

Bristol (T.M.), Clifton Down and Avonmouth Dock, to Pilning Jct., Filton Jct., and Stoke Gifford.

[illegible]

Bristol (T.M.), Clifton Down and Avonmouth Dock, to Pilning Jct., Filton Junction, and Stoke Gifford.

STATIONS.	B		J		B		B		B		B		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.	arr.	dep.
8.13 a.m. Bedminster Passenger.	8.17	8.30	8.33																			
8.25 a.m. Bristol West Depot Freight.																						
BRISTOL (T.M.)	SUS	PEN																				
Bristol (East Depot)																						
North Somerset Junction																						
Dr. Day's Bridge Sidings ..			8.38																			
Dr. Day's Bridge Junction																						
Lawrence Hill	8.33	8.34			9.13																	
STAPLETON ROAD	8.36	8.37	8.42		9.16																	
Ashley Hill Junction.																						
Monpelier			8.41																			
Redland																						
CLIFTON DOWN	8.45	8.46	8.55		9.25																	
Sea Mills																						
Shirehampton		8.51																				
Avonmouth Dock Junction		8.56	9.13																			
AVONMOUTH OLD YARD Gloucester Road Jct.			9.16																			
AVONMOUTH DOCK (Pass) St. Andrew's Junction.	9.0				9.40																	
Avonmouth In. Gds. Yd.																						
Avonmouth Gds. Yd. Jct.																						
ROYAL EDWARD YARD																						
St. Andrew's Road.					9.44																	
Holesmouth Junction																						
Hallen Marsh Junction.																						
SEVERN BEACH																						
New Passage Halt																						
Cross Hands Halt																						
Plinling Low Level																						
Plinling Junction																						
CHITTINGEN																						
Henbury																						
North Filton Platform																						
Filton West Junction																						
Filton Junction Station.																						
STOKE GIFFORD																						

Stoke Gifford, Filton Jct., and Pilning Jct., to Avonmouth Dock, Clifton Down and Bristol (T.M.).

Distance from		Temple Meads via Badminton Hill.		Piling Jct.		STATIONS.		Railing Gradient 1 in 1		Time Allowances for Freight Trains— (See also page 2).				J		H		K		L		M		N		O		P		Q		R		S		T		U		V		W		X		Y		Z		AA		AB		AC		AD		AE		AF		AG		AH		AI		AJ		AK		AL		AM		AN		AO		AP		AQ		AR		AS		AT		AU		AV		AW		AX		AY		AZ		BA		BB		BC		BD		BE		BF		BG		BH		BI		BJ		BK		BL		BM		BN		BO		BP		BQ		BR		BS		BT		BU		BV		BW		BX		BY		BZ		CA		CB		CC		CD		CE		CF		CG		CH		CI		CJ		CK		CL		CM		CN		CO		CP		CQ		CR		CS		CT		CU		CV		CW		CX		CY		CZ		DA		DB		DC		DD		DE		DF		DG		DH		DI		DJ		DK		DL		DM		DN		DO		DP		DQ		DR		DS		DT		DU		DV		DW		DX		DY		DZ		EA		EB		EC		ED		EE		EF		EG		EH		EI		EJ		EK		EL		EM		EN		EO		EP		EQ		ER		ES		ET		EU		EV		EW		EX		EY		EZ		FA		FB		FC		FD		FE		FF		FG		FH		FI		FJ		FK		FL		FM		FN		FO		FP		FQ		FR		FS		FT		FU		FV		FW		FX		FY		FZ		GA		GB		GC		GD		GE		GF		GG		GH		GI		GJ		GK		GL		GM		GN		GO		GP		GQ		GR		GS		GT		GU		GV		GW		GX		GY		GZ		HA		HB		HC		HD		HE		HF		HG		HH		HI		HJ		HK		HL		HM		HN		HO		HP		HQ		HR		HS		HT		HU		HV		HW		HX		HY		HZ		IA		IB		IC		ID		IE		IF		IG		IH		II		IJ		IK		IL		IM		IN		IO		IP		IQ		IR		IS		IT		IU		IV		IW		IX		IY		IZ		JA		JB		JC		JD		JE		JF		JG		JH		JI		JJ		JK		JL		JM		JN		JO		JP		JQ		JR		JS		JT		JU		JV		JW		JX		JY		JZ		KA		KB		KC		KD		KE		KF		KG		KH		KI		KJ		KL		KM		KN		KO		KP		KQ		KR		KS		KT		KU		KV		KW		KX		KY		KZ		LA		LB		LC		LD		LE		LF		LG		LH		LI		LJ		LK		LM		LN		LO		LP		LQ		LR		LS		LT		LU		LV		LW		LX		LY		LZ		MA		MB		MC		MD		ME		MF		MG		MH		MI		MJ		MK		ML		MM		MN		MO		MP		MQ		MR		MS		MT		MU		MV		MW		MX		MY		MZ		NA		NB		NC		ND		NE		NF		NG		NH		NI		NJ		NK		NL		NM		NN		NO		NP		NQ		NR		NS		NT		NU		NV		NW		NX		NY		NZ		OA		OB		OC		OD		OE		OF		OG		OH		OI		OJ		OK		OL		OM		ON		OO		OP		OQ		OR		OS		OT		OU		OV		OW		OX		OY		OZ		PA		PB		PC		PD		PE		PF		PG		PH		PI		PJ		PK		PL		PM		PN		PO		PP		PQ		PR		PS		PT		PU		PV		PW		PX		PY		PZ		QA		QB		QC		QD		QE		QF		QG		QH		QI		QJ		QK		QL		QM		QN		QO		QP		QQ		QR		QS		QT		QU		QV		QW		QX		QY		QZ		RA		RB		RC		RD		RE		RF		RG		RH		RI		RJ		RK		RL		RM		RN		RO		RP		RQ		RR		RS		RT		RU		RV		RW		RX		RY		RZ		SA		SB		SC		SD		SE		SF		SG		SH		SI		SJ		SK		SL		SM		SN		SO		SP		SQ		SR		SS		ST		SU		SV		SW		SX		SY		SZ		TA		TB		TC		TD		TE		TF		TG		TH		TI		TJ		TK		TL		TM		TN		TO		TP		TQ		TR		TS		TT		TU		TV		TW		TX		TY		TZ		UA		UB		UC		UD		UE		UF		UG		UH		UI		UJ		UK		UL		UM		UN		UO		UP		UQ		UR		US		UT		UW		UX		UY		UZ		VA		VB		VC		VD		VE		VF		VG		VH		VI		VJ		VK		VL		VM		VN		VO		VP		VQ		VR		VS		VT		VW		VX		VY		VZ		WA		WB		WC		WD		WE		WF		WG		WH		WI		WJ		WK		WL		WM		WN		WO		WP		WQ		WR		WS		WT		WU		WV		WW		WX		WY		WZ		XA		XB		XC		XD		XE		XF		XG		XH		XI		XJ		XK		XL		XM		XN		XO		XP		XQ		XR		XS		XT		XU		XV		XW		XX		XY		XZ		YA		YB		YC		YD		YE		YF		YG		YH		YI		YJ		YK		YL		YM		YN		YO		YP		YQ		YR		YS		YT		YU		YV		YW		YX		YY		YZ		ZA		ZB		ZC		ZD		ZE		ZF		ZG		ZH		ZI		ZJ		ZK		ZL		ZM		ZN		ZO		ZP		ZQ		ZR		ZS		ZT		ZU		ZV		ZW		ZX		ZY		ZZ	
1.30 a.m.		1.30 a.m.		1.30 a.m.		1.30 a.m.		1.30 a.m.		1.30 a.m.		1.30 a.m.		1.30 a.m.		1.30 a.m.		1.30 a.m.		1.30 a.m.		1.30 a.m.		1.30 a.m.		1.30 a.m.		1.30 a.m.		1.30 a.m.		1.30 a.m.		1.30 a.m.		1.30 a.m.		1.30 a.m.		1.30 a.m.		1.30 a.m.		1.30 a.m.		1.30 a.m.		1.30 a.m.		1.30 a.m.		1.30 a.m.		1.30 a.m.		1.30 a.m.		1.30 a.m.		1.30 a.m.		1.30 a.m.		1.30 a.m.		1.30 a.m.		1.30 a.m.		1.30 a.m.		1.30 a.m.		1.30 a.m.		1.30 a.m.		1.30 a.m.		1.30 a.m.		1.30 a.m.		1.30 a.m.		1.30 a.m.		1.30 a.m.		1.30 a.m.		1.30 a.m.		1.30 a.m.		1.30 a.m.		1.30 a.m.		1.30 a.m.		1.30 a.m.		1.30 a.m.		1.30 a.m.		1.30 a.m.		1.30 a.m.		1.30 a.m.		1.30 a.m.		1.30 a.m.		1.30 a.m.		1.30 a.m.		1.30 a.m.		1.30 a.m.		1.30 a.m.		1.30 a.m.		1.30 a.m.		1.30 a.m.		1.30 a.m.		1.30 a.m.		1.30 a.m.		1.30 a.m.		1.30 a.m.		1.30 a.m.		1.30 a.m.		1.30 a.m.		1.30 a.m.		1.30 a.m.		1.30 a.m.		1.30 a.m.		1.30 a.m.		1.30 a.m.		1.30 a.m.		1.30 a.m.		1.30 a.m.		1.30 a.m.		1.30 a.m.		1.30 a.m.		1.30 a.m.		1.30 a.m.		1.30 a.m.		1.30 a.m.		1.30 a.m.		1.30 a.m.		1.30 a.m.		1.30 a.m.		1.30 a.m.		1.30 a.m.		1.30 a.m.		1.30 a.m.		1.30 a.m.		1.30 a.m.		1.30 a.m.		1.30 a.m.		1.30 a.m.		1.30 a.m.		1.30 a.m.		1.30 a.m.		1.30 a.m.		1.30 a.m.		1.30 a.m.		1.30 a.m.		1.30 a.m.		1.30 a.m.		1.30 a.m.		1.30 a.m.		1.30 a.m.		1.30 a.m.		1.30 a.m.		1.30 a.m.		1.30 a.m.		1.30 a.m.		1.30 a.m.		1.30 a.m.		1.30 a.m.		1.30 a.m.		1.30 a.m.		1.30 a.m.		1.30 a.m.		1.30 a.m.		1.30 a.m.		1.30 a.m.		1.30 a.m.		1.30 a.m.		1.30 a.m.		1.30 a.m.		1.30 a.m.		1.30 a.m.		1.30 a.m.		1.30 a.m.		1.30 a.m.		1.30 a.m.		1.30 a.m.		1.30 a.m.		1.30 a.m.		1.30 a.m.		1.30 a.m.		1.30 a.m.		1.30 a.m.		1.30 a.m.		1.30 a.m																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			

Stoke Gifford, Filton Jct., and Pilning Jct., to Avonmouth Dock, Clifton Down and Bristol (T.M.).

[illegible]

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Stoke Gifford, Filton Jct., and Pilning Jct., to Avonmouth Dock, Clifton Down and Bristol (T.M.).

WEEK DAYS—continued.										SUNDAYS.																	
STATIONS.		B		SX		Fish Ponds, L.M.R. Freight.		B		K		Freight.		B		Workmen.		H		B		B		B		Passenger.	
		Passenger												Passenger.				1.30 a.m. Severn Tunnel Junction Freight.		Passenger.		6.37 a.m. Parson Street Passenger.				Passenger.	
		arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.
		p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.
STOKE GIFFORD		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
Filton Junction Station..		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
Filton West Junction.....		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
North Filton Platform		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
Henbury		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
Chitternig		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
Piling Junction.....		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
Piling Low Level		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
Cross Hands Halt		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
New Passage Halt		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
SEVERN BEACH.....		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
Hallen Marsh Junction...		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
Holesmouth Junction...		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
ROYAL EDWARD YARD		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
St. Andrew's Road.....		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
Avonmouth Gds. Yd. Jct.		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
Avonmouth In. Gds. Yd.		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
St. Andrew's Junction...		10 18	10 20	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
AVONMOUTH DOCK (Pass)		10 18	10 20	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
Gloucester Road Junction		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
AVONMOUTH OLD YARD		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
Avonmouth Dock Junction		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
Shirehampton		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
Sea Mills		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
CLIFTON DOWN		10 34	10 36	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
Redland		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
Montpelier		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
Ashley Hill Junction.....		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
STAPLETON ROAD		10 42	10 43	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
Lawrence Hill		10 45	10 46	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
Dr. Day's Bridge Junction		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
Dr. Day's Bridge Sidings..		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
North Somerset Junction		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
Bristol (East Depot)...		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
BRISTOL (T.M.)		10 50	—	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	

BRISTOL, RADSTOCK AND FROME.

[illegible]

N—Saturdays and School Holidays excepted between Frome and Bruton.

Y—If necessary, Engine, Van and Guard to return to Hallatrow and work traffic from Hallatrow to Old Mills.

BRISTOL, RADSTOCK AND FROME.

DOWN TRAINS.		WEEK DAYS.										SUNDAYS.	
STATIONS.		B	Wells Pass.	B	Pass.	B	Pass.	B	Pass.	B	Pass.	B	Pass.
BRISTOL (T.M.)	dep.		p.m. 6 20		p.m. 6 15		p.m. 8 12		p.m. 9 48		p.m. 9 40		p.m. 4 50
East Depot	"												
Marsh Junction	"		CS 27		CS 22		CS 8 30		CS 9 55		CS 9 47		CS 4 57
Bristol	"		5 34		6 29		8 27		10 2		9 54		5 4
Walschurch Halt	"												
Stop Board	"												
Pensford	arr. { dep.		5 40		6 35		8 33		10 8		10 0		5 10
	arr. { dep.		5 41		6 36		8 34		10 10		10 1		5 11
Pensford and Bromley Siding	arr. { dep.												
	arr. { dep.		5 49		6 44		8 42		10 18		10 9		5 19
Clutton	arr. { dep.		5 50		6 48		8 43		10 19		10 10		5 20
Stop Board	"												
Hallatrow	arr. { dep.		5 53		6 51		8 48		10 22		10 13		5 23
Stop Board	arr. { dep.		5 54		6 52		8 47		10 23		10 14		5 24
Farrington Gurney	"												
Old Mills Siding	arr. { dep.		5 58		6 56		8 51		10 27		10 18		5 28
	arr. { dep.												
Midsomer Norton and Welton	arr. { dep.		6 1		6 59		8 54		10 30		10 21		5 31
	arr. { dep.		6 2		7 0		8 55		10 31		10 22		5 32
RADSTOCK	arr. { dep.		6 5		7 3		8 58		10 34		10 25		5 35
	arr. { dep.		6 7		7 4		9 0		10 35		10 26		5 36
Mells Road	arr. { dep.		6 14		7 11		9 7		10 42		10 33		5 43
Stop Board	arr. { dep.		6 20		7 12		9 8		10 43		10 34		5 44
Somerset Quarries Siding	"												
Gas Works Siding	"												
Market Siding	"												
Frome Mineral Junction	arr. { dep.		6 31		7 22		9 19		10 53		10 44		5 54
FROME	arr. { dep.		6 37										

Single Line, Marsh Junction to Radstock Station worked by Electric Train Token Marsh Junction to Pensford, and Electric Train Staff Pensford to Radstock, the Staff Stations and crossing places being Marsh Junction, Pensford, Pensford and Bromley Siding, Clutton, Hallatrow, and Radstock Station.

Electric Train Token worked between Clutton and Pensford when Pensford and Bromley Siding is out of circuit.

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

Double Line, Radstock Station to Mells Road South End.

Single Line, Mells Road South End to Frome worked by Electric Train Token, Mells Road and Frome South Box being the Token Stations.

FROME, RADSTOCK, AND BRISTOL.

UP TRAINS.

WEEK DAYS.

Mile Post Distance from Frome		STATIONS.		Ruling Gradient 1 in.		Time Allowance for Ordinary Freight Trains. See page 2.		B	K	B	K	B	K	B	K	K	E'ties	K	B	B	K	A	B
M.	C.					Point-to-Point Times	Allow for Stop	Allow for Start.	Pass.	Frgh't. and Emp'ties.	Pass.	Frgh't. SX	Pass.	Frgh't. SO	Pass.	Frgh't. SX	Pass.	Frgh't. SX	Pass.	Frgh't. SX	Pass.	Frgh't. SX	Pass.
						Mins.	Mins.	Mins.	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.	p.m.	p.m.

N—Calls at Brislington on Saturdays.

V—Kingsland Road.

FROME, RADSTOCK AND BRISTOL.

UP TRAINS.		WEEK DAYS.							SUNDAYS.						
STATIONS.		B							B						
		Pass.							Pass.						
		p.m.							noon						
FROME.....	{ arr. dep. }	9 25							12 0					9 35	
Frome Mineral Junction ..	"														
Market Siding ..	"														
Gas Works Siding ..	"														
Somerset Quarries Siding ..	"														
Mells Road.....	{ arr. dep. }	9 36							12 11					9 46	
Stop Board.....	"	9 37							12 12					9 47	
RADSTOCK.....	{ arr. dep. }	9 43							12 18					9 53	
Midsomer Norton and	"	9 44							12 19					9 55	
Welton ..	{ arr. dep. }	9 48							12 22					9 58	
Old Mills Siding ..	"	9 48							12 23					9 59	
Farrington Gurney ..	"	9 52												10 3	
Stop Board.....	"	9 55							12 30					10 6	
Hallatrow ..	{ arr. dep. }	9 56							12 31					10 7	
Clutton.....	"	9 59							12 34					10 10	
Stop Board.....	"	10 0							12 35					10 11	
Pensford and Bromley Sdg. { arr. dep. }	"														
Pensford ..	"	10 7							12 42					10 18	
Stop Board.....	"	10 9							12 44					10 19	
Whitchurch Halt ..	"	10 16													
Brislington ..	{ arr. dep. }	10 21							12 51					10 26	
Marsh Junction ..	"	10 21							12 55					10 30	
East Depot ..	"	CS							12 56					10 31	
North Somerset Junction. { arr. dep. }	"								CS					CS	
BRISTOL (T.M.) ..	"	10 28							1 6					10 38	

V—Kingsland Road.

Up Trains.

PORTISHEAD BRANCH.

Week Days.

STATIONS.	Ruling Gra- dent 1 in	Time Allowance for Ordinary Freight Trains see page 2.		K	No. 4 Trans- fer to Stoke Gifford	K	No. 8 Trans- fer Engi- ne Van.	K	No. 2 Trans- fer Van.	K	Trans- fer.	B	No. 8 Trans- fer. Work- men.	K	Chit- tling Work- men.	B	No. 8 Trans- fer. Diesel.	K	No. 8 Trans- fer.	K	No. 6 Trans- fer.	K	No. 2 Trans- fer.	B
		Point- to Stop. Times.	Allow for Stop. Start.	mins.	mins.	mins.	mins.	mins.	mins.	mins.	mins.	mins.	mins.	mins.	mins.	mins.	mins.	mins.	mins.	mins.	mins.	mins.	mins.	mins.
PORTISHEAD	dep.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Timber Jetty Jct.	dep.	426 F.	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Portbury	arr. dep.	396 R.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Portbury Shipyard	arr. dep.	100 R.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Pill	arr. dep.	100 F.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Ham Green Halt	arr. dep.	172 R.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Oak Wood	arr. dep.	100 F.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Clifton Bridge	arr. dep.	200 F.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Ashton Gate	arr. dep.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Temple Meads Gds.	dep.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Wapping Wharf	dep.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Canon's Marsh	dep.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Ashton Meadows	arr. dep.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Ashton Junction	pass	232 R.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
West Depot Up Side	arr.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Parson Street Jct.	pass	100 R.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Parson Street	dep.	440 F.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Malago Vale	arr.	440 F.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Bedminster	arr. dep.	440 F.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Pytle Hill	arr. dep.	440 F.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Bristol West	pass	440 F.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
BRISTOL (T.M.)	arr.	391 R.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

†—From Wapping Wharf or Canon's Marsh.

Up Trains.

PORTISHEAD BRANCH.

Week Days.

STATIONS.	B	No. 8 Trans-fer Engine and Van.	No. 6 Severn Beach Diesel.	No. 2 Trans-fer.	No. 8 Trans-fer.	B	Diesel SX	Trans-fer.	Pass.	B	Trans-fer.	Pass.	B	Trans-fer.	Pass.	No. 3 Trans-fer.	No. 1 Trans-fer.	K	Stoke Gif-ford Frght.
	Pass.	MX	MX	RR	MX	MX	SO	RR	SO	RR	RR	SO	RR	RR	RR	RR	RR	RR	RR
PORTISHEAD	dep.	8 20	8 20	8 20	8 20	8 20	8 20	8 20	8 20	8 20	8 20	8 20	8 20	8 20	8 20	8 20	8 20	8 20	8 20
Timber Jetty Jct.	arr.	8 25	8 25	8 25	8 25	8 25	8 25	8 25	8 25	8 25	8 25	8 25	8 25	8 25	8 25	8 25	8 25	8 25	8 25
Portbury	dep.	8 30	8 30	8 30	8 30	8 30	8 30	8 30	8 30	8 30	8 30	8 30	8 30	8 30	8 30	8 30	8 30	8 30	8 30
Portbury Shipyard	arr.	8 31	8 31	8 31	8 31	8 31	8 31	8 31	8 31	8 31	8 31	8 31	8 31	8 31	8 31	8 31	8 31	8 31	8 31
Pull	dep.	8 33	8 33	8 33	8 33	8 33	8 33	8 33	8 33	8 33	8 33	8 33	8 33	8 33	8 33	8 33	8 33	8 33	8 33
Ham Green Halt	arr.	8 36	8 36	8 36	8 36	8 36	8 36	8 36	8 36	8 36	8 36	8 36	8 36	8 36	8 36	8 36	8 36	8 36	8 36
Oak Wood	dep.	8 37	8 37	8 37	8 37	8 37	8 37	8 37	8 37	8 37	8 37	8 37	8 37	8 37	8 37	8 37	8 37	8 37	8 37
Clifton Bridge	arr.	8 42	8 42	8 42	8 42	8 42	8 42	8 42	8 42	8 42	8 42	8 42	8 42	8 42	8 42	8 42	8 42	8 42	8 42
Ashton Gate	dep.	8 45	8 45	8 45	8 45	8 45	8 45	8 45	8 45	8 45	8 45	8 45	8 45	8 45	8 45	8 45	8 45	8 45	8 45
Temple Meads Gds.	dep.	8 45	8 45	8 45	8 45	8 45	8 45	8 45	8 45	8 45	8 45	8 45	8 45	8 45	8 45	8 45	8 45	8 45	8 45
Wapping Wharf	arr.	8 45	8 45	8 45	8 45	8 45	8 45	8 45	8 45	8 45	8 45	8 45	8 45	8 45	8 45	8 45	8 45	8 45	8 45
Canon's Marsh	dep.	8 45	8 45	8 45	8 45	8 45	8 45	8 45	8 45	8 45	8 45	8 45	8 45	8 45	8 45	8 45	8 45	8 45	8 45
Ashton Meadows	arr.	8 45	8 45	8 45	8 45	8 45	8 45	8 45	8 45	8 45	8 45	8 45	8 45	8 45	8 45	8 45	8 45	8 45	8 45
Ashton Junction	pass	8 45	8 45	8 45	8 45	8 45	8 45	8 45	8 45	8 45	8 45	8 45	8 45	8 45	8 45	8 45	8 45	8 45	8 45
West Depot Up Side	arr.	8 45	8 45	8 45	8 45	8 45	8 45	8 45	8 45	8 45	8 45	8 45	8 45	8 45	8 45	8 45	8 45	8 45	8 45
Parson Street Jct.	pass	8 45	8 45	8 45	8 45	8 45	8 45	8 45	8 45	8 45	8 45	8 45	8 45	8 45	8 45	8 45	8 45	8 45	8 45
Parson Street	dep.	8 49	8 49	8 49	8 49	8 49	8 49	8 49	8 49	8 49	8 49	8 49	8 49	8 49	8 49	8 49	8 49	8 49	8 49
Malago Vale	arr.	8 51	8 51	8 51	8 51	8 51	8 51	8 51	8 51	8 51	8 51	8 51	8 51	8 51	8 51	8 51	8 51	8 51	8 51
Bedminster	dep.	8 52	8 52	8 52	8 52	8 52	8 52	8 52	8 52	8 52	8 52	8 52	8 52	8 52	8 52	8 52	8 52	8 52	8 52
Pytle Hill	arr.	8 55	8 55	8 55	8 55	8 55	8 55	8 55	8 55	8 55	8 55	8 55	8 55	8 55	8 55	8 55	8 55	8 55	8 55
Bristol West	dep.	8 55	8 55	8 55	8 55	8 55	8 55	8 55	8 55	8 55	8 55	8 55	8 55	8 55	8 55	8 55	8 55	8 55	8 55
BRISTOL (Y.M.)	pass	8 55	8 55	8 55	8 55	8 55	8 55	8 55	8 55	8 55	8 55	8 55	8 55	8 55	8 55	8 55	8 55	8 55	8 55

Z—Shunt as required en route Canon's Marsh to Ashton Meadows.

N—Ashton Containers' Sidings 5.12—5.26.

Up Trains.

PORTISHEAD BRANCH.

Week Days.

STATIONS.	K	Trans-fer.	K	Fright	K	Trans-fer.	K	Trans-fer.	K	F	B	No. 3 Trans-fer.	F	B	No. 4 SX No. 1 Trans-fer.	K	B	No. 2 Diesel. SX Trans-fer.	K
PORTISHEAD		p.m.		p.m.		p.m.		p.m.		p.m.		p.m.		p.m.		p.m.		p.m.	
Timber Jetty Jct.		dep.		8 7		8 39		8 42		8 42		8 42		8 42		10 45		10 45	
Portbury		{ arr. dep. } arr. dep.		—		8 47		8 47		8 47		8 47		8 47		10 50		10 50	
Portbury Shipyard		dep.		CS		CS		CS		CS		CS		CS		10 55		10 55	
PHI		arr.		CS		8 51		8 51		8 51		8 51		8 51		10 55		10 55	
Ham Green Halt		dep.		CS		8 54		8 54		8 54		8 54		8 54		10 55		10 55	
Oak Wood		{ arr. dep. } arr. dep.		CS		CS		CS		CS		CS		CS		10 55		10 55	
Clifton Bridge		arr.		CS		9 4		9 4		9 4		9 4		9 4		11 5		11 5	
Ashton Gate		dep.		—		9 6		9 6		9 6		9 6		9 6		11 7		11 7	
Temple Meads Gds.		dep.														11 0		11 0	
Wapping Wharf		{ arr. dep. } arr. dep.						SUSPENDED		CS		CS		CS		CS		CS	
Canon's Marsh		dep.														11 0		11 0	
Ashton Meadows		{ arr. dep. } arr. dep.		8 37												11 0		11 0	
Ashton Junction		pass														11 15		11 15	
West Depot Up Side		arr.														11 2		11 2	
Parson Street Jct.		pass														11 11		11 11	
Parson Street		dep.														11 12		11 12	
Malago Vale		arr.														11 15		11 15	
Bedminster		{ arr. dep. } arr. dep.														11 15		11 15	
Pytle Hill		arr.														11 26		11 26	
Bristol West		dep.														11 55		11 55	
BRISTOL (T.M.)		pass														11 57		11 57	
		arr.														11 18		11 18	

Single Line worked by a Train Staff and one engine in steam at a time or (b) by Train Staff and two engines in steam coupled together, or (c) by Train Staff and one engine coupled to Rail Motor Car or a second engine coupled to an Auto Car. The Train Staff Stations are Yatton and Clevedon.

[illegible]

WEEK DAYS.

[illegible]

WRINGTON VALE LIGHT RAILWAY

Single Line worked by Train Staff, and only one engine in steam at a time (or two or more coupled).

PASSENGER SERVICE SUSPENDED.

[illegible]

UP TRAINS.		WEEK DAYS ONLY.			
Distance from Blagdon	STATIONS.	Ruling Gradient	1 in	Fright.	SR
C.	BLAGDON	dep.	...	...	a.m.
1	Burrington	{ ar.	70 R.	...	10 30
1	Stop Board	{ dep.	...	...	10 40
65	Langford	{ ar.	50 F.	...	10 50
2	Wrighton	{ dep.	...	...	10 56
3	Congresbury	{ ar.	75 F.	...	11 1
57	Yatton	{ dep.	60 F.	...	11 8
6	Congresbury	{ ar.	...	...	11 18
49	Congresbury	{ dep.	...	...	11 25
8	Yatton	{ ar.	434 R.	...	11 35
16	Yatton	{ dep.	...	...	11 41

The Engineers have absolute occupation of this Branch each morning from 5-0 a.m. until 15 minutes before the first train is due to leave Congressbury.

WELLS BRANCH.

SUNDAYS.				SUNDAYS.							
Dist- ances,	STATIONS.			B	P.m. Bristol Pass.	Mile Post Mile- age.	STATIONS.			B	P.m. Bristol Pass.
M. C.	VATTON..... dep.	P.m.	2 30	M. C.	WITHAM..... dep.	P.m.	5 30				
1 48	Congresbury..... ar.	2 34	2 39	2 26	Wanstow..... ar.	5 37	5 37				
4 40	Sandford..... dep.	2 39	2 40	5 57	Cranmore..... dep.	5 43	5 43				
5 55	Banwell..... ar.	2 43	2 44	6 50	Stop Board..... ar.	5 44	5 44				
	Winscombe..... dep.	2 44	2 45	9 3	Shepton Mallet..... dep.	5 51	5 51				
8 2	Axbridge..... ar.	2 49	2 53	9 65	Stop Board..... ar.	5 52	5 52				
9 65	CHEDDAR..... dep.	2 53	2 54	12 7	Dulcot Siding..... ar.	CS	CS				
11 71	Draycott..... dep.	2 58	3 2	13 65	{ East Somerset..... dep.	6 20	6 20				
14 3	Lodge Hill..... ar.	3 2	3 7	13 79	{ S.R..... ar.	7 23	7 23				
16 38	Wooley..... dep.	3 7	3 10	14 13	Tucker Street..... dep.	7 27	7 27				
17 43	{ Tucker Street..... ar.	3 10	3 17	15 18	Wooley..... ar.	7 29	7 29				
17 57	{ S.R..... dep.	3 17	3 18	17 53	Lodge Hill..... dep.	7 33	7 33				
17 60	{ East Somerset..... ar.	CS	CS	19 65	Draycott..... ar.	7 37	7 37				
19 45	Dulcot Siding..... dep.			21 71	CHEDDAR..... dep.	7 43	7 43				
22 52	Shepton Mallet..... ar.	3 29	3 31	23 54	Axbridge..... ar.	7 47	7 47				
25 79	Cranmore..... dep.	3 31	3 38	26 2	Winscombe..... dep.	7 50	7 50				
27 63	Stop Board..... ar.	3 38	3 39	27 15	Sandford and Banwell..... dep.	8 0	8 0				
29 30	Stop Board..... dep.	3 39	3 45	30 9	Congresbury..... ar.	8 4	8 4				
29 59	Wanstow..... ar.	3 45	3 46	31 55	VATTON..... dep.						
31 55	WITHAM..... ar.	3 46	3 51								

LIST OF SIGNAL BOXES.

Distance Box to Box		NAME OF BOX.	TIMES DURING WHICH BOXES ARE OPEN.					Whether provided with Switch.
			Week Days.			Sundays.		
M.	C.		Mondays.	Other Days.	Closed at	Opened at	Closed at	
—	—	Milton.....	6. 0 a.m.	—	—	{ 2. 0 p.m.	6. 0 a.m. 10. 0 p.m. }	Yes.
1	50	Steventon	..	Open	Continuously.	..	..	No.
—	78	Lockinge East	2. 0 p.m.	2. 0 p.m.	10. 0 p.m.	—	—	Yes.
—	43	Lockinge West	6. 0 a.m.	10. 0 p.m.	2. 0 p.m.	—	6. 0 a.m.	Yes.
2	6	Wantage Road	..	Open	Continuously.	..	..	Yes. B
1	76	Circourt	8.30 a.m.	8.30 a.m.	4.30 p.m.	—	—	Yes.
1	56	Challow	..	Open	Continuously	..	..	Yes.
2	46	Uffington	—	—	—	{ 7.45 a.m. 3.30 p.m. 10. 0 p.m. }	{ 6. 0 a.m. K 9.30 a.m. J — }	Yes.
2	99	Knighton Crossing	..	Open	Continuously.	..	..	No.
2	8	Ashbury Crossing	..	Open	Continuously.	..	..	No.
—	51	Strivenham	..	Open	Continuously.	..	..	Yes. B
2	5	Marston Crossing East	6. 0 a.m.	—	—	..	6. 0 a.m.	Yes.
—	34	Marston Crossing West	..	Open	Continuously.	..	..	Yes.
2	14	Swindon Highworth Junction.....	..	Open	Continuously.	..	..	Yes. B
—	36	Swindon Goods Yard	..	Open	Continuously.	..	..	Yes.
—	27	Swindon Station East	..	Open	Continuously.	..	..	No.
—	21	Swindon Station West	..	Open	Continuously.	..	..	No.
—	55	Swindon Loco. Yard	4. 0 a.m.	—	—	..	10. 0 p.m.	Yes.
—	48	Rodbourne Lane	6. 0 a.m.	—	—	..	10. 0 p.m.	Yes.
—	41	Rushey Platt Junction	..	Open	Continuously.	..	..	Yes. B
1	20	Hay Lane	..	—	—	6. 0 p.m.	6. 0 a.m.	Yes.
1	60	Studley	6. 0 a.m.	—	—	..	6. 0 a.m.	Yes.
1	41	Wootton Bassett East	..	Open	Continuously.	..	..	No.
—	19	Wootton Bassett West.....	{ 6. 0 a.m.	—	—	2. 0 p.m.	6. 0 a.m. 10. 0 p.m. }	Yes.
3	62	Brinkworth.....	7.20 a.m.	7.20 a.m.	10. 0 p.m.	—	—	Yes.
2	52	Little Somerford	..	Open	Continuously.	..	..	Yes.
4	40	Hullavington	..	Open	Continuously.	..	..	Yes.
5	60	Badminton	..	Open	Continuously.	..	..	No.
4	45	Chipping Sodbury	6. 0 a.m.	—	—	..	10. 0 p.m.	Yes.
1	37	Wapley Common.....	6. 0 a.m.	—	—	..	6. 0 a.m.	Yes.
—	30	Westerleigh East Junction	6. 0 a.m.	—	—	..	6. 0 a.m.	Yes.
—	48W	Westerleigh North Junction ..	..	Clo	sed.	..	..	Yes.
—	57A 28C	Westerleigh West Junction ..	..	Open	Continuously.	..	..	Yes. G
1	29	Coalpit Heath	6. 0 a.m.	—	—	..	6. 0 a.m.	Yes.
1	38	Winterbourne	6. 0 a.m.	6. 0 a.m.	2. 0 p.m.	..	..	Yes.
1	50	Stoke Gifford East	..	Open	Continuously.	..	..	Yes.
—	32	Stoke Gifford West	..	Open	Continuously.	..	..	No.
2	0	Wootton Bassett Incline	6. 0 a.m.	6. 0 a.m.	10. 0 p.m.	..	..	Yes.
2	44	Dauntsey	..	Open	Continuously.	..	..	Yes.
4	97	Langley Crossing	..	Open	Continuously.	..	..	Yes.
1	6	Chippenham East	..	Open	Continuously.	..	..	No.
—	26	Chippenham West.....	6. 0 a.m.	—	—	{ 11.30 a.m.	6. 0 a.m. 11.45 p.m. }	Yes.
2	4	Thingley Junction.....	..	Open	Continuously.	..	..	No.
—	42	Thingley West	Closed.	..	..	..	..	Yes.
1	54	Corsham	6. 0 a.m.	..	..	..	6. 0 a.m.	Yes.
3	27	Box	..	Open	Continuously.	..	..	Yes.
1	14	Farleigh Down	Closed.	..	..	..	..	Yes.
1	40	Bathampton	..	Open	Continuously.	..	..	Yes.
—	52	Bathampton West	6. 0 a.m.	—	—	{ 2.45 p.m.	6. 0 a.m. 11. 0 p.m. }	Yes.
1	52	Bath Passenger	..	Open	Continuously.	..	..	Yes.
—	41	Bath Goods	..	Open	Continuously.	..	..	Yes.
2	1	Twerton Tunnel	{ 5.30 a.m.	—	—	3. 0 p.m.	6. 0 a.m. 11. 0 p.m. }	Yes.
1	79	Saltford	6. 0 a.m.	—	—	..	6. 0 a.m.	Yes.
1	68	Keynsham East	..	Open	Continuously.	..	..	Yes.
—	37	Keynsham West	6. 0 a.m.	—	—	..	2. 0 p.m.	Yes.
1	35	Fox's Wood	{ 5. 0 a.m.	—	—	2. 0 p.m.	6. 0 a.m. 11. 0 p.m. }	Yes.

A—From Westerleigh East. B—When Box out of circuit Junction set for Main Line. C—From Westerleigh North. G—When Box out of circuit Junction set Stoke Gifford to Swindon. H—Unless required for Military purposes. J—After 8.15 p.m. Swindon passenger has passed and cleared. K—When 7.45 a.m. Swindon runs. W—From Westerleigh East. Mileage Westerleigh North to Yate South Junction, 79 chains Down Line and 1 mile 4 chains Up Line. †—Or after last Down Express Train.

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.		
			Monday.	Other Days.	Closed at	Opened at	Closed at	
M. 1	C. 66	East Depot, Main Line.....	—	Open	Continuously.	—	—	Yes. B
—	23	East Depot Down Yard.....	4. 0 a.m.	—	—	—	2. 0 p.m.	Yes. D
L P6	29 57	Marsh Junction.....	—	Open	Continuously.	—	—	Yes. A
—	20	St. Philip's Marsh.....	—	Open	Continuously.	—	—	Yes.
Q Q	27 21	North Somerset Junction.....	—	Open	Continuously.	—	—	No.
—	37	Bristol (T.M.) East.....	—	Open	Continuously.	—	—	No.
—	—	Temple Meads Old Station.....	—	Open	Continuously.	—	—	No.
T N	28 22	Dr. Day's Bridge Junction.....	—	Open	Continuously.	—	—	No.
—	33	Lawrence Hill.....	5. 0 a.m.	—	—	—	10. 0 p.m.	Yes.
—	63	Stapleton Road.....	—	Open	Continuously.	—	—	Yes.
—	74	Ashley Hill.....	5.30 a.m.	—	—	—	2. 0 p.m.	Yes.
—	33	Filton Incline.....	6. 0 a.m.	—	—	—	6. 0 a.m.	Yes.
—	1	Filton Junction.....	—	Open	Continuously.	—	—	Yes.
—	40	Patchway.....	—	Open	Continuously.	—	—	Yes.
—	2	Patchway Tunnel.....	6. 0 a.m.	—	—	—	6. 0 a.m.	Yes.
—	16	Cattybrook Siding.....	6. 0 a.m.	—	—	—	6. 0 a.m.	Yes.
—	58	—	—	—	—	—	—	—
1	1	Pilning Junction.....	—	—	—	2. 0 p.m.	6. 0 a.m.	Yes. E
—	27	Pilning Station Box.....	6. 0 a.m.	—	—	—	12. 0 night	Yes.
—	17	Sewern Tunnel East.....	—	—	—	—	—	No.
—	4	Sewern Tunnel West.....	—	—	—	—	—	No.
—	72	Sewern Tunnel Junction East.....	—	Open	Continuously.	—	—	No.
—	50	Sewern Tunnel Junction Middle.....	—	—	—	—	—	No.
—	31	—	—	—	—	—	—	—
H M	30 44	Bristol (T.M.) West.....	—	Open	Continuously.	—	—	No.
—	35	Bedminster Station.....	—	Open	Continuously.	—	—	Yes.
—	58	Malago Vale.....	—	Open	Continuously.	—	—	Yes.
—	48	Parson Street Junction.....	—	Open	Continuously.	—	—	Yes. B
—	35	West Depot.....	—	Open	Continuously.	—	—	Yes.
—	20	South Liberty Junction.....	5.15 a.m.	—	—	—	10. 0 p.m.	Yes.
3	20	Flax Bourton.....	—	Open	Continuously.	—	—	Yes.
2	9	Nailsea and Backwell East.....	5. 0 a.m.	—	—	—	6. 0 a.m.	Yes.
—	29	Nailsea and Backwell West.....	Opened for s	ht Trains only	Continuously.	—	—	Yes.
2	7	Claverham.....	—	Open	Continuously.	—	—	Yes.
—	74	Yatton East.....	5. 0 a.m.	—	—	—	6. 0 a.m.	Yes.
—	48	Yatton West.....	—	Open	Continuously.	—	—	Yes.
1	56	Huish Crossing.....	—	Open	Continuously.	—	—	Yes.
1	68	Puxton and Worle.....	—	Open	Continuously.	—	—	Yes.
1	18	Worle Junction.....	—	Open	Continuously.	—	—	Yes.
1	59	Hutton.....	6. 30 a.m.	6. 30 a.m.	1.50 p.m.	—	—	Yes.
†2	6	Weston-super-Mare East.....	—	Open	Continuously.	—	—	Yes.
—	19	Weston-super-Mare West.....	6. 0 a.m.	6. 0 a.m.	10.30 p.m. W	2. 0 p.m.	10. 0 p.m.	Yes.
J1 K1	9 45	Uphill Junction.....	—	Open	Continuously.	—	—	Yes.
2	32	Lympsham.....	9. 0 a.m.	9. 0 a.m.	4.20 p.m.	—	—	Yes.
2	2	Brent Knoll.....	5. 0 a.m.	—	—	{ 2. 0 p.m.	{ 6. 0 a.m.	Yes.
—	—	—	—	—	—	{ 10. 0 p.m.	{ 6. 0 a.m.	—
2	44	Highbridge East.....	{ 6. 0 a.m.	—	—	2. 0 p.m.	10. 0 p.m.	Yes.
—	18	Highbridge West.....	—	Open	Continuously.	—	—	No.
1	68	Huntspill.....	9.0 a.m.	9.0 a.m.	4.20 p.m.	As re	quired	Yes.

A—When box out of circuit, Junction set North Somerset Junction to St. Philip's Marsh. B—When box out of circuit, Junction set for Main Line. D—When box out of circuit, Junction set East Depot to Marsh Junction. E—When box out of circuit, Junction set Patchway to Severn Tunnel. District Inspectors to arrange. G—From East Depot Down Yard. H—From Temple Meads East. J—From Hutton ML. K—From Weston-super-Mare West. L—From East Depot Down Yard. M—From St. Philip's Marsh. N—From North Somerset Junction. P—From Pensford. Q—From Marsh Junction. T—From Bristol East. U—From Filton Junction. V—From Stoke Gifford West. W—Or after passing of 9.30 p.m. Bristol. §—As required for Freight traffic Sundays. †—From Worle Junction.

LIST OF SIGNAL BOXES—continued.

Distance Box to Box.		NAME OF BOX.	TIMES DURING WHICH BOXES ARE OPEN.					Whether provided with Switch.
			Week Days.			Sundays.		
			Mondays.	Other Days.	Closed at	Opened at	Closed at	
M.	C.							
1	60	Standish Junction	—	Open	continuously.	—	—	Yes.
2	6	Stonehouse	6. 0 a.m.	—	—	—	10. 0 p.m.	Yes.
2	23	Frocester	6. 0 a.m.	—	—	—	6. 0 a.m.	Yes.
1	12	Coaley Junction	5. 0 a.m.	—	—	—	10. 0 p.m.	Yes.
4	4	Berkeley Road Junction	7. 0 p.m.	7. 0 p.m.	2. 0 a.m.	—	—	No.
1	79	Berkeley Loop Junction	7.15 p.m.	7.15 p.m.	3.15 a.m.	—	3.15 a.m.	Yes.
1	72	Berkeley Road South Jct.	Intermedi	ate Track Si	gnals,	—	—	Yes.
2	46	Wick	—	Open	continuously.	—	—	Yes.
2	21	Charfield	6. 0 a.m.	—	—	—	2. 0 p.m.	Yes.
1	3	Wickwar	6. 0 a.m.	—	—	—	6. 0 a.m.	Yes.
5	15	Rangeworthy	—	Open	continuously.	—	—	Yes.
5	15	Yate Main Line Junction	—	Open	continuously.	—	—	Yes.
5	15	Yate South Junction	—	Open	continuously.	—	—	Yes.
5	15	Calne	Open dur	ing each day'	s Train	Open as re	quired for the	No.
5	15	Calne	Open dur	ing each day'	s Train	Open as re	quired for the	No.
F	47	Ashley Hill Jct.	6. 0 a.m.	—	10.30 p.m. Sa	ts. 7. 0 a.m.	3. 0 p.m.	Yes.
—	—			6. 0 a.m.	12.15 a.m. Tu	esdays to Sat	urdays.	
—	—	Montpelier	6.15 a.m.	6.15 a.m.	10.30 p.m.	—	—	Yes.
—	—	Redland	As	required.	—	—	—	Yes.
—	—	Clifton Down	5. 0 a.m.	—	—	—	11.45 p.m.	No.
—	—	Shirehampton	6.40 a.m.	6.40 a.m.	10.40 p.m.	12.0 noon	8. 0 p.m.	Yes.
—	—	Avonmouth Dock Junction	5.15 a.m.	—	—	—	11.40 p.m.	No.
—	—	Avonmouth Sidings	6. 0 a.m.	—	—	—	2. 0 p.m.	Yes.
—	—	Avonmouth Dock Passenger	5.15 a.m.	5.15 a.m.	12.0 night Z	5.15 a.m.	11.30 p.m.	No.
G	77	Filton West	6. 0 a.m.	—	—	—	10. 0 p.m.	No.
K	62							
2	34	Henbury	6. 0 a.m.	—	—	—	6. 0 a.m.	Yes.
—	—	Blaise	—	Open as	required.	—	—	Yes.
D1	24	Pilning (Low Level)	6.0 a.m.	—	—	—	6. 0 a.m.	—
2	44	Severn Beach	6.10 a.m.	6.10 a.m.	10.15 p.m.	9.15 a.m.	4.45 p.m.	Yes.
2	44	Severn Beach	6.10 a.m.	6.10 a.m.	10.15 p.m.	6.20 p.m.	10.15 p.m.	
J3	18	Hallen Marsh Junction	{ 6. 0 a.m.	—	—	9.0 a.m.	{ 6. 0 a.m.	Yes.
E2	41	Holesmouth Junction	6. 0 a.m.	—	—	—	10.30 p.m.	Yes.
—	24						6. 0 a.m.	
—	65	Avonmouth Goods Yard	5.30 a.m.	—	—	—	2.45 p.m.	Yes.
—	29	St. Andrew's Junction	5.30 a.m.	—	—	—	10.30 p.m.	No.
—	31	Gloucester Road	6. 0 a.m.	—	—	—	2. 0 p.m.	No.
—	—	Frome South	5. 0 a.m.	—	—	—	10. 0 p.m.	—
65	6	Mells Road	{ 6.15 a.m.	6.15 a.m.	11. 0 p.m.	10. 0 a.m.	{ 12.30 p.m.	Yes.
2	73	Radstock South	7. 0 a.m.	7. 0 a.m.	10. 0 p.m.	5.20 p.m.	10. 0 p.m.	Yes.
—	23	Radstock North	6.15 a.m.	6.15 a.m.	10.50 p.m.	{ 9.50 a.m.	{ 12.45 p.m.	} No.
						9.30 p.m.	6. 0 p.m.	
							10.10 p.m.	
2	8	Hallatrow	6.35 a.m.	6.35 a.m.	After last	During	train	} No.
1	33	Clutton	6.45 a.m.	6.45 a.m.	train.	serv	vice.	
2	41	Pensford and Bromley	9. 0 a.m.	9. 0 a.m.	3. 0 p.m.	—	—	Yes.
—	57	Pensford	6.45 a.m.	6.45 a.m.	After last	During	train	} No.
					train.	serv	vice.	

C—From Frome. D—From Cattybrook Sidings. E—From Severn Beach. F—From Stapleton Road. G—From Stoke Gifford West. H—Opened on Sundays when required for traffic purposes. J—From Henbury. K—From Filton Junction. Z—Or after 11.50 p.m. Avonmouth clears.

LIST OF SIGNAL BOXES—continued.

Distance Box to Box.		NAME OF BOX.	TIMES DURING WHICH BOXES ARE OPEN.					W whether provided with Switch.
			Week Days.			Sundays.		
			Mondays.	Other Days.	Closed at	Opened at	Closed at	
M. D	65	Ashton Junction	5. 0 a.m.	—	—	—	10.20 p.m. (or after passing 9.48 p.m. ex Portishead.)	No.
—	34	Ashton Swing Bridge South ..	6. 0 a.m.	—	—	—	} 2. 0 p.m. K	No.
—	10	Ashton Swing Bridge North ..	6. 0 a.m.	—	—	—		No.
—	7	Avon Crescent	6. 0 a.m.	—	—	—		No.
—	54	Canons Marsh Crossing	6. 0 a.m.	—	—	—	—	No.
F	41	Clifton Bridge	5. 0 a.m.	5. 0 a.m.	L	10.15 a.m.	After last train.	No.
2	63	Oak Wood	8. 0 a.m.	8. 0 a.m.	9.20 p.m.	—	—	Yes.
1	50	Pill	8. 0 a.m.	8. 0 a.m.	9.20 p.m.	—	—	Yes.
1	14	Shipyards Sidings	8.3 a.m.	8. 0 a.m.	9.20 p.m.	—	—	Yes.
2	45	Portishead	5. 0 a.m.	5. 0 a.m.	After last train.	10.15 a.m.	After last train.	No.
G1	44	Congresbury	For first train.	For first train.	After last train.	During ser vice.	train vice.	No.
2	74	Sandford and Banwell						No.
8	89	Axbridge						No.
1	57	Cheddar						No.
4	21	Lodge Hill						No.
2	37	Wookey						No.
1	4	Wells, Tucker Street						No.
—	7	Wells, S.R.						Yes.
—	0	Wells, E. Somerset						No.
4	68	Shepton Mallet	—	Open continuously.	—	—	—	No.
3	28	Cranmore						No.
8	47	Witham						Yes.
E3	29	Clevedon	—	Closed.	—	(Worked as	Ground frame	No.
3	87	Faringdon	—	—	—	—	—	—
3	45	Malmesbury	—	—	—	—	—	—
2	10†	Kingsdown Road	For first train.	For first train.	After last train.	As required.	As required.	No.
3	38	Highworth Station	For first train.	For first train.	After last train.	As required.	As required.	No.

D—From Parson Street. E—From Yatton West Junction. F—From Ashton Junction. G—From Yatton West.
H—Or after passing of 9.48 p.m. Portishead. K—Or as ordered by Control. * Wells S.R. Box is switched out after last
S.R. train on Saturdays until 6.30 a.m. Mondays, also when any W.R. early or late train is run on other days. †—From
Highworth Junction.

L—Closed after 12.20 a.m. Freight from Portishead has cleared.

MAXIMUM SPEED OF TRAINS THROUGH JUNCTIONS AND AT SPECIFIED PLACES.

IMPORTANT.—Until further notice the speed of trains must not exceed 75 miles per hour AT ANY PLACE except where specially authorised.

Inspectors, Signalmen, and others must report to their Superior Officer every case in which trains run in excess of 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 Lines 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 STAFF AND TICKETS.—At all Stations and places where Train Staff 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 TRAINS.	Miles per Hour.
	From.	To.		
DOWN MAIN LINE.				
Wantage Road	Down Main	Down Relief	20	
Wantage Road	Down Relief	Down Main	20	
Challow	Down Main	Down Relief	20	
Challow	Down Relief	Down Main	20	
Shrivenham	Down Main	Down Relief	20	
Shrivenham	Down Relief	Down Main	20	
Highworth Branch	See pages 276 and 324			
Swindon Station, East Box	Down Main	Down Main Platform	15	
Swindon Station, East Box	Down Main	Down Gloucester Platform	15	
Swindon West	Down Through Line	Down Gloucester Line	10	
Swindon Station, West Box	Down Platform Line or Down Gloucester Platform Line	Down Main or to 77 m. 40 ch. on the Down Gloucester Line	15	
Swindon, Gloucester Line	Between 77 m. 40 ch. and 77 m. 60 c.	South Wales Line	30	
Wootton Bassett	Main Line		50	
Approaching Box and Bathampton between 101½ and 103½ M.P.	Down Main		75	
Bath Station, 106m. 63 ch. to 107 m. 2 ch. Between Keynsham and St. Anne's Park Stations	All Down Trains		30*	
Bristol East Depot Main Line Box, 116 m. 79 ch. to 117 m. 6 ch.	Down Main		75	
Bristol East Depot, Down Yard Box, 117 m. 23 ch. to 117 m. 32 ch.	ch. to 117 m. 6 ch.	Down Main Line to No. 4 Line	15	
North Somerset Junction	Down Main Line	Down Relief to Marsh Junction	10	
North Somerset Junction	Down Relief Line	Up Main or Relief Loop	10	
North Somerset Junction	Down Main or Relief Loop	Down Main Line	10	
North Somerset Junction	Down Main or Relief Loop Lines	Up Main Line	10	
North Somerset Junction	Down Main Loop	To or from North Somerset Line	10	
Bristol East	To and from L.M.R. Gloucester Lines	Up Goods Line	5	
Between 117 m. 69 ch. and Bristol East Signal Box	All Trains in any direction		15	
Between Dr. Day's Bridge Junction and Bristol East Signal Box	All Trains		15	
Bristol East	{ Down Main (from Dr. Day's Bridge Junction)	} Down Relief	10	
Between Bristol East Signal Box and Bristol (T.M.) West, 118 m. 62 ch.	All Trains in any direction		10	
Bristol West	{ Down Avoiding Line, 118 m. 58 ch.	} Down Main or Down Relief	10	
Bristol West	{ Down St. Philip's Marsh Line, 118 m. 56 ch.	} Down Avoiding Line, 118 m. 60 ch.	20	
Bedminster	Down Avoiding	Down Relief	25	
Bedminster	Down Relief	Up Avoiding (over slip road)	10	
Bedminster	Down Relief	Down Main	25	
Bedminster	Down Main	Down Relief	25	
Bedminster, 119 m. 25 ch. and 119 m. 35 ch.	Down Relief Line		30	
Malago Vale	Down Main	Down Relief	30	
Malago Vale	Down Relief	Down Main	25	
Parson Street Junction	Down Relief, 120 m. 21 ch.	Down Main, 120 m. 25 ch.	25	
Parson Street Junction	Down Main	Portishead Branch	25	
Parson Street Junction	Down Relief, 120 m. 25 c.	Down Main, 120 m. 30 c.	40	
Claverham	Down Main	Down Relief	15	
Claverham	Down Relief		30	
Yatton East	Down Relief	Down Main	15	
Yatton West	Down Main	Down Relief	15	
Yatton West	Down Bay Line or Sidings	Down Relief	10	
Yatton Junction	Main Line	Wells Branch	15	
Over Down Relief Line	Between Yatton West and Huish		30	
Huish Crossing	Down Relief	Down Main	15	
Huish Crossing	Down Relief	Down Goods Loop	10	
Huish Crossing	Down Goods Loop	Down Main	10	
Worle Junction	Main Line	Loop Line	20	
Weston-super-Mare	Down Line	Goods Yard or Locking Road Station	10	
Weston-super-Mare	Through Station		15	
Uphill Junction	Loop Line	Main Line	20	
UP MAIN LINE.				
Uphill Junction	To Loop Line		20	
Weston-super-Mare	Through Station in either direction		15	
Weston-super-Mare	Excursion Platforms and Goods Line			
Worle Junction	Loop Line	Up Main Line	10	
Huish Crossing	Up Main	Main Line	20	
Huish and Yatton West	Over Relief Line	Up Relief	15	
			30	

*—Permanent Speed Restriction Indicator provided.

MAXIMUM SPEED OF TRAINS THROUGH JUNCTIONS AND AT SPECIFIED PLACES—continued.

NAME OF PLACE.	DIRECTION OF TRAINS.		Miles per Hour.
	From.	To.	
Up Main Line—continued.			
Yatton West	Up Relief	Up Sidings	10
Yatton West	Up Relief	Up Main	15
Yatton East and Claverham	Over Relief Line		30
Yatton East	Up Main	Up Relief	15
Claverham	Up Relief	Up Main	15
Claverham	Up Goods Loop	Up Main	10
Parson Street Junction	Up Main	Up Relief	40
Parson Street Junction	Portishead Branch	Up Main	25
Parson Street Junction	Portishead Branch	Up Relief (over outside Slip Road)	25
Malago Vale	Up Main	Up Relief	80
Malago Vale	Up Relief	Up Main	25
Bedminster	Up Main	Up Avoiding	25
Bedminster	Up Relief	Up Main	15
Bedminster	Up Main	Up Relief	15
Bristol West	Up Avoiding Line, 118 m. 57 ch.	Up St. Philip's Marsh Line	10
Bristol West	Up Main, 118 m. 83 ch.	Up St. Philip's Marsh Line, 118 m. 56 ch.	10
Bristol (East)	To and from L.M.R. Gloucester Lines		15
Between Bristol East and 117 m. 69 ch.	All trains		15
Between Bristol (East) and Dr. Day's Bridge Junction	All trains		15
Between Bristol (T.M.) West 118 m. 62 ch. and Bristol East	All trains		10
North Somerset Junction	Up Main Line	Up Relief Line	10
North Somerset Junction	Up Relief	Up Main	15
North Somerset Junction	Down Main Line	Up Main or Relief Loop	10
North Somerset Junction	Down Main or Relief Loop	Up Main Line	10
North Somerset Junction	Up Main or Relief Loop Lines	To or from North Somerset Line	10
North Somerset Junction	Down Main Loop	Up Goods Line	5
East Depot Down Yard Box, 117 m. 32 c. to Bristol East Depot Main Line Box, 117 m. 6 c.	117 m. 28 ch.	Marsh Junction to Up Relief	10
Bath Station, 107 m. 2 ch. to 106 m. 63 ch.	to 116 m. 79 ch.	No. 3 Line to Up Main Line	15
Swindon, Gloucester Line, from 77 m. 60 ch. to 77 m. 40 ch.	Main Line		30*
Swindon (Up Gloucester Line)	Gloucester	Swindon	80
Swindon Station West Box	Between 77 m. 40 ch. and Station		20
Swindon Station West Box	Up Main Platform	Up Gloucester Platform	15
Swindon Station West Box	Up Main	Up Main Platform	20
Swindon Station West Box	Up Gloucester Line	Up Main or Up Main Platform	15
Swindon Loop (Rear Up Platform Line)	Up Loop	Up Main	15
Swindon Station, East Box	Up Gloucester Platform	Up Main	20
Swindon Station East Box	Up Main Platform	Up Main	20
Swindon, Highworth Junction	Up Main	Highworth Branch	15
Shrivenham	Up Main	Up Relief	20
Ashbury Crossing	Up Main	Up Loop	20
Ashbury Crossing	Up Relief	Up Main	20
Challow	Up Main	Up Relief	20
Challow	Up Relief	Up Main	20
Wantage Road	Up Main	Up Relief	20
Wantage Road	Up Relief	Up Main	20

WOOTTON BASSETT TO SEVERN TUNNEL WEST.

Wootton Bassett	Main Line	South Wales Line	50
Wootton Bassett	South Wales	Main Line	60*
Little Somerford	Main Line	Platform Line either end	20
Badminton	Main Line	Platform Line either end	20
Chipping Sodbury	Main Line	Platform Line either end	20
Coalpit Heath	Main Line	Platform Line either end	20
Stoke Gifford West	Main Line	Avonmouth or vice versa	25
Stoke Gifford West, 111 m. 75 ch. to 112 m. 10 ch.	Down Main Line		50
Stoke Gifford West (over Junction)	Main Line	Filton Loop or vice versa	35
Stoke Gifford West, 112 m. 3 ch. to 112 m. 65 ch.	Stoke Gifford West	Filton Junction or vice versa	45
Patchway	Badminton	South Wales Line	40
Pilning Junction	South Wales Line	Badminton	40
Pilning Junction	Through Crossover, Down Main	Up Main	10
Pilning Junction	Through Crossover, Up Main	Pilning (Low Level)	10

HIGHWORTH BRANCH.

Swindon, Highworth Junction	Speed in either direction not to exceed 25 miles per hour.		
Swindon, Highworth Junction	Highworth Branch	Down Main	15
Swindon, Highworth Junction	Up Main	Highworth Branch	15

For instructions applicable to working over Branch see page 276.

MALMESBURY BRANCH.

Little Somerford—Kingsmead Crossing	Trains in either direction to reduce speed to 30 miles per hour.	
Kingsmead Crossing—Malmesbury	Trains in either direction to reduce speed to 10 miles per hour when approaching Caution Boards placed 300 yards from Crossing until passing over Crossing.	

*—Permanent Speed Restriction Indicator provided.

MAXIMUM SPEED OF TRAINS THROUGH JUNCTIONS AND AT SPECIFIED PLACES—continued.

FILTON JUNCTION TO DR. DAY'S BRIDGE JUNCTION.

NAME OF PLACE.	DIRECTION OF TRAINS.		Miles per Hour.
	From.	To.	
DOWN TRAINS.			
Filton Junction	Down Main	Down Relief	15
Filton Junction	Down Relief	Down Main	15
Narrowways Hill Junction	Down Relief	Down Main	20
Stapleton Road Junction	Main Line	Relief Line	15
Dr. Day's Bridge Junction	Down Relief Loop	Down Main Loop	10
Dr. Day's Bridge Junction	Down Main	Down Main Loop	10
Dr. Day's Bridge Junction	Down Main	Down Relief Loop	10
Dr. Day's Bridge Junction	Down Relief	Down Relief Loop	15
Dr. Day's Bridge Junction	Down Relief	Down Main	15
Dr. Day's Bridge Junction	Down Main	Down Relief	15

DR. DAY'S BRIDGE TO FILTON JUNCTION.

UP TRAINS.			
Dr. Day's Bridge Junction	Up Main Loop	Up Main	10
Dr. Day's Bridge Junction	Up Relief Loop	Up Main	10
Dr. Day's Bridge Junction	Up Relief Loop	Up Relief	15
Dr. Day's Bridge Junction	Up Main	Up Relief	15
Dr. Day's Bridge Junction	Up Relief	Up Main	15
Stapleton Road Junction	Relief Line	Main Line and vice versa	15
Narrowways Hill Junction	Up Main	Up Relief	20
Filton Incline at 4m. 2ch.	Up Main	Up Relief	15
Filton Junction	Up Main	Up Relief	15
Filton Junction	Up Relief	Up Main	15

FARINGDON BRANCH.

Between Uffington and Faringdon 66 m. 43 ch.	Either direction .. .. .	.. .. .	35
and 70 m. 4 ch.	Faringdon Branch	Up Main	15
Uffington .. .. .	.. .. .	.. .. .	.. .. .

BRISTOL (T.M.) AVOIDING LINE.

Marsh Junction	All Trains .. .. .	.. .. .	10
Marsh Junction	North Somerset Trains. See below. .. .. .	.. .. .	.. .. .

FILTON JUNCTION AND AVONMOUTH (VIA HENBURY).

Filton Junction	Filton West	Filton Junction	25
Filton Junction	Filton Junction	Filton West	40
Filton West Junction	Through Junction from or to Filton Junction .. .. .	.. .. .	15
Hallen Marsh Junction	To or from Henbury Line .. .. .	.. .. .	20
Hallen Marsh Junction and St. Andrew's Jct.	All Trains in each direction .. .. .	.. .. .	40
Hallen Marsh Junction	To or from Pilning Line .. .. .	.. .. .	10
Hallen Marsh Junction and Pilning Junction	10 m. 40 ch. and 11 m.p. .. .. .	.. .. .	25
Pilning Junction and Hallen Marsh Junction	All Trains in each direction .. .. .	.. .. .	40
Holesmouth Junction and St. Andrew's Jct.	Heavy engines or trains worked by heavy engines running on all Corporation Lines and Sidings including Royal Edward Yard .. .. .	.. .. .	5

CLIFTON EXTENSION LINE.

Between Narrowways Hill Junction and Ashley Hill Junction (Clifton Extension), 2 m. 0 c. and 2 m. 35 ch.	All Up and Down Trains .. .. .	.. .. .	20
Between Clifton Down and Sea Mills		Up and Down Trains between 3 m.p. and 3 m. 40 ch.	40
Horse Shoe Curve	Between Sea Mills and Shirehampton, in either direction .. .. .	.. .. .	20
St. Andrew's Junction, Avonmouth	To and from Avonmouth Dock (Passenger) and Gloucester Road Signal Box .. .. .	.. .. .	15

PORTISHEAD BRANCH.

Portishead Branch	Speed at any point not to exceed .. .. .	.. .. .	35
Clifton Bridge	Bristol	Portishead	10
Oak Wood	At either end of Loop .. .. .	.. .. .	20
Pill	Bristol	Portishead	10
Portbury Shipyard	Single Line	Up Loop	10
Portbury Shipyard	Up Loop	Single Line	10
Portishead Gasworks	Portishead	Bristol	15
Bristol West Depot	West Depot	West Loop North Junction	10
(Goods Running Loop)	West Loop North Junction	West Depot	10

NORTH SOMERSET BRANCH.

North Somerset Line and Radstock and Frome	Between Marsh Junction and Frome. Speed must not exceed at any point in either direction .. .. .	.. .. .	40
Marsh Junction	All Up and Down Trains between Marsh Junction and Single Line .. .. .	.. .. .	10
Pensford	Entering or leaving Down Loop Line .. .. .	.. .. .	15
Clutton	Entering or leaving Down Loop Line .. .. .	.. .. .	15
Hallatrow	Up Trains passing on to Single Line .. .. .	.. .. .	15
Hallatrow	Down Trains passing on to Single Line .. .. .	.. .. .	15
Radstock	All Up and Down Trains between 8½ m.p. and Radstock Station .. .. .	.. .. .	15
Melle Road	Single Line	Up Line	15
Frome West Junction	All Up and Down Trains between Frome West Junction and Station .. .. .	.. .. .	10
Frome Mineral Loop	Frome North	Frome West Junction	10
.. .. .	Frome West Junction	Frome North	10

MAXIMUM SPEED OF TRAINS THROUGH JUNCTIONS. AND AT SPECIFIED PLACES—continued.

CLEVEDON BRANCH.

NAME OF PLACE.	DIRECTION OF TRAINS.		Miles per Hour.
	From.	To.	
Between Yatton and Clevedon	Either direction .. ..	.. ..	45
Yatton Junction	When passing to or from Single Line at Single Line Junction on Clevedon Branch .. ..	.. ..	10
Yatton Junction	Down Main	Clevedon Branch	10
Yatton Junction	Clevedon Branch	Up Main	10

WELLS BRANCH.

Wells Branch between Witham and Wells ..	Speed at any point in either direction not to exceed ..	{ Passenger Trains	35
Witham	To or from Wells Line ..	{ Goods Trains	20
Cranmore	Through Up and Down Loop Trailing Junctions .. ..	.. ..	10
Shepton Mallet	Through Down Loop Facing and Trailing Junctions .. ..	.. ..	20
Wells S.R.	All Trains .. ..	.. ..	15
Cheddar	Through Up Loop Facing Junction .. ..	.. ..	5
Cheddar	Through Up Loop Trailing Junction .. ..	.. ..	20
Axbridge	Through Up Loop Facing Junction .. ..	.. ..	15
Axbridge	Through Up Loop Trailing Junction .. ..	.. ..	20
Congresbury	Through Up Loop Trailing Junction .. ..	.. ..	15
Congresbury	Through Down Loop Trailing Junction .. ..	.. ..	15
Yatton Junction	Main Line	Wells Branch	20
Yatton Junction	When passing from Cheddar Valley Line at the Single Line Junction near 3½ m.p. ..	.. ..	15
Yatton Junction	When passing from Up Wells Branch to Main Line .. ..	.. ..	15

BLAGDON BRANCH.

Wrington Vale Line	Speed must not exceed at any point on the line in either direction ..	10
Brinsea Road Level Crossing	Permanent Restriction of Speed Boards fixed	10
Iwood Lane Level Crossing		
Copthorn Lane Level Crossing		
Bourne Lane Level Crossing		

STANDISH JUNCTION AND YATE.

Standish Junction	To and from the L.M.R. Line	35
Berkeley Road South Junction	To or from Loop Line	15
Yate South Junction	To and from the L.M.R. Line	15
Westerleigh North Junction	To and from Westerleigh East Junction	10
Between Westerleigh East and North Junctions .. ..	.. ..	25
Between Westerleigh Junction and Yate South Junction .. ..	.. ..	25
Westerleigh East Junction	To and from Westerleigh North Junction	10
Westerleigh West Junction	To and from Branch Line	20

BRISTOL HARBOUR LINE.

Temple Meads to Wapping Wharf Junction ..	} Either direction	5
Over Bathurst Basin Bascule Bridge		

WAPPING WHARF JUNCTION TO ASHTON SWING BRIDGE.*

From Wapping Wharf Junction to New Cut side of Cumberland Road Bridge	} Either direction	5
From New Cut side of Cumberland Road Bridge to Level Crossing opposite Underfall Yard ..		
From Level Crossing opposite Underfall Yard to Ashton Swing Bridge North Junction ..	} Either direction	10
.. ..		
.. ..	} Either direction	5
.. ..		

ASHTON JUNCTION TO CANONS MARSH.

Over Ashton Swing Bridge	Either direction	5
Over Junction Lock Swing Bridge	Either direction	5
Over all Level Crossings	Either direction	5
Any other point between Ashton Junction and Canons Marsh	Either direction	10

CALNE BRANCH.

Chippenham and Calne	Speed in either direction not to exceed	30
Calne Branch Junction	Branch Line from ¼ m.p. .. Main Line and vice versa ..	15

PASSENGER SHUNTING AND BANKING POWER.

STATION.	En- gine No.	Starting and Finish- ing Times.		AUTHORISED HOURS.								Total hours per Week.	PARTICULARS OF WORK.
		Starting.	Finishing.	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.	Sun.			
Bristol (T.M.) Station & Sidings.	1	5. 0 a.m.	5. 0 a.m. next day.	H. M. 19 0	H. M. 5 0	H. M. —	H. M. —	H. M. —	H. M. —	H. M. —	H. M. —	H. M. 24 0	Down Side Pilot until after departure of 12.55 a.m. to Penzance, thence to Dr. Day's and Station until re- lieved by No. 4.
" "	2	6. 0 a.m.	1.30 p.m. next day. 7. 0 a.m. Sunday.	18 0	13 30	13 30	13 30	13 30	13 30	13 30	7 0	182 30	At Dr. Day's Sidings Coach Shunting.
" "	3	2.45 p.m.	2.45 p.m. next day. 7. 0 a.m. Sunday.	9 15	24 0	24 0	24 0	24 0	24 0	24 0	7 0	136 15	West Sidings Pilot.
" "	4	10.30 p.m.	5. 0 a.m. next day.	1 30 —	1 30 24 5	1 30 0 5	1 30 0 5	1 30 0 5	1 30 0 5	1 30 0 5	— 0 5	183 0	Dr. Day's Coach Shunting with trips to and from Station until 3.30 a.m., then Down Siding Pilot until 5.0 a.m. next day.
" "	5	7. 0 a.m. Sunday.	1.30 p.m. Monday.	13 30	—	—	—	—	—	—	17 0	30 30	Dr. Day's Sidings Coach Shunting.
" "	6	7. 0 a.m. Sunday.	2.45 p.m. Monday.	14 45	—	—	—	—	—	—	17 0	31 45	West Sidings and general Shunting Pilot until relieved by No. 3 Pilot.
" "	7	7. 0 p.m.	7.30 p.m.	0 30	0 30	0 30	0 30	0 30	0 30	0 30	—	3 0	To clear 4.15 p.m. Pad- dington coaches to Dr. Day's Sidings.
" "	8	10. 0 p.m.	1. 0 a.m.	3 0	3 0	3 0	3 0	3 0	3 0	*	—	15 0	West Sidings Pilot. * On occasions when Pilot Engine required for late shunt on Saturday nights in connection with theatrical traffic, Bristol (T.M.) Station Master to advise Locomotive Department specially as soon as requirements are known.
Malago Vale Sidings.	1	7.30 a.m.	2. 0 a.m.	16 30 —	2 0 16 30	2 0 16 30	2 0 16 30	2 0 16 30	2 0 16 30	2 0 16 30	— 2 0	111 0	Shunts coaches as re- quired.
" "	2	9.30 a.m. Sunday.	1. 0 a.m. Monday.	1 0	—	—	—	—	—	—	14 30	15 30	Shunts coaches as re- quired.
Bath	1	10.15 a.m.	11.30 a.m.	1 15	1 15	1 15	1 15	1 15	1 15	1 15	—	7 30	Clears Slip off 9.5 a.m. Paddington. Also used as required throughout day.

PASSENGER SHUNTING AND BANKING POWER—cont.

STATION.	En- gine No.	Starting and Finish- ing Times.		AUTHORISED HOURS.							Total hours per Week.	PARTICULARS OF WORK.
		Starting.	Finishing.	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.	Sun.		
Swindon Jct.	1	12. 1 a.m.	12. 1 a.m.	H. M. 24 0	H. M. 24 0	H. M. 24 0	H. M. 24 0	H. M. 24 0	H. M. 24 0	H. M. 24 0	H. M. 168 0	Down Side Pilot.
" "	2	Sunday. 6. 0 a.m.	Monday. 6. 0 a.m.	24 0	24 0	24 0	24 0	24 0	—	—	120 0	Up Side Pilot.
" "		Sats. exc 6. 0 a.m.	cepted. 4. 0 a.m.	—	—	—	—	—	18 0	4 0	22 0	
" "	3	Sats. 6. 0 p.m.	Suns. 4.30 a.m.	10 30	10 30	10 30	10 30	10 30	2 30	4 30	59 30	Shunts in Water Sidings from 6.0 p.m. (S.X) and at West End of Station from approximately 9.30 p.m.
" "	4	Sats. exc 3. 0 p.m.	cepted. 5.30 p.m.	2 30	2 30	2 30	2 30	2 30	—	—	12 30	Engine off 2.30 p.m. (SO) 2.50 p.m. (S.X) Wootton Bassett Milk. Shunts in Water Siding.
" "	5	Sats. exc 5.30 p.m.	cepted. 7.30 p.m.	2 0	2 0	2 0	2 0	2 0	—	—	17 30	Relieves No. 4 Pilot in Water Siding, Saturdays ex- cepted. Covers West End and Water Siding Shunting Saturdays only.
" "		2. 0 p.m. Sats. only	9.30 p.m.	—	—	—	—	—	7 30	—		
" "	6	Sunday. 1. 0 p.m.	Monday. 1. 0 a.m.	1 0	—	—	—	—	—	11 0	12 0	Up Side Shunting.
" "	7	8.40 a.m.	1. 0 p.m.	4 20	4 20	4 20	4 20	4 20	4 20	—	26 0	Engine of 8.11 a.m. Kemble shunts in Water Siding.
Marston Sidings.	1	11.30 p.m.	5.45 a.m.	0 30	6 15	6 15	6 15	6 15	6 15	5 45	37 0	Engine to leave Swindon Shed at 11.30 p.m. for Mar- ston Sidings, calling at Swindon Transfer to attach Goods Brake Van and two Eastern Region Brake Vans for use on 5.5 a.m. Marston Sidings to Cardiff and 5.30 a.m. Marston Sidings to Bristol (T.M.) Fish. To re- turn to Swindon after despatch of last Fish Train.
Weston-s- Mare.	1	6. 0 a.m.	8.15 a.m.	2 15	2 15	2 15	2 15	2 15	2 15	—	13 30	Engine works 8.30 a.m. Weston-super-Mare.
" "	2	9. 0 a.m.	10. 0 p.m.	13 0	13 0	13 0	13 0	13 0	13 0	—	78 0	Engine off 8.20 a.m. Bristol (T.M.)

FREIGHT SHUNTING AND BANKING ENGINES.

STATION.		Hrs per wk.
Avonmouth Dock.	No. 1 Engine—Old Yard. Weekdays, continuously 6.0 a.m. Mondays to 5.0 a.m. Sundays (or earlier if possible). On Weekdays works 8.15 a.m. Avonmouth (Old Yard) to Shirehampton and back. No. 2 Engine—Royal Edward Yard. Weekdays, continuously, 8.0 a.m. Mondays to 9.45 p.m. Saturdays (or earlier if possible). Tuesdays to Saturdays to work 4.0 a.m. Royal Edward Yard to Old Yard and 4.30 a.m. Old Yard to Hallen Marsh. On Saturdays to assist 10.0 p.m. Avonmouth to Tavistock Junction to Filton. No. 3 Engine—Bank and "Trip" Engine. Mondays to Fridays, 6.0 p.m. (or for Oil Trains) to 11.0 p.m. Works trips from Royal Edward Yard to Old Yard with traffic for L.M.R. at 7.0 p.m. and 9.0 p.m. Banks 10.0 p.m. to Tavistock Junction, thence to Shed. No. 4 Engine—Shunting and "Trip" Engine. Weekdays 9.30 a.m. to 12.0 noon. Shunts Avonmouth Town Goods and works trips between Old Yard, Town Goods, R.E. Yard, Hallen Marsh and Blaise Sidings, as required. Works 8.35 a.m. St. Philip's Marsh to Avonmouth (Old Yard)—arrive 9.24 a.m.—and 12.15 p.m. (SX), 12.30 p.m. (SO) Avonmouth (R.E. Yard) to Stoke Gifford. No. 5 Engine—Shunting and "Trip" Engine. Weekdays, 12.0 noon to 2.30 p.m. Works trips between Avonmouth Old Yard, Town Goods, Royal Edward Yard, Hallen Marsh and Blaise Sidings, as required. Works 10.40 a.m. Stoke Gifford to Avonmouth (Old Yard), arrive 11.36 a.m., and 1.55 p.m. Avonmouth (Old Yard) to Bristol East Depot via Clifton Down. No. 6 Engine—Shunting and "Trip" Engine. Weekdays 4.0 p.m. to 7.55 p.m. Shunts National Smelting Company's Sidings at Hallen Marsh and works trips between Old Yard, Town Goods Yard, R.E. Yard, Hallen Marsh and Blaise Sidings, as required. Works 3.10 p.m. St. Philip's Marsh to Avonmouth (Old Yard)—arrive 3.54 p.m.—and 8.10 p.m. Avonmouth (Royal Edward) to Stoke Gifford.	143 133½ 30 15 15 23½
Bath.	No. 1 Engine—Goods Yard Pilot. Weekdays 6.0 a.m. to 10.0 p.m. Also performs any shunting required at Bath Passenger Station.	96
Canons Marsh.	No. 1 Engine—Yard Pilot. Continuously 6.0 a.m. Mondays to 2.0 p.m. Sundays. Engines changed at 8.0 p.m.—off-going engine working 8.0 p.m. Canons Marsh to West Depot. No. 2 Engine—Dockside Pilot. Weekdays 8.0 a.m. to 10.0 p.m.	152 84
Chippenham.	No. 1 Engine—Goods Yard Pilot. Weekdays continuously 5.30 a.m. Mondays to 12.0 midnight Saturdays. Sundays 10.0 a.m. to 9.15 p.m. On Sundays also performs Passenger shunting. No. 2 Engine—Down Side Goods Yard Pilot. Weekdays 3.30 p.m. to 11.0 p.m. Works 9.5 a.m. Chippenham to Bathampton and back and 6.48 p.m. SO and 7.55 p.m. SX Chippenham to Melksham and back.	122½ 37½
Clevedon.	No. 1 Engine. Weekdays 5.50 a.m. to 6.20 a.m. Works 5.30 a.m. Yatton to Clevedon.	2½
Dauntsey.	No. 1 Engine. Weekdays 10.0 a.m. to 11.0 a.m. Light Engine ex Swindon 9.15 a.m.—after working 8.36 a.m. Passenger Chippenham to Swindon. Leaves Dauntsey at 11.0 a.m. for Wootton Bassett, to shunt and work 2.30 p.m. SO, 2.50 p.m. SX Milk Wootton Bassett to West Ealing.	6
East Depot.	No. 1 Engine—Down Side. Continuously 6.0 a.m. Mondays to 2.0 p.m. Sundays. No. 2 Engine—Up Side. Continuously 6.0 a.m. Mondays to 6.0 a.m. Sundays. No. 3 Engine—Up Side. Mondays to Fridays—3.30 p.m. to 7.0 p.m. Shunts Messrs. Lysaght's and I.C.I. Sidings and works crossover trips as required. No. 5 Transfer Engine. No. 4 Engine—Up Side. Mondays to Fridays inclusive—8.30 p.m. to 12.0 midnight. Mondays to Fridays—No. 8 Transfer Engine—works 7.50 p.m. ex Stapleton Road (arrive 8.25 p.m.). No. 5 Engine—Up Side. Mondays to Fridays—11.15 p.m. to 1.30 a.m.; Saturdays—11.15 p.m. to 12.15 a.m. (Sun's). Works crossover trips as required. No. 5 Transfer Engine SX. No. 4 Transfer Engine SO. Works 10.15 p.m. ex St. Philip's L.M.R. (arrive 10.55 p.m.).	152 144 17½ 17½ 12½
Kingsland Road.	No. 1 Engine. Continuously 6.0 a.m. Mondays to 2.0 p.m. Sundays.	152

FREIGHT SHUNTING AND BANKING ENGINES—cont.

STATION		Hours per week.
Lawrence Hill.	No. 1 Engine. Mondays to Fridays—4.0 p.m. to 9.0 p.m. Saturdays—4.0 p.m. to 5.30 p.m. Light Engine ex Shed at 3.45 p.m. SX; ex East Depot 3.40 p.m. SO. Mondays to Fridays—Light Engine to Kingsland Road to work No. 9 Transfer—9.55 p.m. Kingsland Road to Stoke Gifford. Saturdays—Light Engine to Stapleton Road at 5.50 p.m. to work No. 5 Transfer—7.50 p.m. Stapleton Road to East Depot. No. 2 Engine. Weekdays, 12.30 p.m. to 3.45 p.m. No. 7 Transfer. Works 12.1 p.m. Clifton Down (arrive 12.15 p.m.) and 4.5 p.m. to Stoke Gifford.	26½ 19½
Portishead.	No. 1 Engine. Weekdays—5.35 a.m. to 7.35 a.m. Works 5.0 a.m. West Depot to Portishead (arrive 5.35 a.m.) and 7.52 a.m. Passenger, Portishead to Bristol (Temple Meads). No. 2 Engine. Weekdays—10.0 a.m. to 3.0 p.m. Works 8.15 a.m. West Depot to Portishead (arrive 9.36 a.m.) and 3.20 p.m. Portishead to Stoke Gifford. No. 3 Engine. Mondays to Fridays—6.45 p.m. to 8.0 p.m. Works 5.12 p.m. (SX) Passenger, Avonmouth to Portishead (arrive 6.34 p.m.) and 8.7 p.m. (SX) Portishead to Ashton Meadows.	12 30 6½
Pylle Hill.	No. 1 Engine. Weekdays, 5.30 a.m. to 8.30 p.m.	96
Redcliffe.	No. 1 Engine. Weekdays—5.30 p.m. to 1.30 a.m.	48
St. Philip's Marsh.	No. 1 Engine. Continuously 6.0 a.m. Mondays to 6.0 a.m. Sundays.	144
Shrivenham.	See Swindon No. 1 engine.	6
Stapleton Road	No. 1 Engine—Filton Bank Engine. Continuously 1.0 a.m. Mondays until 7.30 a.m. Sundays. No. 2 Engine—Filton Bank Engine. Mondays to Fridays—4.0 p.m. to 6.30 a.m. following day. No. 3 Engine—Goods Shunting Engine. Mondays to Fridays—4.30 p.m. to 7.30 p.m. Saturdays—6.0 p.m. to 7.30 p.m. No. 8 Transfer Engine, Mondays to Fridays, No. 5 Transfer Engine, Saturdays—Works 4.5 p.m. ex East Depot (arrive 4.14 p.m.) and 7.50 p.m. Stapleton Road to East Depot.	150½ 72½ 16½
Stoke Gifford.	No. 1 Engine—Up Side. Continuously 6.0 a.m. Mondays to 6.0 a.m. Sundays. Changed 6.0 a.m. weekdays on-coming engine works 5.27 a.m. Staff train Marsh Pond to Stoke Gifford. Off-going engine works 6.15 a.m. Staff train Stoke Gifford to Marsh Pond. No. 2 Engine—Down Side. Continuously 6.0 a.m. Mondays to 2.0 p.m. Sundays. Changed at 2.0 p.m. daily. On weekdays on-coming engine works 1.28 p.m. Staff train, Marsh Pond to Stoke Gifford. Off-going engine works 2.5 p.m. Staff train, Stoke Gifford to Marsh Pond SO, Malago Vale SX. No. 3 Engine—Up Side. Mondays to Saturdays—10.0 p.m. to 6.0 a.m. following day. To leave Shed attached to engine working 9.25 p.m. Staff Train, Marsh Pond to Stoke Gifford. Tuesdays to Saturdays—Works 7.5 a.m. Stoke Gifford, 8.0 a.m. Filton Junction to Stoke Gifford and 9.30 a.m. Stoke Gifford to Bristol as arranged by Control. No. 4 Engine—Down Side. Continuously, 6.0 a.m. Mondays to 6.0 a.m. Sundays. On-coming "10.0 p.m. Engine" works 9.25 p.m. Staff train, Marsh Pond to Stoke Gifford and off-going engine the 10.10 p.m. Staff Train to Marsh Pond.	144 152 48 142
Swindon Junction.	No. 1 Engine—Highworth Junction Down Side. Continuously 6.0 a.m. Mondays to 6.0 a.m. Sundays. To proceed to Shrivenham at 9.0 a.m. Mondays to Saturdays (inclusive) and shunt for approximately one hour. No. 2 Engine—Transfer—Down Yard. Continuously, 6.0 a.m. Mondays to 6.0 a.m. Sundays. No. 3 Engine—Transfer—(Cocklebury) Up Side. Continuously weekdays and Sundays. No. 4 Engine—Highworth Junction Up Side. Continuously 6.0 a.m. Mondays to 2.0 p.m. Sundays. No. 5 Engine—Transfer Pilot. Weekdays—8.0 a.m. to 4.0 p.m. Weekdays—Commences at Loco. Yard at 8.0 a.m. and works trips between Swindon Yards as required. Proceeds Light Engine to Wootton Bassett at 4.0 p.m. Saturdays excepted.	144 144 168 152 48

FREIGHT SHUNTING AND BANKING ENGINES—cont.

STATION.		Hours per week.
Temple Meads.	No. 1 Engine—High Level. Continuously, 6.0 a.m. Mondays to 10.0 p.m. Sundays.	160
	No. 2 Engine—Low Level. Continuously, 6.0 a.m. Mondays to 10.0 p.m. Sundays.	160
Thingley.	No. 1 Engine—Shunting and Trip Engine. Mondays to Fridays, 8.0 a.m. to 5.0 p.m. Mondays to Fridays to leave Thingley at 12.5 p.m. for relief purposes and return 12.25 p.m. Chippenham to Thingley. To work trips to Corsham and Lacock and shunt Lacock as required.	45
Wapley Common.	No. 1 Engine. Mondays to Fridays—7.30 a.m. to 10.0 a.m. Works 6.25 a.m. (SX) Stoke Gifford to Wapley Common and 10.15 a.m. (SX) Wapley Common to Stoke Gifford.	12½
Wapping Wharf.	No. 1 Engine. Continuously 6.0 a.m. Mondays to 2.0 p.m. Sundays. Engine ex Shed 5.15 a.m. Mondays only and 5.15 p.m. Mondays to Saturdays. Off-going Engine becomes No. 3 Pilot as from 6.0 p.m. Mondays to Saturdays.	152
	No. 2 Engine. Weekdays—5.0 p.m. to 1.0 a.m. Assists No. 3 Transfer 12.45 a.m. Wapping Wharf to Temple Meads Tuesdays to Saturdays, thence to Shed.	47
West Depot.	No. 1 Engine—Up Side. Continuously 6.0 a.m. Mondays to 2.0 p.m. Sundays.	152
	No. 2 Engine—Down Side. Continuously 6.0 a.m. Mondays to 2.0 p.m. Sundays.	152
	No. 3 Engine—Up Side. Weekdays 4.0 p.m. to 7.0 p.m. Works 7.55 a.m. Wells to West Depot (arrive 3.32 p.m.) and 7.16 p.m. West Depot to East Depot.	18
Weston-super- Mare.	No. 1 Engine—Goods Yard Pilot. Mondays to Fridays—4.0 p.m. to 10.0 p.m. Saturdays—2.0 p.m. to 8.0 p.m.	36
	No. 2 Engine. Weekdays—6.45 a.m. to 8.0 a.m. Works 5.10 a.m. West Depot to Weston-super-Mare (arrive 6.29 a.m.) and 8.20 a.m. (Passenger) Weston-super-Mare to Bristol (T.M.).	7½
	No. 3 Engine. Weekdays—7.45 a.m. to 8.45 a.m. Works 9.0 a.m. (Passenger) Weston-super-Mare to Bristol.	6
Wootton Bassett.	No. 1 Engine. Weekdays—11.20 a.m. to 2.5 p.m. Also performs shunting in connection with Milk traffic and works trips as required to and from United Dairies, Ltd., Private Siding. Light Engine 11.0 a.m. ex Dauntsey (after shunting). Works 2.30 p.m. (SO) 2.50 p.m. (SX) Wootton Bassett to West Ealing.	16½
Yatton.	No. 1 Engine. Mondays to Fridays—5.30 a.m. to 7.0 a.m., then work 7.0 a.m. (SX) Yatton to Sandford and Banwell, etc. Saturdays—5.30 a.m. to 9.0 a.m., 4.45 p.m. to 5.45 p.m.	8½
	No. 2 Engine. Weekdays—4.30 a.m. to 5.20 a.m. and 4.45 p.m. to 5.45 p.m. (SX). Works 5.30 a.m. Yatton to Clevedon.	9½
	No. 3 Engine. Mondays to Fridays—8.0 a.m. to 9.0 a.m. Engine works 7.5 a.m. (Passenger) ex Wells (arrive 7.42 a.m.).	5

WORKING OF ENGINES IN STEAM COUPLED TOGETHER

MAIN LINE ROUTES.

General instructions relative to the double-heading of engines in steam are given on page 142 of the General Appendix to the Book of Rules and Regulations, dated August 1st, 1936.

On all routes authorised for 60XX "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:—

- (1) When any tender engine is run coupled to a "King" engine, they must not be coupled funnel to funnel.
- (2) When a tank engine in the "red" or "blue" group assists a "King" engine, the tank engine must be coupled to the tender of the "King" engine.
- (3) Not more than one engine may be coupled to a "King" engine without special authority.
- (4) 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.

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 cases where special regulations are laid down to govern the working of engines in steam coupled together 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.

SWINDON SHED AND SWINDON FACTORY.

Subject to speed not exceeding twenty miles per hour, any group of not more than three engines (with the exception of the 60XX ("King") Class—worked separately), may be worked coupled together between these points.

ENGINE RESTRICTIONS

STEVENTON TO WOOTTON BASSETT JUNCTION. (Route Colour—Double Red.)

Permitted Engines.—All classes (except 61XX between Swindon and Wootton Bassett Junction), subject to the following restrictions:—

60XX ("King") Class engines may work only over Main and Relief Lines. They must not use any Sidings except in Locomotive Yards, but they may work over Crossover Roads between Main Lines and Relief Lines and Sidings adjacent to Main or Relief Lines as far as catchpoints only for the purpose of putting off vehicles, etc., in cases of emergency. These engines must not work into any Goods Running Loop with the exception of the following, and these may be used when working Passenger Trains in cases of emergency only, the speed not to exceed five miles per hour.

Ashbury Crossing and Knighton Crossing.

Up Loop 71m. 10ch. to 69m.p.

Ashbury Crossing and Shrivvenham.

Down Loop 71m. 7ch. to 71m. 33ch.

Marston Crossing.

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

Swindon East and Highworth Junction.

Up Loop 77m. 6ch. to 76m. 29ch.

Rushey Platt Junction and Swindon West.

Up Loop 78m. 40ch. to 77m. 38ch.

Hay Lane.

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

LOCAL RESTRICTIONS.

STATION.	CONNECTIONS AND SIDINGS.	ENGINES PROHIBITED.
Steventon	Loading Dock and Cattle Pens	47XX Class.
Wantage Road	Goods Shed Platform on Crossover from Down Relief Line	47XX Class.
Challow	Goods Shed Platform (on Scissors Crossover)	47XX Class.
Uffington	Loading Bank	47XX Class.
	Branch Platform	
	Milk Platform	
	Back of Up Main Platform	
	Goods Lock Up Platform	61XX Class not to pass Milk Platform on Branch.
	Milk Platform on Branch	
Shrivvenham	Goods Shed Platform	47XX Class.
Swindon Junction	Loading Bank, Up Side	47XX Class.
	Highworth Bay	
	Badminton Bay	
	Short Loading Bank	
	Adjoining Down Gloucester Line (from No. 4 Siding)	
	Milk Loading Bank (adjoining Down Gloucester Line)	
Between Swindon Junction and Wootton Bassett Junction	—	61XX Class.
Wootton Bassett	Cattle Pens	47XX Class.
	Loading Bank at Back of Up Platform	78XX, 29XX, 40XX, 39XX, 49XX, 59XX, 69XX, 47XX, 4073, 50XX, 70XX, 68XX, 10XX Classes.
	United Dairy Siding	

ENGINE RESTRICTIONS—continued.

WOOTTON BASSETT JUNCTION TO PATCHWAY AND FILTON JUNCTIONS (via Badminton).

(Route Colour—Double Red.)

Permitted Engines.—All classes (except 61XX), subject to the following restrictions:—

60XX ("King") Class engines may work only over Main and Relief Lines. They must not use any Sidings except in Locomotive Yards, but they may work over Crossover Roads between Main Lines and Relief Lines and Sidings adjacent to Main or Relief Lines as far as Catchpoints only for the purpose of putting off vehicles, etc., in cases of emergency. These engines must not work into any Goods Running Loop with the exception of the following, and these may be used in cases of emergency only, the speed not to exceed five miles per hour.

Hullavington.

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

Stoke Gifford.

Up Loop 111m. 73ch. to 111m. 25ch.
Down Loop 111m. 35ch. to 111m. 79ch.

LOCAL RESTRICTIONS.

STATION.	CONNECTIONS AND SIDINGS.	ENGINES PROHIBITED.
Brinkworth	Cattle Pens and Loading Bank	47XX Class.
Little Somerford	Lead to Mileage Siding	78XX, 29XX, 40XX, 39XX, 49XX, 59XX, 69XX, 47XX, 4073, 50XX, 70XX, 68XX, 10XX Classes.
Little Somerford	Goods Lock-up Platform	47XX Class.
Hullavington	Cattle Pens	47XX Class.
Badminton	Cattle Pens	47XX Class.
Chipping Sodbury	Crossover to Down Platform	47XX Class.
	High Loading Bank	47XX Class.
	Goods Shed on Crossover Road	47XX Class.
	Crossover to Down Platform	47XX Class.
Coalpit Heath	Goods Lock-up Platform	47XX Class.
Winterbourne	Goods Shed Platform	47XX Class.

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

Permitted Engines.—All classes (except 61XX), subject to the following restrictions:—

60XX ("King") Class engines may work only over Main and Relief Lines. They must not use any Sidings except in Locomotive Yards, but they may work over Crossover Roads between Main Lines and Relief Lines and Sidings adjacent to Main or Relief Lines as far as Catchpoints only for the purpose of putting off vehicles, etc., in cases of emergency, and they may run on to Up Bay Line, London end of Bath Station; speed not to exceed ten miles per hour. These engines must not work into any Goods Running Loop with the exception of the following, and these may be used when working Passenger Trains in cases of emergency only: the speed not to exceed five miles per hour:—

Bathampton.

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

Bath Goods.

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

Keynsham East and Keynsham West.

Down Loop 113m. 7ch. to 113m. 49ch.

LOCAL RESTRICTIONS

STATION.	CONNECTIONS AND SIDINGS.	ENGINES PROHIBITED.
Dauntsey	Bay Platform	47XX Class.
Chippenham	Down Sidings to Loading Bank East	78XX, 29XX, 40XX, 39XX, 49XX, 59XX, 69XX, 47XX, 4073, 50XX, 70XX, 68XX, 10XX classes.
Chippenham	Crossover between Loading Bank and Up Platform	47XX Class.
	Loading Bank, Down Side (on Weighbridge Road)	47XX Class.
	Goods Shed Platform on Crossover (London end)	47XX Class.
Corsham	Crossover to Up Platform	47XX Class.
	Loading Bank, Up Side	47XX Class.
	Loading Bank and Stone Wharf (Down Side)	47XX Class.
	Goods Shed Platform	47XX Class.

ENGINE RESTRICTIONS—continued.

LOCAL RESTRICTIONS—continued.

STATION.	CONNECTIONS AND SIDINGS.	ENGINES PROHIBITED.
Box	Pictor's Wharf Bath Stone Firm's Wharf (on Crossover, Bristol end)	} 47XX Class.
Bath	Up Fish Dock	Diesel Cars.
Bath Goods	Cattle Pens and Grain Shed	47XX Class.
Keynsham & Somerdale	Loading Bank (Up Side) Goods Shed Platform Messrs. Fry & Sons' Siding Curved Loading Bank	} 47XX Class. Diesel Cars.
Bristol East Depot	Nos. 10 to 15 Up Sidings Lysaght's and I.C.I. Sidings	} 78XX, 29XX, 40XX, 39XX, 49XX, 59XX, 69XX, 47XX, 4073, 50XX, 70XX, 68XX, 10XX Classes.
Kingsland Road, Bristol	Coal Road and Back of Coal Road No. 4 Inside Section of Silverthorne Lane	} 78XX, 29XX, 40XX, 39XX, 49XX, 59XX, 69XX, 47XX, 4073, 50XX, 70XX, 68XX, 10XX Classes.
Bristol (Temple Meads)	Old Station	47XX Class.
Bristol (Temple Meads) Goods	All Waterside and Shed Roads No. 1 Harbour Road (High Level)	} 78XX, 29XX, 40XX, 39XX, 49XX, 59XX, 69XX, 47XX, 4073, 50XX, 70XX, 68XX, 10XX Classes.

BRISTOL TO HIGHBRIDGE. (Route Colour—Double Red.)

Permitted Engines.—All classes (except 61XX), subject to the following restrictions:—

60XX ("King") Class engines may work only over Main and Relief Lines. They must not use any sidings except in Locomotive Yards, but they may work over Crossover Roads between Main Lines and Relief Lines and Sidings adjacent to Main or Relief Lines as far as Catchpoints only, for the purpose of putting off vehicles, etc., in case of emergency.

These engines must not work into any Goods Running Loop with the exception of the following, and these may be used when working Passenger Trains in cases of emergency only, the speed not to exceed five miles per hour.

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

Parson Street Junction and South Liberty.

Up Loop 121m. 16ch. to 120m. 30ch.

Down Loop 120m. 30ch. to 121m. 16ch.

LOCAL RESTRICTIONS.

STATION.	CONNECTIONS AND SIDINGS.	ENGINES PROHIBITED.
Bristol (Pylle Hill)	Junction to Shed Road and No. 1 Dingle Junction to Provision Road	78XX, 29XX, 40XX, 39XX, 49XX, 59XX, 69XX, 47XX, 4073, 50XX, 70XX, 68XX, 10XX Classes.
Yatton	Clevedon Bay Line Down Platform (from Clevedon Branch) Cheddar Valley Platform and Crossover in Platform	} 47XX Class.
Weston-super-Mare	Loading Bank near Permanent Way In- spector's Office (Taunton Side) Goods Shed Platforms, Up and Down	} 47XX Class.
Highbridge	Connections to Southern Region from Down Western Region Main Line	} All engines except 33XX, 34XX, 23XX, 24XX, 25XX, 2251, 57XX, 36XX, 37XX, 46XX, 77XX, 87XX, 96XX, 97XX, 14XX, 58XX, Classes.

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

Permitted Engines.—All classes (except 61XX), subject to the following restrictions:—

60XX ("King") Class engines may work only over Main and Relief Lines. They must not use any Sidings except in Locomotive Yards, but they may work over Crossover Roads between Main Lines and Relief Lines and Sidings adjacent to Main or Relief Lines as far as Catchpoints only, for the purpose of putting off vehicles, etc., in cases of emergency.

These engines must not work into any Goods Running Loop.

LOCAL RESTRICTIONS.

STATION.	CONNECTIONS AND SIDINGS.	ENGINES PROHIBITED.
Dr. Day's Bridge Sidings	No. 2 Siding	78XX, 29XX, 40XX, 39XX, 49XX, 59XX, 69XX, 47XX, 4073, 50XX, 70XX, 68XX, 10XX Classes.
Lawrence Hill	Nos. 2, 3 and 6 to 11 Sidings No. 4 Siding past Clearance Point	} 78XX, 29XX, 40XX, 39XX, 49XX, 59XX, 69XX, 47XX, 4073, 50XX, 70XX, 68XX, 10XX Classes.
Stapleton Road	Two Sidings to Goods Shed Back Road and No. 4 Road	} 47XX Class.
Stapleton Road	Up and Down Clifton Lines	78XX, 29XX, 40XX, 39XX, 49XX, 59XX, 69XX, 47XX, 4073, 50XX, 70XX, 68XX, 10XX Classes.
Filton Junction	No. 1 Shed Road No. 3 Mileage Road	} 47XX Class. 78XX, 29XX, 40XX, 39XX, 49XX, 59XX, 69XX, 47XX, 4073, 50XX, 70XX, 68XX, 10XX Classes.

ENGINE RESTRICTIONS—continued.**PATCHWAY TO SEVERN TUNNEL JUNCTION. (Route Colour—Red.)****Permitted Engines.**—All classes except 60XX ("King"), 61XX and 47XX Classes.**YATE BRANCH AND WESTERLEIGH LOOP. (Route Colour—Dotted Red.)****Permitted Engines.**—All classes except 60XX ("King"), 61XX and 47XX Classes, subject to a speed restriction of twenty miles per hour for all "Red" Group engines.**STAPLETON ROAD TO AVONMOUTH DOCK (via Clifton Down). (Route Colour—Red.)****Permitted Engines.**—All classes except 60XX ("King"), 61XX and 47XX Classes, subject to the following restriction:—

"10XX Class engines not to exceed a speed of sixty miles per hour."

LOCAL RESTRICTIONS.

STATION.	CONNECTIONS AND SIDINGS.	ENGINES PROHIBITED.
Montpelier	Coal Yard over Bridge No. 5	Heavy engines not to work into Coal Yard over Bridge No. 5.

FILTON JUNCTION AND STOKE GIFFORD JUNCTION TO FILTON WEST JUNCTION. (Route Colour—Double Red.)**Permitted Engines.**—All classes (except 61XX), subject to the following restrictions:—

60XX ("King") Class engines may work only over Main and Relief Lines. They must not use any Sidings except in Locomotive Yards, but they may work over crossover roads between Main Lines and Relief Lines and Sidings adjacent to Main or Relief Lines as far as catchpoints only, for the purpose of putting off vehicles, etc., in cases of emergency.

These engines must not work into any Goods Running Loops.

FILTON WEST JUNCTION TO AVONMOUTH DOCK (via Henbury). (Route Colour—Red.)**Permitted Engines.**—All classes except 60XX ("King"), 61XX and 47XX Classes.**LOCAL RESTRICTIONS.**

STATION.	CONNECTIONS AND SIDINGS.	ENGINES PROHIBITED.
Henbury	Sidings and Back Road	78XX, 29XX, 40XX, 39XX, 49XX, 59XX, 69XX, 4073, 50XX, 70XX, 68XX, 10XX Classes.
Henbury	Cattle Pen and Mileage Sidings	Diesel Cars.
Hallen Marsh Junction	National Smelting Works Sidings	Diesel Cars.

HALLEN MARSH JUNCTION TO PILNING JUNCTION. (Route Colour—Red.)**Permitted Engines.**—All classes except 60XX ("King"), 61XX and 47XX classes, subject to the following restriction:—

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

BRISTOL EAST DEPOT AND NORTH SOMERSET JUNCTION TO BRISTOL WEST (via St. Philip's Marsh) (BRISTOL RELIEF LINE.) Route Colour—Double Red.**Permitted Engines.**—All classes (except 61XX), subject to the following restrictions:—

60XX "King" Class engines must not exceed a speed of twenty miles per hour.

These engines may work only over Main and Relief Lines. They must not use Sidings except in Locomotive Yards, but they may work over Crossover Roads between Main Lines and Relief Lines and Sidings adjacent to Main or Relief Lines as far as Catchpoints only for the purpose of putting off vehicles, etc., in cases of emergency. These engines must not work into any Goods Running Loop.

LOCAL RESTRICTIONS.

STATION.	CONNECTIONS AND SIDINGS.	ENGINES PROHIBITED.
St. Philip's Marsh Goods	All Mileage and Goods Sidings Junctions to Nos. 6 and 7 and Robinson's..	78XX, 29XX, 40XX, 39XX, 49XX, 59XX, 69XX, 47XX, 4073, 50XX, 70XX, 68XX and 10XX Classes.

ENGINE RESTRICTIONS—continued.

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

Permitted Engines.—All classes except 61XX.

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

Permitted Engines.—All classes except 60XX ("King") and 61XX Classes.

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

Permitted Engines.—All classes except 60XX ("King"), 61XX and 47XX Classes.

LOCAL RESTRICTIONS.

STATION.	CONNECTIONS AND SIDINGS.	ENGINES PROHIBITED.
Bristol (Temple Meads) Goods	All Waterside and Shed Roads No. 1 Harbour Road, High Level	78XX, 29XX, 40XX, 39XX, 49XX, 59XX, 69XX, 47XX, 4073, 50XX, 70XX, 68XX, 10XX Classes.
Redcliff Wharf	Nos. 3, 4 and 5 Sidings	
Wapping Wharf	No. 5 Siding to Chard's Junction opposite St. Raphael's Church	78XX, 29XX, 40XX, 39XX, 49XX, 59XX, 69XX, 47XX, 4073, 50XX, 70XX, 68XX, 10XX Classes.
Wapping Wharf	Junction to Coal Road Junction to Quayside Warehouse Line adjoining the Quayside	
		All engines.

WAPPING WHARF JUNCTION TO ASHTON BRIDGE JUNCTION. (Route Colour—Uncoloured.) *

Permitted Engines.—All uncoloured engines, 2251 and 4500 to 4574 "Yellow," and 57XX "Blue" Classes.

LOCAL RESTRICTIONS.

STATION.	CONNECTIONS AND SIDINGS.	ENGINES PROHIBITED.
Cumberland Sidings	All Sidings	2251 and 57XX Classes. Engines with Outside Cylinders.
Ashton Swingbridge	Corporation Cattle Pens	

ASHTON JUNCTION TO CANONS MARSH. (Route Colour—Uncoloured.)

Permitted Engines.—All uncoloured engines, 2251 and 4500 to 4574 "Yellow," and 57XX "Blue" Classes.

BRANCHES.

SECTION OF LINE.	GROUP COLOUR.	ENGINES AUTHORISED.	LOCAL PROHIBITIONS.
Faringdon Branch	"Uncoloured"	"Uncoloured" engines without outside cylinders.	No. 4 Supply Reserve Depot. 36XX, 37XX, 46XX, 57XX, 67XX, 77XX, 87XX, 96XX, 97XX, 45XX, 55XX, 14XX and 58XX Classes not to pass Water Column at Highworth Junction end of low platform adjoining No. 4 Siding.
Highworth Branch	"Uncoloured"	"Uncoloured," 517, 3571, 14XX, 58XX Classes. 36XX, 37XX, 46XX, 57XX, 67XX, 77XX, 87XX, 96XX, 97XX "Blue" Group engines may work between Highworth Junction and South Marston Factory and Up Side Sidings at 0m. 28ch. 45XX and 55XX, "Yellow" Classes may work between Highworth Junction and No. 4 Supply Reserve Depot and Up Side Sidings at 0m. 28ch.	
Malmesbury Branch	"Uncoloured"	All "Uncoloured" engines.	Highworth Goods Shed. 14XX and 58XX Classes not to pass beyond Shed at loading bank end.
Calne Branch	"Yellow"	"Uncoloured" and "Yellow" engines.	Black Dog Loading Bank. "Yellow" Group engines not to work into Black Dog Loading Bank Siding.
Radstock Branch (Marsh Junction to Frome).	"Dotted Blue"	"Uncoloured," "Yellow" and "Blue" Classes subject to the following restrictions:— All "Blue" engines not to exceed speed of twenty-five miles per hour at any place on Branch, and 78XX engines must not exceed five miles per hour alongside Up and Down Platforms at Mells Road.	Pensford. 28XX, 38XX, 48XX, 30XX, 26XX, "Austerity," 41XX, 51XX, 81XX, 45XX, 55XX, 49XX, 53XX, 63XX, 73XX and 78XX Classes not to enter Goods Shed Siding and Up Dock. Clutton. 28XX, 38XX, 48XX, "Austerity," 43XX, 53XX, 63XX and 73XX Classes not to enter Goods Lock-up Siding. Hallatrow. 28XX, 38XX, 48XX, 30XX, 41XX, 51XX, 81XX, "Austerity," 26XX, 43XX, 53XX, 63XX, 73XX, 45XX, 55XX, an 78XX Classes not to enter Cattle Pen Siding.

ENGINE RESTRICTIONS—continued.

BRANCHES—continued.

SECTION OF LINE.	GROUP COLOUR.	ENGINES AUTHORISED.	LOCAL PROHIBITIONS.
Radstock Branch (Marsh Junction to Frome).—continued.			Old Mills. 78XX Class not to enter Two Sidings, Frome end, and Outer Siding, Bristol end. Radstock. 26XX, 28XX, 38XX, 48XX, 41XX, 51XX, 81XX and 2-8-0 R.O.D. engines not to enter Siding in Yard. 26XX, 28XX, 38XX, 48XX, 41XX, 51XX, 81XX, 43XX, 53XX, 63XX, 73XX and 2-8-0 R.O.D. Classes not to enter Up Loading Dock Siding. 45XX, 55XX Classes not to enter Engine Shed. Mells Road. 78XX Class not to enter Down Side Stone Loading Dock, and must not exceed five miles per hour alongside Up and Down Platforms. Frome. 78XX Class not to enter Market Siding, Timber Stage, Bristol end. 19XX, 20XX, 36XX, 37XX, 46XX, 57XX, 67XX, 77XX, 87XX, 96XX, 97XX Classes are the only engines allowed to work into the Somerset Quarry Siding. 19XX, 20XX, 2301, 2251 Classes are the only engines allowed to work into the Dairy Siding. Diesel Cars must not enter Up Bay Platform.
Working of Engines in Steam Coupled Together. (Radstock Branch.) Tender engines authorised to work over this Section may work double-headed with chimneys facing the same direction. The undermentioned Tank engines may work double-headed over the River Avon Bridge at 22m. 70ch., subject to a speed restriction of not more than fifteen miles per hour :— Two "Yellow" engines, A "Yellow" and "Uncoloured" engine. Two "Uncoloured" engines, All other combinations prohibited.			
Portishead Branch ..	"Dotted Red," Parson Street Junction and West Loop South Junction to Clifton Bridge. "Yellow" Clifton Bridge to Portishead.	Parson Street Junction and West Loop South Junction to Clifton Bridge. All classes except 60XX ("King"), 61XX, and 47XX. All "Red" engines not to exceed twenty miles per hour between Parson Street Junction and West Loop South Junctions and Clifton Bridge. Clifton Bridge to Portishead. "Uncoloured" and "Yellow" engines, 57XX.	Ashton Sawmills Siding. All engines not to work into Sidings in Timber Yard beyond the road Level Crossing. Clifton Bridge. Great care to be exercised in working 78XX, 29XX, 40XX, 39XX, 49XX, 59XX, 69XX, 4073, 50XX, 70XX, 68XX, 10XX Classes into Down Side Loading Bank Portishead end of Station.
Clevedon Branch ..	"Dotted Red"	All classes except 60XX ("King"), 61XX and 47XX Classes. All "Red" engines not to exceed a speed of twenty miles per hour.	
Blagdon Branch ..	"Uncoloured"	"Uncoloured" engines ..	
Wells Branch (Yatton to Witham).	"Dotted Blue"	"Uncoloured" and "Yellow" Classes. "Blue" engines in 43XX, 53XX, 63XX, 73XX and 78XX Classes subject to the following restrictions :— 43XX, 53XX, 63XX, 73XX Classes :— Speed not to exceed twenty-five miles per hour over bridge at 24m. 40½ch. near Axbridge.	Congresbury. 78XX Class not to work into Goods Shed Road. Sandford and Banwell. 78XX Class not to work into :— Goods Shed Road. Loading Bank Road. Mileage Siding. Quarry Side, past gate.

ENGINE RESTRICTIONS—continued.

BRANCHES—continued.

SECTION OF LINE.	GROUP COLOUR.	ENGINES AUTHORISED.	LOCAL PROHIBITIONS.
Wells Branch (Yatton to Witham)—cont.		78XX Class :— Speed not to exceed twenty-five miles per hour at any place on Branch. Speed not to exceed five miles per hour alongside Congresbury Down Platform.	Axbridge. 78XX Class not to work into Goods Shed Road and Cattle Pen Roads. Cheddar. 78XX Class not to work into Goods Shed Road. Draycott. 43XX, 53XX, 63XX, 73XX and 78XX Classes not to work into Truck Turntable. Lodge Hill. 78XX Class not to work into :— Goods Shed Road. Dead End Siding 4 chains ahead of Junction to Stops. Wookey. 43XX, 53XX, 63XX, 73XX and 78XX Classes must not work into Sidings. Wells (Tucker Street). 43XX, 53XX, 63XX, 73XX and 78XX Classes not to work into :— Goods Shed Road. Straight Road between Goods Shed and Main Line. Wells (East Somerset). 43XX, 53XX, 63XX, 73XX and 78XX Classes not to work into any Yard Sidings except Up Loop. Shepton Mallet. 43XX, 53XX, 63XX, 73XX and 78XX Classes not to work over :— Last 4 chains of Up Outer Siding. Cattle Pen Road from Main Line and past pens. Cranmore. 43XX, 53XX, 63XX, 73XX and 78XX Classes not to work into Cattle Pen and No. 1 Road. 43XX, 53XX, 63XX, 73XX, 45XX, 55XX and 78XX Classes not to work into :— Doulting Siding. Mendip Mountain Quarries Siding. Merehead Quarry Siding. 78XX Class not to work into this Siding. Wanstrow. 43XX, 53XX, 63XX, 73XX, 45XX, 55XX and 78XX Classes not to work into Cattle Pen Road.

Working of Engines in Steam Coupled Together. Yatton to Witham (Wells Branch).

43XX, 53XX, 63XX, 73XX and 78XX Classes must not be double-headed or assisted.

WORKING OF ENGINES OVER L.M.R. BETWEEN YATE JUNCTION AND STANDISH JUNCTION.

Western Region engines of the following types may work over the L.M.R. Main Running Lines between Yate Junction and Standish Junction. They must not, however, be allowed to run on to the Siding over the Coal Shoots at Charfield :—

Type.	Classes.
0-6-0 T	36XX, 37XX, 46XX, 57XX, 67XX, 77XX, 87XX, 96XX, 97XX.
2-8-0	28XX, 30XX.
2-6-2 T	3150, 51XX, 45XX, 55XX.
4-6-0	29XX, 49XX, 59XX, 69XX, 68XX, 78XX, 40XX, 4073, 50XX, 70XX, 10XX.
2-6-0	26XX, 43XX, 53XX, 63XX, 73XX, 93XX.
4-4-0	33XX, 34XX.
2-8-0 T	42XX, 52XX.
2-8-2 T	72XX.
0-6-2 T	56XX, 66XX.

10XX class engines may work through Crossover Roads and Connection between platforms or adjacent to structures and over Loop Lines between Yate South Junction and Gloucester Tramway Junction.

ENGINE RESTRICTIONS—continued.

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

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

Standard Class 5	4-6-0 mixed traffic engine (Diagram 178 M).
Standard Class 5	2-6-0 freight traffic engines, parallel and taper-boiler types (Diagrams 180A and *181 C).
Standard Class 4	4-4-0 passenger tender engine (Compound) (Diagram 73 B).
Standard Class 4	0-6-0 freight tender engine (Diagram 187 B).
Ex Midland Class 3	4-4-0 passenger tender engine (Diagram 60 B).
Standard Class 2	4-4-0 passenger tender engine (Diagram 69 C).
Standard Class 6 P	4-6-0 passenger tender engine (Diagram *270 B).
Standard Class 5 XP	4-6-0 passenger tender engine, taper boiler (Diagram *176 L).
Standard Class 5 XP	4-6-0 passenger tender engine, parallel boiler (Diagram *173 E).
Standard Class 6 P	4-6-0 Passenger tender engine (Diagrams *269 B and *272).

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

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

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

WESTERN REGION ENGINES:—

Class 2301 (0-6-0) tender (non-condensing type) bearing numbers 2322 to 2356, 2382 to 2484, and 2513 to 2579.
Classes 2021 (0-6-0) tank, 7400 (0-6-0) tank, 1400 (0-4-2) tank.

L.M.R. ENGINES:—

Class 1.P. (2-4-2) tank. (L.N.W. 5-ft. 6 in.).	Class 2.F. (0-6-0) tender. (L.N.W. Small Coal.)
Class 2.P. (2-6-2) tank. (Standard).	Class 2.F. (0-6-0) tender. (L.N.W. 18-in.).
Class 2.F. (0-6-2) tank. (L.N.W., S.T.C.).	Class 2.F. (0-6-0) tender. (Midland bearing numbers 2987
Class 2.F. (2-6-0) tender. (Standard.)	to 3127, 3695 and 22900 to 22984.

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

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

LIGHT ENGINES RETURNING TO SOUTH WALES AREA (G.33038).

Any number of engines (excluding 4-6-0 "King" Class) may run in steam coupled together over the undermentioned routes, subject to observance of the reservation specified below:

(a) Paddington to Severn Tunnel Junction, via Badminton.

(b) Paddington to Severn Tunnel Junction, via Gloucester.

On any group of more than two engines speed must be reduced to 10 m.p.h. when passing over River Severn Bridge at Over Junction.

Engines must run from Lydney to Severn Tunnel Junction in pairs only, passing over Chepstow River Bridge under the special conditions operative in respect of working coupled engines over this bridge.

ENGINES OF OTHER REGIONS COUPLED TO W.R. ENGINES.

For instructions, see page 108 of the General Appendix to the Rule Book.

GENERAL STIPULATION.

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

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 shown on pages 349 to 355.
- (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 traffics in Classes 2 or 3, which must be calculated as Class 1 are:

Ammunition in full train loads. Ballast, Bricks, Cement, China Clay, China Stone, Copper, Dolomite,	Granite, Gravel, Lime, Ironstone, Metal Sheets, Pig Iron, Rails,	Roadstone, Sand, Steel Bars, Tarmac, 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 shown on pages 349 to 355 apply (with a few exceptions specially indicated) to ordinary freight wagons. Wagons of large 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 }
 One 40-tonner .. = 3 } Ordinary empty wagons.
 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-ton Vehicles.

3 = 4 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 shown in special tables on page 341.

- (7) Special class wagons, such as "Crocodiles," "Borails," "Oil Tanks," etc., when loaded and empty are to be calculated as shown in table on pages 342 and 343.
- (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 empty wagons	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 343 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 48XX, 78XX, 29XX, 49XX, 59XX, 40XX, 68XX, 47XX, and "Castle" types in the Table shown on page 351 of this Service Book are applicable only when such engines are working "C" and "D" Head Lamp 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" Head Lamps.
- (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 buffer, and train advices must include the following information:—
 - (a) Total number of wagons.
 - (b) Equal to (....No.) of Class (1, 2 or 3).
 - (c) Length (on ordinary wagon basis, 21 feet over buffers).
 - (d) 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.

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.

MILITARY TANKS (A.F.V's.) BY RAIL. **CALCULATION FOR FREIGHT TRAIN LOADING PURPOSES.**

Vehicle.	Dimensions. Ft. Ins.	Maximum Capacity. Tons.	Tare Weight. Tons. Cwts.	Equivalent to following Class 3 traffic.		
				When Empty.	Loaded with 1 Tank.	Loaded with 2 Tanks.
Rectank	37 0	38	14 10	2 equals 3	See below	See below
Warflat	43 10½	50	20 8	2	See below	See below
Warwell	47 0	50	26 15	3	6	—

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

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		

Note.—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

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

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 Vehicles.		Maximum Carrying Capacity of Vehicle.	Maximum Tare of Vehicle.		EQUALS.		
		Ft.	Ins.	Tons.	Tons.	Cwt.	When empty.	When loaded.	
							A	B	
								Loaded Class 3 Wagons.	
Aero ..	Air Screw Wagon ..	20	6	12	5	18	X	2	
Asmo + ..	Covered Motor Car Truck ..	36	4	10	11	5	1	2	
Babol A ..	Bolster Wagon ..	38	0	30	16	0	2	5	
Babol A ..	Bolster Wagon ..	38	0	25	14	3	1	4	
Babol 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 A ..	Carriage Truck ..	24	3	10	7	4	X	2	
Cartruck ..	Carriage Truck ..	21	0	12	5	9	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 2 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	3	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 ..	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	
Roli Wagon ..	30-ton (21999) ..	29	1½	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	
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 (No. 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 Wagon, 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 ..	20	6	14	10	0	1	2	
—** ..	20-ton Tank ..	24	6	20	12	10	1	3	
	40-ton (Ministry of Food) Tank ..	33	10	25 to 40	24	0	2	4 or 6	

For Notes see next page.

CLASSIFICATION OF SPECIAL WAGONS, EMPTY AND LOADED.

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

In compiling the **WORKING LOAD**, allowance must be made for the additional length of any vehicle exceeding 21 feet over buffers in order to conform with the maximum length of train over Section which the train works. See also Clause 12, "Instructions for Calculating Loads of Freight Trains."

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

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

—When load does not exceed 2 tons may be counted 1 equal 1 Class 3 loaded wagon.

%—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.

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.

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

Description of Vehicles.	Length over Buffers of Vehicles.		Number in Traffic.	Description of Vehicles.	Length over Buffers of Vehicles.		Number in Traffic.
	Ft.	In.			Ft.	In.	
Beetle C	26	5	1	Siphons C	32	1	31
Beetle C	29	5	51	Siphons F	43	7	4
Bloaters	31	11	245	Siphons G	53	7	246
Giants	53	7	2	Siphons H	53	7	21
Hydras	29	2	19	Siphons J	43	1	45
Hydras C	34	2	2	Snakes B	51	1	14
Hydras D	31	11	10	Snakes B	51	1	1
Monsters	53	7	17	Snakes B	43	7	16
Monsters	53	8	2	Snakes C	43	1	17
Parcels Vans ..	31	11	53	Snakes C	60	0	4
Pasfruits C ..	25	5	150	Snakes C	60	1	55
Pasfruits D ..	31	11	50	Snakes C	60	6	184
Pythons A ..	31	0½	36	Snakes C	63	4½	98
Pythons A ..	32	1	20	Snakes D	60	6½	10
Pythons B ..	33	11	6	Snakes D	63	6½	54
Siphons	31	0½	125				48

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
25	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 351 to 355, the latter must be strictly adhered to.

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

The loads of all Passenger, Parcels, Milk and Fish Trains will be calculated on the tonnage system and the table given hereunder shows the standard loads for the various classes of engines on the different routes. The loads given in the tables represent the capacity of the engine if the standard point-to-point timing is to be maintained. On sections where gradients will permit, these loads may be exceeded with a suitable increase in the point-to-point timing, but on sections where there are steep rising gradients it will be necessary to provide an assistant engine. The tonnage loads shown in the "Standard Loads Table" do not apply when Auto Car services are being worked by engines of the 48XX, 54XX and 64XX classes, the authorised loads for which are specially laid down separately, in accordance with the instruction in Clause 19, page 130, of the General Appendix.

To enable guards and others to calculate the loads of trains in tons, the tare weight of the vehicle, in 24-in. figures, has been painted at point ends, at alternate corners, of all stock joined in trains commencing at the starting points of the starting points 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 and at any subsequent points at which vehicles are attached or detached.

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

PARCELS AND FISH TRAINS.

[illegible]

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:—

Every Coach	Sinbone F. G. H. and Snakes C (Corridor).	Sinbone J. and Snakes C (Non-Corridor).	Other Vehicles.
-------------	---	---	-----------------

[illegible]

Road/Rail Milk Tanks (Rotamix)	18	28	Loaded (Full Churn)	Lat weight plus 8 tons,	Lat weight plus 10 tons,	Lat weight plus 10 tons,	Lat weight plus 10 tons,
LOADING VANS CONTAINING OCEAN MAILS AND BAGGAGE. An allowance of 5 tons per vehicle must be added to the tare weight of each loaded van of Ocean Mails and Baggage. An allowance of 5 tons per vehicle must be added to the tare weight of each loaded van of 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. An allowance of 5 tons per vehicle must be added to the tare weight of each loaded van of Ocean Mails and Baggage.							

The weight of parcels (incurring stowage), perishable, non and mixed trains, which are run in accordance with passenger train regulations must not exceed a gross weight of 500 tons, including stowage materials, assisted or unassisted.

MIXED TRAINS.—Where trains are authorised to be run as "Mixed" Trains the total weight of the train is to be obtained as follows:—
Tare Weight of Goods Brake Van (where provided).
Tonnage of Passenger Stock.

Tonnage of Freight Vehicles to be calculated—Class 1 Traffic=10 tons per wagon. Class 2 Traffic=13 tons per wagon. Class 3 Traffic=10 tons per wagon. Empty (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 engines may be drawn in the table for engines over which are prohibited for them.

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

Stations will, in writing particulars of trains, give the information as shown in the following example:
 Train 120 five late: one Plymouth 34, five: Pezance 79; 3 Newquay 100; engine 4083; loading moderate. When trains are not numbered the time of train must be shown in place of numbers:
 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.

	MAIN LINE TRAINS	CLASS OF ENGINE
11.0 a.m. Paddington 5 late, etc.		

PLATE	DATE	REMARKS.	SERIES OF MATRICES.					
/			10XX	4003 to 4072	29XX-78XX	8335-8455	24-0 T.	

[illegible]

60XX.	4032, 4037	39XX	33XX	39XX, 37XX	4200-4200	0-0-0 T.	14XX	5377	5377
	4973-4999	49XX	31XX, 41XX	49XX, 57XX	32XX	0-0-0 T.	58XX.		
	5000-5099	47XX	41XX, 43XX						

[illegible]

MAIN LINE TRAINS— continued.

SECTION.

From. To.

From.	To.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
PENANCE TO LONDON											
Taunton	Bristol	530	485	470	450	420	420	392	364	220	198
Bristol	Filton Junction†	460	420	392	364	364	364	280	252	176	168
Filton Junction	Badminton	500	485	455	420	420	420	364	336	220	198
Badminton	Swindon	530	500	485	455	455	455	392	364	220	198
Swindon	Swindon (via Box)	530	500	455	420	392	392	336	336	220*	198*
Bristol	Paddington	530	500	485	455	455	455	392	392	364	220
Swindon	Paddington	530	500	485	455	455	455	392	392	364	220
*Load Bath to Chippenham 22 tons less. †—Through Trains 308 tons Stopping Trains.											
LONDON TO FISGUARD HARBOUR AND NEYLAND											
Paddington	Pilning (H.L.)	—	455	455	420	420	420	392	364	336	220
Pilning	Severn Tunnel Jct.	—	455	420	420	405	405	336	308	280	170
Severn Tunnel Jct.	Cardiff	—	455	420	420	420	420	364	336	336	—
Swindon	Gloucester	—	455	420	420	420	420	364	336	308	—
Gloucester	Severn Tunnel Jct.	—	455	420	420	420	420	392	364	336	—
NEYLAND AND FISGUARD HARBOUR TO LONDON											
Cardiff	Severn Tunnel Jct.	—	485	455	420	420	420	392	364	336	—
Severn Tunnel Jct.	Patchway	—	455	420	420	392	392	336	308	280	170
Patchway	Badminton	—	485	455	420	420	420	364	336	308	198
Badminton	Paddington	530	500	485	455	455	455	392	392	364	220
Severn Tunnel Jct.	Gloucester	—	455	420	420	420	420	392	364	336	—
Gloucester	Stroud	—	455	420	420	420	420	364	336	308	—
Stroud	Kemble†	—	371	336	308	308	308	277	252	208	—
Kemble†	Swindon	—	343	308	308	308	308	221	195	195	—
Swindon	Swindon	—	455	420	420	420	420	392	364	336	—
†—Engine 2935, 280 and 252 tons. ‡—Running through Chalford. §—Stopping at Chalford.											
NORTH AND WEST—BRISTOL AND SHREWSBURY											
Bristol	Filton†	—	420	392	364	364	364	308	290	252	168
Bristol	Filton	—	392	364	336	336	336	252	252	224	140
Filton	Pontypool Road	—	455	420	405	405	405	336	308	280	168
Pontypool Road	Hereford	—	420	392	364	364	364	308	290	252	168
Pontypool Road	Hereford†	—	497	462	432	432	432	392	364	336	—
Hereford	Shrewsbury	—	455	420	405	405	405	308	290	252	168
Shrewsbury	Pontypool Road	—	455	420	405	405	405	308	290	252	—
Pontypool Road	Severn Tunnel Jct.	—	455	420	420	420	420	392	364	336	280
Severn Tunnel Jct.	Bristol	—	455	420	405	405	405	336	308	280	170
*—Stopping at Ashley Hill. †—Assisted up Abergavenny Bank. ‡—Through Trains.											

8.10 p.m. (Milk) Melkham to Kensington (Sundays).—Gross maximum load allowed Swindon to West Ealing: 510 tons for 40XX and 49XX Engines; 550 tons for "Castle" Class (100, 111, 4000, 4016, 4032, 4037, 4073-4099, 5000-5099) Engines.
 3.50 p.m. (Milk) Whitland to Kensington } Gross maximum load allowed for "Castle" Class Engines: Cardiff to Wootton Bassett (3.50 p.m. Whitland and 4.35 p.m. Neyland only), 500 tons;
 4.35 p.m. (Parcels) Neyland to Paddington (SX) } Wootton Bassett to destinations: "Castle" Class, 330 tons; 40XX "Star," 49XX Group and 68XX Engines, 485 tons; 43XX Group, 78XX and 83XX
 5.55 p.m. (Milk) Taunton to West Ealing } Group, 455 tons. W—Only on local services at speeds not exceeding 60 m.p.h.

MAIN LINE TRAINS—continued.

SECTION.	CLASS OF ENGINE									
	10XX	4003-4072 except 4016	29XX | 78XX	3335-3455	90XX	0-6-0 and 0-6-0 T.	2-4-0 T. Metro.	0-4-2 T. 14XX 58XX	0-4-2 T. 3574 3575 3577	
	4000	4032, 4037	49XX, 53XX 63XX, 73XX 93XX	4400-4410 4500-4599 5500-5574 32XX	2200-2299					
	4016, 4032 4037	39XX	31XX, 41XX	36XX, 37XX	0-6-2 T. "A" Group.	0-6-2 T. "B" Group.	844-896			
	4073-4089 5080-5099 70XX	49XX 59XX 69XX	51XX, 61XX 81XX	46XX, 57XX 77XX, 87XX 96XX, 97XX				1334 1335 1336		
From	Tons.	68XX Tons.	56XX, 66XX Tons.	94XX Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	

NORTH WARWICKSHIRE—BRISTOL AND BIRMINGHAM (via Yate and Standish Junction).

Bristol	.....	420	392	364	308	280	252	—
Bristol	.....	392	364	336	280	252	224	140
Filton	.....	420	420	420	364	336	322	—
Cheltenham (Malvern Road)	.....	420	420	420	364	336	322	—
Stratford	.....	420	392	364	308	280	266	—
Birmingham	.....	364	336	308	252	224	210	—
Stratford	.....	455	420	420	392	364	350	—
Cheltenham (Malvern Road)	.....	455	420	420	364	336	322	—
Bristol	.....	—	—	420	364	336	322	—

#—Stopping at Ashley Hill.

†--Through Trains.

t—Running through Stratford.

¶—Stopping at Stratford.

BRANCH LINES—BRISTOL DIVISION.

	Filton Jct. or Stoke Gifford	—	420 420	392 420	286 420	242 397	242 364	198 336	176 308
Avonmouth Dock	Avonmouth Dock	—	—	—	—	—	—	—	—
Filton Jct. or Stoke Gifford	Pensford	—	—	280	176	154	154	112	96
Bristol	Frome	—	—	260	204	182	182	128	110
Pensford	Mells Road	—	—	238	176	154	154	112	96
Frome	Bristol	—	—	260	198	176	176	128	110
Mells Road	Glaue	—	—	—	274	—	242	—	176
Chippenham	Chippenham	—	—	—	252	—	220	—	154
Glaue	Chippenham	—	—	—	—	—	—	—	—

BRANCH LINES—continued. BRISTOL DIVISION.

SECTION		CLASS OF ENGINE.									
		10XX	4003-4072 except 4016, 4032, 4037	29XX	78XX	3335-3455	90XX	0-6-0 and 0-6-0 T.	2-4-9 T. Metro.	0-4-2 T.	
From.	To.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	
Parson Street Junction	Clifton Bridge	455	420	420	420	392	364	336	220	198	
Clifton Bridge	Portishead	—	—	—	—	308	280	280	242	188	
Portishead	Clifton Bridge	—	—	—	—	308	280	280	242	188	
Clifton Bridge	Parson Street Junction	455	420	392	392	336	336	308	198	176	
Congresbury	Blagdon	—	—	—	—	—	—	—	—	112	
Blagdon	Burrington	—	—	—	—	—	—	—	—	112	
Burrington	Congresbury	—	—	—	—	—	—	—	—	280	
Little Somerford	Malmesbury	—	—	—	—	—	—	—	—	176	
Malmesbury	Little Somerford	—	—	—	—	—	—	—	—	154	
Highworth Junction	Hannington	—	—	—	—	—	—	—	—	110	
Hannington	Highworth	—	—	—	—	—	—	—	—	88	
Highworth	Highworth Junction	—	—	—	—	—	—	—	—	96	
Stapleton Road	Clifton Down	—	353	330	330	242	220	220	176	154	
Clifton Down	Avonmouth Dock	—	420	392	392	270	242	242	198	176	
Avonmouth Dock	Plinling L.L.	—	420	420	420	286	242	242	312	290	
Plinling L.L.	Plinling Junction	—	420	392	392	286	242	242	198	176	
Plinling Junction	Avonmouth Dock	—	420	420	420	420	392	364	336	308	
Avonmouth Dock	Clifton Down	—	330	308	308	220	198	154	132	122	
Clifton Down	Stapleton Road	—	420	420	420	420	392	364	336	308	
Uffington	Faringdon	—	—	—	—	—	—	286	242	202	
Faringdon	Uffington	—	—	—	—	—	—	364	336	308	
Yatton	Clevedon	—	420	420	420	420	392	364	336	308	
Clevedon	Yatton	—	420	420	420	420	392	364	336	308	
Yatton	Wells	—	—	330	330	284	242	242	180	154	
Wells	Shepton Mallet	—	—	220	220	176	140	140	112	96	
Shepton Mallet	Cranmore	—	—	264	264	220	188	168	140	124	
Cranmore	Widham	—	—	420	420	392	364	364	336	308	
Widham	Cranmore	—	—	220	220	176	140	140	112	96	
Cranmore	Wells	—	—	364	364	308	264	220	202	188	
Wells	Yatton	—	—	330	330	284	242	242	180	154	

f.—The load on this Branch will be subject to sufficient clearances between the Cross-over Roads.

MAXIMUM LOADS FOR AUTO ENGINES.

The maximum loads of Auto Cars should be computed on a tonnage instead of a wheel basis, and the particulars contained in paragraph 34 on page 145 of the General Appendix are amended, as shewn below :

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

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 shewn, or when express trains are running late :

From	To	Depart to Arrive	Depart to Pass	Pass to Pass	Pass to Arrive
DOWN.					
Didcot	Swindon	27	26	24	26
Swindon	Chippenham	19	18	15	16
Chippenham	Bath	16	—	13	14
Bristol (T.M.)	Bridgwater	38*	37*	—	—
Weston-Super-Mare	Bridgwater	19	18	—	—
Swindon	Newport	64	—	—	62
Swindon	Badminton	27	26	24	25
Badminton	Newport	40	—	—	38
Pontypool Road	Bristol (T.M.)	54	—	—	53
*					
UP.					
Bristol (T.M.)	Pontypool Road	55*	54	—	—
Bristol (Stapleton Rd.)	Pontypool Road	52	51	—	—
Newport	Swindon	69*	68	—	—
Newport	Badminton	47*	46	—	—
Severn Tunnel Junction	Badminton	36	35	34	—
Badminton	Swindon	24	23	22	23
Taunton	Weston-Super-Mare	32*	—	—	—
Taunton	Bristol (T.M.)	51*	—	—	50
Bridgwater	Bristol (T.M.)	37*	—	—	—
Weston-Super-Mare	Bristol (T.M.)	25	—	—	—
Bath	Chippenham	17†	16†	—	—
Chippenham	Swindon	21†	20†	18	19
Swindon	Didcot	26	25	22	23

*Non-stop. †One minute more if load exceeds 330 tons.

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 a speed of 85 m.p.h. has been specially authorised:—

DOWN

Wantage Road to Corsham.
Badminton to Stoke Gifford.
Flax Bourton to Brean Road Platform.

UP

Cogload to Bridgwater.
Brean Road Platform to Parson Street.
Badminton to Little Somerford.
Swindon to Stevenston.

BANK ENGINES, RUNNING LIGHT.

POINT-TO-POINT TIMES.

	No. of Minutes.		No. of Minutes.
Wootton Bassett Incline to Box	36	Pilning Junction to Severn Tunnel East Box ..	4
Corsham to Box	8	Severn Tunnel East Box to Severn Tunnel West ..	8
Cranmore to Witham	15	Box	8
Mells Road to Frome	15	Severn Tunnel West Box to Severn Tunnel ..	3
Filton to Dr. Day's	10	Junction and shunting clear	7
Filton to Stapleton Road	8	Patchway to Pilning Junction	7

MAXIMUM LOADS FOR MAIN LINE FREIGHT TRAINS.

SECTION.		MAXIMUM ENGINE LOADS.											
From.	To.	WORKING LOADS.		For Group A Engines.			For Group B Engines.			For Group C Engines.			
		Maximum No. of wagons to be conveyed except by Trains specially provided for in the Service Books or by arrangement.	Empty.	Class 1	Class 2	Class 3	Class 1	Class 2	Class 3	Class 1	Class 2	Class 3	
				Empty.	Empty.	Empty.	Empty.	Empty.	Empty.	Empty.	Empty.	Empty.	Empty.
DOWN.													
Didcot	Swindon	70	45	54	60	60	52	62	78	80	65	81	85
Swindon	Bristol (via Box)	60	45	54	60	60	52	62	78	80	65	81	85
Bristol	Flax Bourton	60	35	42	53	60	40	48	60	80	44	53	66
Flax Bourton	Bridgwater	60	45	54	60	60	52	62	78	80	65	81	85
Bridgwater	Taunton	60	40	48	60	60	46	55	69	80	60	75	85
Swindon	Stoke Gifford	70	45	54	60	60	52	62	78	80	65	81	85
Stoke Gifford	Bristol	60	45*	54	60	60	52	62	78	80	65	81	85
Stoke Gifford	Patchway	65	45	54	60	60	52	62	78	80	65	81	85
Stoke Gifford or Filton Junction	Avonmouth	65	45	54	60	60	52	62	78	80	65	81	85
Bristol	Stapleton Road	60	36	43	54	60	42	50	63	80	45	54	68
Stapleton Road	Filton Junction	60	17	20	26	34	20	24	30	40	21	25	32
Filton Junction	Piling	65	45	54	60	60	52	62	78	80	65	81	85
Piling	Severn Tunnel Junction (Single Load)	65	19	23	29	38	22	26	33	44	24	29	36
Piling-V	Severn Tunnel Junction (Double Load)	65†	42	50	63	84	48	58	73	96	60	75	100
UP.													
Taunton	Weston-super-Mare	60	45	54	60	60	52	62	78	80	65	81	85
Weston-super-Mare	Bristol	60	35	42	53	60	40	48	60	80	44	53	66
Bristol	Box	60	45	54	60	60	52	62	78	80	65	81	85
Box	Corsham	60	21	25	32	42	24	29	36	48	26	31	39
Corsham	Dauntsey	60	45	54	60	60	52	62	78	80	65	81	85
Dauntsey	Wootton Bassett	60	22	26	33	44	25	30	38	50	27	32	41
Wootton Bassett	Swindon	60	45	54	60	60	52	62	78	80	65	81	85
Swindon	Acton	80	45	54	60	60	52	62	78	80	65	81	85
Swindon	Old Oak Common and Paddington	50	45	54	60	60	52	62	78	80	65	81	85
Patchway	Stoke Gifford	60	44	53	60	60	50	60	69	80	52	60	75
Stoke Gifford or Filton Junction	Wootton Bassett	60	40	48	60	60	46	55	69	80	50	60	75
Avonmouth	Stoke Gifford or Filton Junction	63	23	28	35	46	26	31	40	52	28	34	43
Severn Tunnel Junction	Patchway (Single Load)	60	20	24	30	40	23	28	35	46	25	30	38
Severn Tunnel Junction-V	Bristol (Double Load)	60†	44	53	66	88	50	60	75	100	52	62	78

ASSISTED TRAINS.—The load for trains assisted up inclines (except as between Piling and Severn Tunnel Junction and Severn Tunnel Junction and Patchway, where special loads are provided) will be the maximum load for the train engine plus the maximum load the assistant engine can haul, as shown in above table, but if there is only one Brake Van, and the assistant engine is at the rear, an additional wagon of Class 1 traffic or two empty vehicles may be conveyed, in lieu of the second Brake Van for each assistant engine used. Assisted Trains must not exceed the working loads unless authorised, and no train must exceed 100 wagons. 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.

*—Loads of Transfer Trains between Stoke Gifford and Filton Junction worked by Group A Engines not to exceed 40 Class 1 traffic or equivalent.

†—The double loads can be taken without assistance from Filton Junction to Piling Junction, and from Patchway to Bristol.

‡—For maximum loads for Vacuum and "D" Headlamp trains, worked by 28XX, "Castle," 40XX, 49XX, and 43XX Engines, see page 351. V—Assisted by Group D Engine.

MAXIMUM LOADS FOR MAIN LINE FREIGHT TRAINS—continued.

SECTION.

MAXIMUM ENGINE LOADS.

From.	To.	For Group D Engines.				For Group DX Engines.				For Group E Engines.				For Group EX Engines.			
		Class 1	Class 2	Class 3	Empties.	Class 1	Class 2	Class 3	Empties.	Class 1	Class 2	Class 3	Empties.	Class 1	Class 2	Class 3	Empties.
DOWN.	Swindon	66	79	90	100	73	87	99	100	90	100	100	100	99	100	100	100
	Didcot	60	75	90	100	82	99	100	100	90	100	100	100	99	100	100	100
	Bristol (via Box)	60	70	87	100	64	77	97	100	70	84	100	100	77	92	100	100
	Flax Bourton	60	70	87	100	64	77	97	100	70	84	100	100	77	92	100	100
	Flax Bourton	60	75	90	100	73	87	99	100	90	100	100	100	99	100	100	100
	Bridgwater	60	75	90	100	73	87	99	100	90	100	100	100	99	100	100	100
	Taunton	60	79	99	100	83	99	100	100	80	96	100	100	88	100	100	100
	Stoke Gifford	70	90	100	100	82	99	100	100	90	100	100	100	99	100	100	100
	Stoke Gifford	60	66	79	90	73	87	100	100	90	100	100	100	99	100	100	100
	Stoke Gifford	65	79	90	100	73	87	100	100	90	100	100	100	99	100	100	100
Bristol	Stapleton Road	60	72	90	100	66	79	99	100	72	86	100	100	79	95	100	100
	Filton Junction	60	25	30	50	25	30	38	57	34	41	51	64	34	41	51	64
	Pilning	65	66	79	90	73	87	100	100	90	100	100	100	99	100	100	100
	Severn Tun. Jc. (Single Load)	65	30	36	60	30	36	45	60	38	46	57	76	38	46	57	76
	Pilning-V	65†	67	84	100	56	67	84	100	65	78	98	100	65	78	98	100
	UP.																
	Taunton	60	75	90	100	83	99	100	100	90	100	100	100	99	100	100	100
	Weston-super-Mare	60	58	70	87	64	77	97	100	70	84	100	100	77	92	100	100
	Bristol	60	75	90	100	82	99	100	100	90	100	100	100	99	100	100	100
	Box	60	35	42	53‡	35	42	53	70	42	50	63‡	84	42	50	63	84
Bristol	Corsham	60	75	90	100	82	99	100	100	90	100	100	100	99	100	100	100
	Dauntsey	60	36	43	57‡	36	43	57	72	44	53	66‡	88	44	53	66	88
	Wootton Bassett	60	75	90	100	82	99	100	100	90	100	100	100	99	100	100	100
	Wootton Bassett	60	75	90	100	82	99	100	100	90	100	100	100	99	100	100	100
	Swindon	80	90	100	100	85	99	100	100	90	100	100	100	99	100	100	100
	Acton	80	90	100	100	85	99	100	100	90	100	100	100	99	100	100	100
	O.O. Common & Paddington	50	80	90	100	85	99	100	100	90	100	100	100	99	100	100	100
	Stoke Gifford	60	72	90	100	66	79	99	100	80	96	100	100	88	100	100	100
	Wootton Bassett	60	60†	72	90	66	79	99	100	80	96	100	100	88	100	100	100
	Avonmouth	Stoke Gifford or Filton Jct.	63	38	46	58	38	46	58	76	46	55	70	92	46	55	70	92
Patchway		60	30	36	45	30	36	45	60	40	48	60	80	40	48	60	80
Stoke Gifford or Filton Jct.		60	58	70	88	58	70	88	100	65	78	98	100	65	78	98	100
Patchway (Single Load)		60†	58	70	88	58	70	88	100	65	78	98	100	65	78	98	100
Severn Tunnel Junction-V																	

†—The double loads can be taken without assistance from Filton Junction to Pilning Junction, and from Patchway to Bristol.

ASSISTED TRAINS.—The load for trains assisted up inclines (except as between Pilning and Severn Tunnel Junction and Patchway, where special loads are provided) will be the maximum load for the train engine plus the maximum load the assistant engine can haul, as shown in above table, but if there is only one Brake Van, and the assistant engine is at the rear, an additional wagon of Class 1 traffic or two empty vehicles, may be conveyed, in lieu of the second Brake Van for each assistant engine used. Assisted Trains must not exceed the working loads unless authorised, and no train must exceed 100 wagons. 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 the line, although loadings may be given in the table for engines over portions of line which are prohibited for them. †—Train worked with 2-8-0 (30XX) engines may be made up to 66 wagons. ‡—Maximum single load for cattle trains (all loaded cattle) Box to Corsham "D" engine 45; "E" engine 55; Dauntsey to Wootton Bassett "D" engine 53; "E" engine 63. §—For maximum loads for Vacuum and "D" Headlamp Trains, worked by 29XX, "Castle," 40XX, 49XX and 43XX Engines, see page 351. ¶—49XX and 68XX class engines, when running chimneys leading, may convey 57 ordinary empties, but due allowance must be made for 12-ton wagons when this type of vehicle forms the majority of wagons on train.

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), 68XX.	29XX	100, 111, 4000, 4016, 4032, 4037, 4073 to 4099, 5000 to 5099, 70XX	4003 to 4072 inclusive, (except Nos. 4016, 4032, 4037), 68XX.	29XX
		47XX			10XX		
		Number of Wagons conveying Class 3 traffic or equivalent			Number of Wagons conveying Class 3 traffic or equivalent.		
DOWN TRAINS.							
Didcot	Taunton	70	67	64	70	70	64
(Via Box or Badminton)							
Wootton Bas. .	Patchway	70	67	64	70	70	64
Bristol	Filton Jct. ..	48	43	38	48	43	38
Filton Jct.	Plining	70	67	64	70	70	64
Plining	Severn T. Jct.	55	50	45	55	50	45
UP TRAINS.							
Taunton	Box	70	67	64	70	70	64
Box	Corsham	64	58	53	64	58	53
Corsham	Dauntsey	70	67	64	70	70	64
Dauntsey	Wootton Bass.	70	62	57	70	62	57
Wootton Bass.	Didcot	70	67	64	70	70	64
Filton or P'way	Wootton Bass.	70	67	64	70	70	64
Severn T. Jct.	Patchway	56	50	45	56	50	45
Patchway	Bristol	70	67	64	70	70	64

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 Load of Freight Trains."

*—For trains given a through run past Dauntsey.

HIGHBRIDGE. TRANSFER TRIPS BETWEEN W.R. & S.R.

WORKED BY W.R.

	arr. a.m.	dep. a.m.						
Highbridge, W.R.	U	10 25	—	—	—	—	—	—
Highbridge, S.R.	10 28	10 55	—	—	—	—	—	—
Highbridge, W.R.	10 58	—	—	—	—	—	—	—

U—Worked by 7.15 a.m. West Depot engine.

WORKED BY S.R.

	arr. a.m.	dep. a.m.	arr. p.m.	dep. p.m.	arr. p.m.	dep. p.m.	arr. p.m.	dep. p.m.
Highbridge, S.R.		6 30	—	4 0	—	7 0	—	10 35
Highbridge, W.R.	6 33	6 40	4 3V	4 10	7 3Y	7 10	10 38	10 45
Highbridge, S.R.	6 43	—	4 13	—	7 13	—	10 48	—

V—To be limited to 22 wagons. Up Line wagons to be kept separate so far as possible. perishable traffic only unless otherwise arranged locally.

Y—To convey cattle and

MAXIMUM LOADS FOR BRANCH FREIGHT TRAINS.

BRANCH.		WORKING LOADS.	MAXIMUM ENGINE LOADS																							
		No. of wagons to be conveyed except by Trains specially provided for in the Service Books or by arrangement.	For Group A Engines.				For Group B Engines.				For Group C Engines.				For Group D Engines.				For Group E Engines.							
From.	To.		Class 1 Traffic.	Class 2 Traffic.	Class 3 Traffic.	Empties.	Class 1 Traffic.	Class 2 Traffic.	Class 3 Traffic.	Empties.	Class 1 Traffic.	Class 2 Traffic.	Class 3 Traffic.	Empties.	Class 1 Traffic.	Class 2 Traffic.	Class 3 Traffic.	Empties.	Class 1 Traffic.	Class 2 Traffic.	Class 3 Traffic.	Empties.				
OUR, CANONS	BRISTOL HARB	60	45	54	60	60	52	62	78	80	56	67	84	90	75	90	100	100	100	{ 2-6 0.43 xx. 53xx. 63x x & 73 xx types only }	Class 1 Traffic.	Class 2 Traffic.	Class 3 Traffic.	Empties.		
	MARSH, ETC.	60	25	30	38	50	29	35	44	58	31	37	47	62	41	49	62	82	82		Class 1 Traffic.	Class 2 Traffic.	Class 3 Traffic.	Empties.		
	Temple Meads...	60	29	35	44	58	33	40	50	66	36	43	54	72	48	58	72	96	96		Class 1 Traffic.	Class 2 Traffic.	Class 3 Traffic.	Empties.		
	Ashton Junction...	60	34	41	51	60	39	47	59	78	42	50	63	84	56	68	84	100	100		Class 1 Traffic.	Class 2 Traffic.	Class 3 Traffic.	Empties.		
	Wapping Wharf...	60	30	36	45	60	30	36	45	60											Class 1 Traffic.	Class 2 Traffic.	Class 3 Traffic.	Empties.		
	Ashton Junction...	60	30	36	45	60	30	36	45	60											Class 1 Traffic.	Class 2 Traffic.	Class 3 Traffic.	Empties.		
	Canons Marsh...	60	25	30	38	50															Class 1 Traffic.	Class 2 Traffic.	Class 3 Traffic.	Empties.		
	Ashton Junction...	60	40	48	60	60	46	55	69	80	50	60	75	85	66	79	99	100	100		Class 1 Traffic.	Class 2 Traffic.	Class 3 Traffic.	Empties.		
	West Depot Loop or Parson St. J.	60	22	26	33	44	26	31	39	52	28	34	42	56	36	43	54	72	72		Class 1 Traffic.	Class 2 Traffic.	Class 3 Traffic.	Empties.		
	Ashton Junction	40	(See No. 4 appendix)	45	54	60	60	52	62	78	80	54	65	81	85	75	90	100	100		Class 1 Traffic.	Class 2 Traffic.	Class 3 Traffic.	Empties.		
BRISTOL WEST	West Depot	45	19	23	29	38	13	16	20	28	16	19	23	28	16	19	23	28	28	34	42	56	100			
	St. Philips (L.M. R.)	50	35	42	53	60	24	29	36	48										90	100	100	100			
	West Depot	45	45	54	60	60	52	62	78	80	54	65	81	85	75	90	100	100	Class 1 Traffic.	Class 2 Traffic.	Class 3 Traffic.	Empties.				
	St. Philips (L.M. R.)	45	19	23	29	38	13	16	20	28	16	19	23	28	16	19	23	28	28	34	42	56	100			
	FARINGDON.	45	35	42	53	60	24	29	36	48										90	100	100	100			
	Uffington	45	45	54	60	60	52	62	78	80	54	65	81	85	75	90	100	100	Class 1 Traffic.	Class 2 Traffic.	Class 3 Traffic.	Empties.				
	Faringdon	45	45	54	60	60	52	62	78	80	54	65	81	85	75	90	100	100	Class 1 Traffic.	Class 2 Traffic.	Class 3 Traffic.	Empties.				
	Faringdon	45	45	54	60	60	52	62	78	80	54	65	81	85	75	90	100	100	Class 1 Traffic.	Class 2 Traffic.	Class 3 Traffic.	Empties.				
	Faringdon	45	45	54	60	60	52	62	78	80	54	65	81	85	75	90	100	100	Class 1 Traffic.	Class 2 Traffic.	Class 3 Traffic.	Empties.				
	Faringdon	45	45	54	60	60	52	62	78	80	54	65	81	85	75	90	100	100	Class 1 Traffic.	Class 2 Traffic.	Class 3 Traffic.	Empties.				
CLEVEDON.	Clevedon	40	45	54	60	60	46	55	69	80	50	60	75	85	66	79	99	100	100	Class 1 Traffic.	Class 2 Traffic.	Class 3 Traffic.	Empties.			
	Yatton	30	45	54	60	60	46	55	69	80	50	60	75	85	66	79	99	100	100	Class 1 Traffic.	Class 2 Traffic.	Class 3 Traffic.	Empties.			
	Yatton	30	45	54	60	60	46	55	69	80	50	60	75	85	66	79	99	100	100	Class 1 Traffic.	Class 2 Traffic.	Class 3 Traffic.	Empties.			
	Yatton	30	45	54	60	60	46	55	69	80	50	60	75	85	66	79	99	100	100	Class 1 Traffic.	Class 2 Traffic.	Class 3 Traffic.	Empties.			
	Yatton	30	45	54	60	60	46	55	69	80	50	60	75	85	66	79	99	100	100	Class 1 Traffic.	Class 2 Traffic.	Class 3 Traffic.	Empties.			
	Yatton	30	45	54	60	60	46	55	69	80	50	60	75	85	66	79	99	100	100	Class 1 Traffic.	Class 2 Traffic.	Class 3 Traffic.	Empties.			
	Yatton	30	45	54	60	60	46	55	69	80	50	60	75	85	66	79	99	100	100	Class 1 Traffic.	Class 2 Traffic.	Class 3 Traffic.	Empties.			
	Yatton	30	45	54	60	60	46	55	69	80	50	60	75	85	66	79	99	100	100	Class 1 Traffic.	Class 2 Traffic.	Class 3 Traffic.	Empties.			
	Yatton	30	45	54	60	60	46	55	69	80	50	60	75	85	66	79	99	100	100	Class 1 Traffic.	Class 2 Traffic.	Class 3 Traffic.	Empties.			
	Yatton	30	45	54	60	60	46	55	69	80	50	60	75	85	66	79	99	100	100	Class 1 Traffic.	Class 2 Traffic.	Class 3 Traffic.	Empties.			
CLIFTON EXTEN	Clifton Down	50	16	19	24	32	18	22	27	36	20	24	30	40	26	31	39	52	52	32	38	48	64			
	Stapleton Road...	50	22	26	33	44	25	30	38	50	27	32	41	54	36	43	54	72	72	44	53	66	88			
	Shirehampton	50	45	54	60	60	52	62	78	80	56	67	84	85	75	90	100	100	90	100	100	100				
	Avonmouth	50	45	54	60	60	52	62	78	80	56	67	84	85	75	90	100	100	90	100	100	100				
	Shirehampton	50	45	54	60	60	52	62	78	80	56	67	84	85	75	90	100	100	90	100	100	100				
	Shirehampton	50	45	54	60	60	52	62	78	80	56	67	84	85	75	90	100	100	90	100	100	100				
	Shirehampton	50	45	54	60	60	52	62	78	80	56	67	84	85	75	90	100	100	90	100	100	100				
	Shirehampton	50	45	54	60	60	52	62	78	80	56	67	84	85	75	90	100	100	90	100	100	100				
	Shirehampton	50	45	54	60	60	52	62	78	80	56	67	84	85	75	90	100	100	90	100	100	100				
	Shirehampton	50	45	54	60	60	52	62	78	80	56	67	84	85	75	90	100	100	90	100	100	100				

ASSISTED TRAINS.—See pages 349 and 350.

The instructions contained herein do not in any way affect or remove the prohibition placed by the Chief Engineer on the working 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.

MAXIMUM LOADS FOR BRANCH FREIGHT TRAINS—continued.

BRANCH.		MAXIMUM ENGINE LOADS.														
From.	To.	For Group A Engines.			For Group B Engines.			For Group C Engines.			For Group D Engines.			For Group E Engines.		
		Class 1 Traffic.	Class 2 Traffic.	Class 3 Traffic.	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.
WORKING LOADS.		No. of wagons to be conveyed except by Trains specially provided for in the Service Books or by arrangement.			Empty.			Empty.			Empty.			Empty.		
PILNING JUNGT MOUTH DOCK		80			80			85			100			100		
Pilning L.L.	Avonmouth Dock	50	60	80	52	62	80	54	65	81	75	90	100	100	100	
Pilning L.L.	Pilning L.L.	22	26	33	25	30	38	27	32	41	36	43	54	53	66	
Pilning L.L.	Pilning Jet.	—	—	39X	—	—	45X	—	—	—	not stopped at Pilning Jet.	—	—	—	88	
WELLS.		45			80			85			100			100		
Yatton	Congresbury	45	54	60	52	62	78	56	67	84	R.O.D.	90	100	100	100	
Congresbury	Sandford	22	26	33	25	30	38	27	32	41	75	90	100	100	100	
Sandford	Winescombe	20	24	30	23	28	35	25	30	38	36	43	54	53	66	
Winescombe	Axbridge	21	25	32	24	29	36	26	31	39	33	40	50	50	63	
Axbridge	Cheddar	45	54	60	52	62	78	56	67	84	75	90	100	100	100	
Cheddar	Lodge Hill	28	45	54	60	60	78	56	67	84	75	90	100	100	100	
Lodge Hill	Wookey	23	28	35	26	31	38	29	35	44	38	46	57	76	100	
Wookey	Wells	45	54	60	52	62	78	56	67	84	75	90	100	100	100	
SHEPTON MALLET.		11			18			28			36			36		
Wells	Shepton Mallet	11	13	17	12	14	18	14	17	21	18	22	27	32	42	
Shepton Mallet	Cranmore	13	16	20	15	18	23	16	19	24	21	25	32	42	56	
Cranmore	Witham	30	36	45	30	36	45	30	36	45	40	48	60	80	80	
WITHAM.		44			24			30			40			40		
Cranmore	Cranmore	11	13	17	12	14	18	15	18	22	20	24	30	40	40	
Shepton Mallet	Shepton Mallet	17	20	26	19	23	29	21	25	32	28	34	42	56	80	
Wells	Wells	24	29	36	28	34	42	30	36	45	40	48	60	80	80	
WOOLEY.		23			39			58			76			76		
Wookey	Wookey	23	28	35	26	31	39	29	35	44	R.O.D.	46	57	76	76	
Lodge Hill	Lodge Hill	27	32	41	31	37	46	34	41	51	45	54	68	90	90	
Cheddar	Cheddar	45	54	60	52	62	78	56	67	84	75	90	100	100	100	
Axbridge	Axbridge	38	46	54	38	46	54	38	46	54	38	46	54	72	72	
Winescombe	Winescombe	22	26	33	25	30	38	27	32	41	36	43	54	66	66	
Sandford	Sandford	17	20	26	19	23	29	21	25	32	28	34	42	56	56	
Congresbury	Congresbury	45	54	60	52	62	78	56	67	84	75	90	100	100	100	
Yatton	Yatton	28	35	44	26	31	39	29	35	44	38	46	57	76	76	
CONGRESBURY.		45			80			85			100			100		

For Notes, see page 354.

For Notes, see page 354.

MAXIMUM LOADS FOR BRANCH FREIGHT TRAINS—continued.

BRANCH		MAXIMUM ENGINE LOADS.																			
WORKING LOADS.		For Group A Engines.				For Group B Engines.				For Group C Engines.				For Group D Engines.				For Group E Engines.			
Maximum No. of wagons to be conveyed except by Trains specially provided for in the Service Books or by arrangement.		Class 1 Traffic.	Class 2 Traffic.	Class 3 Traffic.	Empies.	Class 1 Traffic.	Class 2 Traffic.	Class 3 Traffic.	Empies.	Class 1 Traffic.	Class 2 Traffic.	Class 3 Traffic.	Empies.	Class 1 Traffic.	Class 2 Traffic.	Class 3 Traffic.	Empies.	Class 1 Traffic.	Class 2 Traffic.	Class 3 Traffic.	Empies.
YATE AND STAN	DISH JCT. (L.M.R.)	40	48	60	60	46	56	70	80	50	60	72	85	50	60	72	85	50	60	72	85
Stoke Gifford ..	Standish Jct. ..	28	34	42	56	32	38	48	64	35	42	53	70	46	55	69	92	56	67	84	100
Standish Jct. ..	Stoke Gifford ..																				
PORTISHEAD.	Clifton Bridge ..	40	48	60	60	46	55	69	80	50	60	75	85	66	79	99	100	80	96	100	100
West Depot ..	Pill ..	27	32	40	54	31	37	47	62	34	41	51	68	—	—	—	—	—	—	—	—
Clifton Bridge ..	Portishead ..	27	32	40	54	31	37	47	62	34	41	51	68	—	—	—	—	—	—	—	—
Pill ..	Portbury S. Sgs.	45	54	60	60	52	62	78	80	56	67	84	85	—	—	—	—	—	—	—	—
Portishead ..	Pill ..	45	54	60	60	52	62	78	80	56	67	84	85	—	—	—	—	—	—	—	—
Portbury S. Sgs.	Ashton Junction ..	42	54	60	60	42	50	63	80	45	54	68	85	—	—	—	—	—	—	—	—
Pill ..	West Depot via	36	43	54	60	42	50	63	80	45	54	68	85	—	—	—	—	—	—	—	—
Ashton Junction ..	West Depot Loop	22	26	33	44	25	30	38	50	27	32	41	54	36	43	54	72	44	53	66	88
West Depot Loop	or Parson St. J.																				
BRISTOL, RADST	Clifton ..	15	18	23	30	16	19	24	32	17	20	26	34	22	26	33	44	30	36	45	60
Bristol ..	Hallatrow ..	40	48	60	60	40	48	60	80	41	49	62	85	55	66	83	100	60	72	90	100
Clutton ..	Old Mills Siding	16	19	24	32	17	20	26	34	18	22	27	36	23	28	35	46	32	38	48	64

ASSISTED TRAINS.—See pages 349 and 350.

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.

Note.—Engines of the 2-6-2T 45XX type when working stopping Freight Trains between Yatton and Wells, can only convey the same maximum loads as shown for Group A Engines, owing to the limited capacity of their water tanks. When running non-stop between these points, these engines may convey a through load of 22 Class 1 traffic or its equivalent.

Engines classified "RED" in Group A, B, and C must not work between Yatton and Witham and vice-versa.

†—Can be made up to 50 if not required to cross a train in the opposite direction at Connersbury or Cheddar respectively.

‡—When the block section is between Clifton Bridge and Portishead, trains from Ashton Meadows to Portishead and vice versa may be made up to full engine load not exceeding 60 wagons.

BRANCH.		MAXIMUM ENGINE LOADS.											
From.	To.	WORKING LOADS.			For Group DX Engines.			For Group EX Engines.			For Group EY Engines.		
		Class 1 Traffic.	Class 2 Traffic.	Class 3 Traffic.	Class 1 Traffic.	Class 2 Traffic.	Class 3 Traffic.	Class 1 Traffic.	Class 2 Traffic.	Class 3 Traffic.	Class 1 Traffic.	Class 2 Traffic.	Class 3 Traffic.
Stoke Gifford ..	Gloucester ..	73	88	100	73	88	100	73	88	100	73	88	100
Gloucester ..	Stoke Gifford (via Standish Junction) ..	51	61	77	51	61	77	51	61	77	51	61	77

REFUGE SIDINGS AND LOOPS.

STATION.	Refuge Sidings.	Running Loops.	Number of Wagons Siding or Loop holds in addition to Engine and Van.	STATION.	Refuge Sidings.	Running Loops.	Number of Wagons Siding or Loop holds in addition to Engine and Van.
DOWN.				UP.			
Didcot (Foxhall)	—	1	245F	Bridgwater	—	1	60
Milton	—	1	92	Highbridge	1	—	60
Milton	—	1	261K	Brent Knoll	—	—	60
Wantage Road	—	1A	88	Worle Junction	1	—	60
Wantage Road	1	—	65	Claverham	—	1	71
Challow	—	1A	65	Nailsea	1	—	43
Uffington	1	—	42	Flax Bourton	1	—	43
Ashbury Crossing	—	1	57L	Bristol, West Depot	—	1	163
Shrivenham	—	1A	54	Pylle Hill	—	1	57
Marston	—	1	80	Bristol East Depot	—	1	158B
Swindon, Highworth Junction	—	1	190	Bristol East Depot	—	1	168C
Swindon, Hay Lane	—	1	118	Bristol East Depot	—	1	172C
Wootton Bassett	1	—	57	Severn Tunnel East	—	1W	221
Wootton Bassett	—	1	74	Pitling Junction	1	—	35
Little Somerford	—	1A	92	Pitling Station	—	1	63
Hullavington	—	1	100	Patchway	1	—	57
Badminton	—	1A	75	Filton Junction	—	1	57
Chipping Sodbury	—	1A	43	Keynsham (No. 1)	—	1	63
Wapley Common	—	1Z	79	Keynsham (No. 2)	—	1	63
Coaley Junction	1	—	39	Twerton Tunnel	1	—	31
Charfield	1	—	57	Bath Goods	1	—	57
Coalpit Heath	—	1A	48	Bathampton	—	1E	145
Stoke Gifford	—	1	135	Box	1	—	57
Stoke Gifford	—	1	71	Thingley West	—	1J	60
Wootton Bassett Inc. line	1	—	43	Thingley Junction	—	1	75
Dauntsey	1	—	44	Langley Crossing	1	—	43
Langley Crossing	1	—	58	Dauntsey	—	—	57
Chippenham	1	—	44	Wootton Bassett Inc.	1	—	57
Thingley Junction	—	—	51	Stoke Gifford	—	1	96
Thingley Junction	—	1J	75	Coalpit Heath	—	1A	45
Thingley West	—	1	60	Charfield	—	1	57
Bathampton	1	—	62	Coaley Junction	1	—	50
Bathampton West	—	1D	65	Wapley Common	—	1	79
Bath Goods	—	1	56	Chipping Sodbury	—	1A	85
Twerton Tunnel	1	—	40	Badminton	—	1A	61
Keynsham	—	1	102	Hullavington	—	1	86
Bristol, West Depot	—	3S	340	Little Somerford	—	1A	92C
Patchway	—	1	67	Wootton Bassett	—	1	57
Pitling Junction	1	—	64	Wootton Bassett	1	—	43
Pitling Junction	—	1N	325	Swindon, Hay Lane	—	1	118
Pylle Hill	—	—	43	Swindon, Rushey Platt Junction to Rodbourne Lane	—	1	63
Flax Bourton	1	—	45	Swindon, Rushey Platt Junction to Swindon West	—	1	227
Nailsea	1	—	45	Swindon (Loco. Yd.)	—	1	63
Yatton	—	1	117R	Swindon East to Goods Yard	—	1	68H
Huish Crossing	1	—	25	Swindon Goods Yard to Highworth Jct.	—	1	96
Uphill Junction	1	—	58	Highworth Junction	—	1T	111
Brent Knoll	1	—	46	Marston	—	—	80
Highbridge	—	1	60	Shrivenham	1	—	34
Bridgwater	—	1	63	Shrivenham	—	1A	139
				Ashbury Crossing	—	1	479M
				Uffington	1	—	60
				Challow	—	—	57
				Challow	—	1A	85
				Wantage Road	—	1A	60
				Steventon	—	1	274P
				Milton	—	1	87
				Milton	—	1	242Q

A—Platform Loop. B—From connection with Up Main to outlet at top of yard. C—From Bristol Loop to outlet at top of yard. D—Bathampton to Bathampton West. E—Bathampton West to Bathampton. F—Foxhall to Milton. G—To outlet at disc. H—From Gloucester Line. J—Up or Down Loop on Up Side. K—Milton to Steventon. L—Ashbury Crossing to Shrivenham. M—Ashbury Crossing to Knighton Crossing. N—Pitling Junction to Severn Tunnel East. P—Steventon to Milton. Q—Milton to Foxhall. R—Yatton East to Yatton West. S—One Down Loop on Up Side. T—On Down Side. W—Severn Tunnel East to Pitling Station. Z—On Up Side.