TRAINS.		} 70	67	64	70	70	64
Paddington ..	Swindon ..						
Didcot ..	Banbury ..						
Paddington ..	Banbury ..						
(via Bicester)							
UP TRAINS.		} 70	67	64	70	70	64
Swindon ..	Paddington ..						
Banbury ..	Didcot ..						
Banbury ..	Paddington ..						
(via Bicester)							

NOTE.—These are **Single Engine** loads for trains scheduled at Standard timing, and are applicable also to Special Freight trains run under similar conditions.

Load for 29XX Class Engines working these trains in no case to exceed 60 wagons Class 3 traffic or equivalent. See Clause 10 of "Instructions for Calculating Loads of Freight Trains."

FREIGHT TRAIN LOADS—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.
1	1	1	2	36	43	54	72
2	2	3	4	37	44	56	74
3	4	5	6	38	46	57	76
4	5	6	8	39	47	59	78
5	6	8	10	40	48	60	80
6	7	9	12	41	49	62	82
7	8	11	14	42	50	63	84
8	10	12	16	43	52	65	86
9	11	14	18	44	53	66	88
10	12	15	20	45	54	68	90
11	13	17	22	46	55	69	92
12	14	18	24	47	56	71	94
13	16	20	26	48	58	73	96
14	17	21	28	49	59	74	98
15	18	23	30	50	60	75	100
16	19	24	32	51	61	77	102
17	20	26	34	52	62	78	104
18	22	27	36	53	64	80	106
19	23	29	38	54	65	81	108
20	24	30	40	55	66	83	110
21	25	32	42	56	67	84	112
22	26	33	44	57	68	86	114
23	28	35	46	58	70	88	116
24	29	36	48	59	71	89	118
25	30	38	50	60	72	90	120
26	31	39	52	61	73	92	122
27	32	41	54	62	74	94	124
28	34	42	56	63	76	95	126
29	35	44	58	64	77	97	128
30	36	45	60	65	78	98	130
31	37	47	62	66	79	99	132
32	38	48	64	67	80	100	134
33	40	50	66	68	82	102	136
34	41	51	68	69	83	104	138
35	42	53	70	70	84	106	140

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 shown on pages 332 to 336, the latter must be strictly adhered to.

MAXIMUM LOADS FOR MAIN LINE FREIGHT TRAINS.

ASSISTED TRAINS.—The load for trains assisted up inclines, except where otherwise shewn, will be the maximum load for the train engine, plus the maximum load the assistant engine can haul, as shewn in the tables.

Assisted trains must not exceed the working loads unless authorised, and no train must exceed 100 wagons.

SECTION		WORKING LOADS.	MAXIMUM ENGINE LOADS.											
			For Group A Engines.				For Group B Engines.				For Group C Engines.			
			Class 1	Class 2	Class 3	Empty.	Class 1	Class 2	Class 3	Empty.	Class 1	Class 2	Class 3	Empty.
From	To	Maximum number of wagons to be conveyed except for specially provided for in the Service Books or by arrangement.	Class 1	Class 2	Class 3	Empty.	Class 1	Class 2	Class 3	Empty.	Class 1	Class 2	Class 3	Empty.
DOWN.														
Paddington ..	Didcot	80	45	54	60	60	54	60	60	80	54	65	81	85
Didcot North ..	Didcot Foxhall Junction	70	45	54	60	60	54	60	60	80	54	65	81	85
Didcot ..	Swindon ..	70	45	54	60	60	54	60	60	80	54	65	81	85
Didcot ..	Banbury ..	80	40	48	60	60	48	60	60	80	50	60	75	85
Old Oak Common ..	Greenford ..	80	38	46	57	60	46	57	60	80	47	56	71	85
Greenford ..	Hanwell ..	50	37	44	56	60	43	52	60	80	46	55	69	82
Greenford ..	High Wycombe ..	68	34	41	51	60	39	47	59	78	42	50	63	84
High Wycombe ..	Princes Risborough	68	32	38	48	60	37	44	56	74	40	48	60	80
Princes Risborough ..	Banbury ..	68	36	43	54	60	42	50	63	80	45	54	68	85
UP.														
Swindon ..	Paddington ..	{ 80 to Acton 50 beyond	45	54	60	60	54	60	60	80	54	65	81	85
Didcot Foxhall Junction ..	Didcot North ..	70	45	54	60	60	54	60	60	80	54	65	81	85
Banbury ..	Didcot	80	45	54	60	60	54	60	60	80	54	65	81	85
Princes Risborough ..	Princes Risborough	68	36	43	54	60	42	50	63	80	45	54	68	85
Saunderton ..	Saunderton ..	68	32	38	48	60	37	44	56	74	40	48	60	80
Old Oak Common ..	Old Oak Common	{ 68 to Green- ford and 50 beyond	40	48	60	60	46	55	69	80	50	60	75	85
Hanwell ..	Greenford ..	50	37	44	56	60	43	52	60	80	46	55	69	85

Z—See Clause 10 of instructions on page 327 and also instructions on page 331

†—2-8-0 (30XX) Engine.

MAXIMUM LOADS FOR MAIN LINE FREIGHT TRAINS—continued.

SECTION.		MAXIMUM ENGINE LOADS													
		WORKING LOADS.		For Group DX Engines.				For Group E Engines.				For Group EX Engines.			
				Class 1 Traffic.	Class 2 Traffic.	Class 3 Traffic.	Emp-ties.	Class 1 Traffic.	Class 2 Traffic.	Class 3 Traffic.	Emp-ties.	Class 1 Traffic.	Class 2 Traffic.	Class 3 Traffic.	Emp-ties.
From	To		Maximum number of Wagons to be conveyed except for Trains specially provided for in the Service Books or by arrangement.	73	87	99	100	90	100	100	100	99	100	100	100
DOWN.															
Paddington ..	Didcot ..	80	73	87	99	100	90	100	100	100	99	100	100	100	100
Didcot North ..	Didcot Foxhall Junction ..	70	73	87	99	100	90	100	100	100	99	100	100	100	100
Didcot ..	Swindon ..	80	73	87	99	100	80	96	100	100	88	100	100	100	100
Banbury ..	Banbury ..	80	69	83	100	100	76	91	100	100	83	100	100	100	100
Old Oak Common ..	Greenford ..	50	68	81	100	100	74	89	100	100	81	98	100	100	100
Greenford ..	High Wycombe ..	68	62	73	92	100	68	82	100	100	77	90	100	100	100
High Wycombe ..	Princes Risborough ..	68	58	70	88	100	64	77	97	100	70	84	100	100	100
Princes Risborough ..	Banbury ..	68	66	79	99	100	72	86	100	100	79	94	100	100	100
UP.															
Swindon ..	Paddington ..	{ 80 to Acton 50 beyond	85	99.	100	100	90	100	100	100	99	100	100	100	100
Didcot Foxhall Junction ..	Didcot North ..	70	82	99	100	100	90	100	100	100	99	100	100	100	100
Banbury ..	Didcot ..	80	82	99	100	100	90	100	100	100	99	100	100	100	100
Princes Risborough ..	Princes Risborough ..	68	63	75	95	100	72	86	100	100	79	94	100	100	100
Saunderton ..	Saunderton..	68	57	68	86	100	64	77	97	100	70	84	100	100	100
Saunderton ..	Old Oak Common..	{ 68 to Green- ford and 50 beyond	73	87	99	100	80	96	100	100	88	100	100	100	100
Hanwell..	Greenford ..	50	68	81	100	100	74	89	100	100	81	98	100	100	100

MAXIMUM LOADS FOR BRANCH FREIGHT TRAINS.

BRANCH.		WORKING LOADS.		MAXIMUM ENGINE LOADS.																		
From	To	For Group A Engines.			For Group B Engines.			For Group C Engines. (Z)			For Group D Engines. (Z)			For Group E 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.					
ABINGDON. Radley Abingdon		45	54	60	60	P20	24	30	40	} When freight trains over the Branch are worked by engines of the 1443 type, the load of trains must be restricted accordingly.	27	32	41	54	36	43	54	72	44	53	66	88
		45	54	60	60	P20	24	30	40		27	32	41	54	36	43	54	72	44	53	66	88
AYLESBURY. Princes Risborough Aylesbury		22	26	33	44	25	30	38	50	}	27	32	41	54	36	43	54	72	44	53	66	88
		22	26	33	44	25	30	38	50		27	32	41	54	36	43	54	72	44	53	66	88
BLENHEIM. Kidlington Blenheim		P13	16	20	26	}	24	30	40	}	50	54	65	81	75	90	100	100	48	58	72	96
		P20	24	30	40		52	62	78		80	56	30	36	45	60	40	48	60	80	48	58	72	96
BRENTFORD. Southall Brentford		45	54	60	60	52	62	78	80	}	54	65	81	85	75	90	100	100	48	58	72	96
		24	29	36	48	28	34	42	56		30	36	45	60	40	48	60	80	48	58	72	96
FAIRFORD. Oxford Eynsham		30	36	45	60	52	62	78	80	}	54	65	81	85	75	90	100	100	48	58	72	96
		25	30	38	50	28	34	42	56		30	36	45	60	40	48	60	80	48	58	72	96
HENLEY-ON-THAMES. Twyford Henley-on-Thames		22	26	33	44	25	30	38	50	}	54	65	81	85	75	90	100	100	48	58	72	96
		15	18	27	36	17	20	30	40		19	23	33	44	25	30	40	50	60	80	48	58	72	96
MAIDENHEAD & HIGH WYCOMBE. Maidenhead Bourne End		19	23	29	38	22	26	33	44	}	54	65	81	85	75	90	100	100	48	58	72	96
		18	22	27	36	21	25	32	42		22	26	33	44	25	30	40	50	60	80	48	58	72	96
*LOUDWATER. High Wycombe Bourne End		11	13	17	22	12	14	18	24	}	54	65	81	85	75	90	100	100	48	58	72	96
		40	48	60	60	46	55	69	80		50	60	75	85	66	79	90	100	100	48	58	72	96
MARLOW. Bourne End Marlow		40	48	60	60	P33	40	50	60	}	54	65	81	85	75	90	100	100	48	58	72	96
		40	48	60	60	P33	40	50	60		40	50	60	60	40	50	60	60	40	50	60	60	80

When freight trains over the Branch are worked by engines of the 1443 type, the load of trains must be restricted accordingly.

See page 277 for double headed load.

ASSISTED TRAINS.—See page 332.
P.—Passenger Tank engine.
Z.—When clear run can be given from Loudwater to High Wycombe same load as between Bourne End and Loudwater can be taken.
Z.—See Clause 10 of Instructions on page 327 and also Instructions on page 331.

MAXIMUM LOADS FOR BRANCH FREIGHT TRAINS.

BRANCH		WORKING LOADS.	MAXIMUM ENGINE LOADS.											
			For Group A Engines. (P)			For Group B Engines. (Z)			For Group C Engines. (Z)			For Group D Engines (Z)		
			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.
STAINES.	From	To												Empties.
West Drayton ..	..	Colnbrook ..	45	54	68	52	62	78	56	67	84	67	80	100
Colnbrook ..	..	Staines ..	26	31	35	30	36	45	32	38	48	39	47	59
Staines ..	..	Colnbrook ..	30	38	46	44	53	66	47	56	71	57	68	86
Colnbrook ..	..	West Drayton ..	23	28	35	26	31	39	29	35	44	35	42	53
THAME.	From	To												Empties.
Princes Risborough ..	..	Thame ..	45	54	60	52	62	78	54	65	81	75	90	100
Thame ..	..	Tidington ..	24	29	36	28	34	42	30	36	45	60	48	60
Tidington ..	..	Morris Cowley ..	20	24	30	23	28	35	25	30	38	50	40	50
Morris Cowley ..	..	Oxford ..	40	48	60	46	55	69	50	60	75	85	66	79
Oxford ..	..	Littlemore ..	26	33	44	25	30	38	27	32	41	54	43	54
Littlemore ..	..	Wheatley ..	50	20	24	30	40	55	25	30	38	50	40	50
Wheatley ..	..	Bledlow ..	*25	30	38	29	35	44	31	37	47	62	41	49
Bledlow ..	..	Princes Risborough ..	50	20	24	23	28	35	25	30	38	50	40	50
UXBRIDGE.	From	To												Empties.
West Drayton ..	..	UXbridge ..	30	15	18	17	20	26	19	23	29	38	30	38
UXbridge ..	..	West Drayton ..	35	35	42	40	48	60	44	53	66	88	70	88
UXBRIDGE (High Street).	..	Wes.	30	45	54	30	45	60	30	45	60	50	60	60
Denham ..	..	UXbridge ..	30	33	40	50	60	60	60	60	60	60	60	60
UXbridge ..	..	Denham ..	35	30	36	45	60	60	48	48	48	48	48	48
WALLINGFORD.	From	To												Empties.
Cholsey and Moulshford ..	..	Wallingford ..	24	29	36	24	29	36	24	29	36	24	29	36
Wallingford ..	..	Cholsey and Moulshford ..	15	18	23	30	30	30	30	30	30	30	30	30
WATLINGTON.	From	To												Empties.
Princes Risborough ..	..	Watlington ..	P15	20	26	34	44	50	25	30	35	41	47	54
Watlington ..	..	Princes Risborough ..	P17	20	26	34	44	50	27	32	37	43	49	54
WINDSOR.	From	To												Empties.
Slough ..	..	Windsor ..	22	26	33	29	35	44	31	37	47	54	62	72
Windsor ..	..	Slough ..	25	30	38	25	30	38	25	30	38	41	49	62

ASSISTED TRAINS.—See page 332. P.—For loads of 19XXT Class Engines on Staines Branch, see page 333. Z.—See Cause 10 of Instructions on page 327 and also Instructions on page 331.

*—Trains not stopping at Bledlow may convey the Wheatley to Bledlow maximum from Bledlow to Princes Risborough.

†—Maximum load from Uxbridge to West Drayton may be increased to 40 wagons subject to being worked by a suitable engine and prior arrangements made.

MAXIMUM LOADS FOR BRANCH FREIGHT TRAINS—continued.

BRANCH.		MAXIMUM ENGINE LOADS.																			
WORKING LOADS.		For Group DX Engines.				For Group E Engines.				For Group EX Engines.											
From	To	Maximum number of wagons to be conveyed except for Trains specially provided for in the Service Books or by arrangement.		Empty.		Class 1 Traffic.		Class 2 Traffic.		Class 3 Traffic.		Empty.		Class 1 Traffic.		Class 2 Traffic.		Class 3 Traffic.		Empty.	
STAINES.																					
West Drayton ..	..	..	Colnbrook ..	30	30	90	100	100	100	90	100	100	100	P 30	36	45	60				
Colnbrook ..	..	..	Staines ..	30	30	52	62	78	100	52	62	78	100	P 15	18	23	30				
Staines ..	..	..	Colnbrook ..	30	30	76	91	100	100	76	91	100	100	P 25	30	38	50				
Colnbrook ..	..	..	West Drayton ..	30	30	46	55	69	92	46	55	69	92	P 15	18	23	30				
THAME.																					
Princes Risborough ..	..	..	Thame ..	50	50	83	99	100	100	90	100	100	100	99	100	100	100				
Thame ..	..	..	Tidlington ..	40	40	40	48	60	80	40	48	60	80	48	58	73	96				
Tidlington ..	..	..	Morris Cowley ..	50	50	33	40	50	66	40	48	60	80	40	48	60	80				
Morris Cowley ..	..	..	Oxford ..	50	50	73	87	100	100	40	48	60	80	40	48	60	80				
Oxford ..	..	..	Littlemore ..	50	50	36	43	54	72	44	53	66	88	44	53	66	88				
Littlemore ..	..	..	Wheatley ..	50	50	33	40	50	66	40	48	60	80	40	48	60	80				
Wheatley ..	..	..	Bledlow ..	50	50	45	54	68	90	50	60	75	100	55	66	83	100				
Bledlow ..	..	..	Princes Risborough ..	50	50	33	40	50	66	40	48	60	80	40	48	60	80				
UXBRIDGE.																					
West Drayton ..	..	..	Uxbridge ..	30	30																
Uxbridge ..	..	..	West Drayton ..	30	30																
UXBRIDGE (High Street).																					
Denham ..	..	..	Uxbridge ..	30	30																
Uxbridge ..	..	..	Denham ..	30	30																
WALLINGFORD.																					
Cholsey and Moulsoford ..	..	..	Wallingford ..	35	35																
Wallingford ..	..	..	Cholsey and Moulsoford ..	35	35																
WATLINGTON.																					
Princes Risborough ..	..	..	Watlington ..	40	40																
Watlington ..	..	..	Princes Risborough ..	40	40																
WINDSOR.																					
Slough ..	..	..	Windsor ..	40	40	44	53	60	75	44	53	60	75	53	60	66	83	100			
Windsor ..	..	..	Slough ..	40	40	50	60	75	100	50	60	75	100	60	75	83	100				

P—19XXT Class engine.