

Down Trains. CHELTENHAM SPA, SWINDON, AND ANDOVER JUNCTION—cont. Week Days. Week Days.

[illegible]

N—Calls at Collingbourne Kingston Halt at 12.37, Collingbourne at 12.40, on Fridays and Saturdays to pick up, Ludgershall arr. 12.45 p.m., dep. 12.47 p.m., Andover Junction arr. 1.0 p.m., also calls daily at Andover Town 1.13 p.m., (Clatford 1.18 p.m. Sats. only), Fullerton 1.22 p.m., Horsebridge 1.36 p.m., and Mortisfont 1.42 p.m.

Down Trains. CHELTENHAM SPA, SWINDON, AND ANDOVER JUNCTION—cont. Week Days.

[illegible]

§—Advertised departure 2.5 p.m.

Y—Calls at Andover Town at 4.46 p.m., Clatford 4.51 p.m., Fullerton 4.56 p.m., Mottisfont 5.15 p.m., Horsebridge 5.9 p.m., Mottisfont 5.15 p.m., Nursing 5.23 p.m., Milbrook 5.38 p.m.

CHELTENHAM SPA, SWINDON, AND ANDOVER JUNCTION—continued.

Down Trains.

Week Days.

Sundays.

STATIONS.									
B	D	K	B	B	B	B	B	D	B
Pass. to Kingham	8:22 p.m. Tidworth Coaches.	Freight.	Pass.	Work-tues	Passenger.	Passenger and Milk.	Passenger and Milk.		12:20 a.m. Tidworth C'ches.
dep. p.m.	arr. p.m.	arr. p.m.	dep. p.m.	dep. p.m.	arr. p.m.	arr. p.m.	arr. p.m.	dep. p.m.	arr. night.
7 14	7 14								
Cheltenham Spa (High St.)									
CHELTENHAM SPA (L'own)									
Lansdown Junction									
Gloucester Loop Junction									
Cheltenham S. & L'hampion									
Charlton Kings									
Andoversford									
Witchington									
Chedworth									
Gloucester									
GIRENCESTER (Watermoor)									
South Cerney									
Cricklade									
Swindon Siding									
Swindon Junction									
Rushley Platt									
SWINDON TOWN									
Chiseldon									
Chiseldon Camp									
Osborne									
MARLBOROUGH									
Savernake (Low Level)									
Wolfball Junction									
North Savernake									
Savernake (High Level)									
Grafton South Junction									
Collingbourne B'ridge									
Collingbourne Kingston									
Collingbourne									
LUDGERSHALL									
Weyhill									
Red Post Junction									
ANDOVER JUNCTION									
Stockbridge									
Kimbridge									
Romey									
Redbridge									
Southampton Central.									
SOUTHAMPTON									

Up Trains. ANDOVER JUNCTION, SWINDON, AND CHELTENHAM SPA. Week Days.

Mile Post from Red Post Jct. §	Dis- tances.	STATIONS	Rolling Gra- dient 1 in	Time Allowances for Freight Trains.	Time Allowances for Ordinary Freight Trains.	B	B	B	G	G	B	B	B	B	K
M.	C.			Allow for Stop.	Allow for Start.	Ex- press.	Point-to- Point Times.	Ordin- ary.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.
1	41	SOUTHAMPTON	—	—	—	—	—	—	—	—	—	—	—	—	—
4	25	Southampton Central	—	—	—	—	—	—	—	—	—	—	—	—	—
9	58	Redbridge	—	—	—	—	—	—	—	—	—	—	—	—	—
12	58	Romsey	—	—	—	—	—	—	—	—	—	—	—	—	—
19	25	Kimbridge Junction	—	—	—	—	—	—	—	—	—	—	—	—	—
27	69	Stockbridge	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	ANDOVER JCN.	—	—	—	—	—	—	—	—	—	—	—	—	—
1	74	Red Post Jct.	85 R.	—	—	—	—	—	—	—	—	—	—	—	—
5	64	Weyhill	100 F.	—	—	—	—	—	—	—	—	—	—	—	—
8	21	LUDGERSHALL	100 F.	—	—	—	—	—	—	—	—	—	—	—	—
9	45	Collingbourne	300 R.	—	—	—	—	—	—	—	—	—	—	—	—
12	41	Grafton and Burbage	100 F.	—	—	—	—	—	—	—	—	—	—	—	—
13	33	Grafton South Junction	109 F.	—	—	—	—	—	—	—	—	—	—	—	—
14	47	Saverlake (High Level)	100 R.	—	—	—	—	—	—	—	—	—	—	—	—
16	50	North Saverlake	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	Wolfhall Junction	—	—	—	—	—	—	—	—	—	—	—	—	—
14	52	Saverlake (Low Level)	106 R.	—	—	—	—	—	—	—	—	—	—	—	—
19	44	MARLBOROUGH	65 R.	—	—	—	—	—	—	—	—	—	—	—	—
24	11	Ogbourne	75 F.	—	—	—	—	—	—	—	—	—	—	—	—
26	40	Chiseldon Camp	100 F.	—	—	—	—	—	—	—	—	—	—	—	—
27	56	Chiseldon	75 F.	—	—	—	—	—	—	—	—	—	—	—	—
30	67	Rushy Platt	75 F.	—	—	—	—	—	—	—	—	—	—	—	—
32	44	SWINDON TOWN	75 F.	—	—	—	—	—	—	—	—	—	—	—	—
34	79	Swindon Junction	75 F.	—	—	—	—	—	—	—	—	—	—	—	—
39	14	Moredon Siding	75 F.	—	—	—	—	—	—	—	—	—	—	—	—
42	50	Cricklade	100 R.	—	—	—	—	—	—	—	—	—	—	—	—
45	60	South Cerney	100 R.	—	—	—	—	—	—	—	—	—	—	—	—
51	72	GIRENCESTER (Waterm'n)	100 R.	—	—	—	—	—	—	—	—	—	—	—	—
53	11	Foss Cross	99 R.	—	—	—	—	—	—	—	—	—	—	—	—
56	54	Chedworth	75 R.	—	—	—	—	—	—	—	—	—	—	—	—
59	42	Chedworth	75 R.	—	—	—	—	—	—	—	—	—	—	—	—
101	16	Andoversford	82 R.	—	—	—	—	—	—	—	—	—	—	—	—
104	75	Stop Board	76 F.	—	—	—	—	—	—	—	—	—	—	—	—
106	8	Charlton Kings	62 F.	—	—	—	—	—	—	—	—	—	—	—	—
107	39	Cheltenham S. & L. Hamp'n	75 F.	—	—	—	—	—	—	—	—	—	—	—	—
108	4	Gloucester Loop Junction	100 F.	—	—	—	—	—	—	—	—	—	—	—	—
—	—	Lansdown Junction	90 F.	—	—	—	—	—	—	—	—	—	—	—	—
—	—	CHELTENHAM S. (L. down)	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	Cheltenham Spa (High St.)	—	—	—	—	—	—	—	—	—	—	—	—	—

†—Distance Lansdown Junction to Lansdown Station, 17½ chs., and from Lansdown Station to High Street 65 chs. §—Distance, Andover Jct. to Red Post Jct., 1m. 45ch.

Up Trains. ANDOVER JUNCTION, SWINDON, AND CHELTENHAM SPA—cont. Week Days.

[illegible]

ANDOVER JUNCTION, SWINDON, AND CHELTENHAM SPA—continued.

No. 3

129

Sundays.

Week Days.

Up Trains.

STATIONS.	F		B		B		B		Tid- worth Pass.
	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	
7.9 p.m. Southampton Docks Freight.									
†									
SOUTHAMPTON	7 12	7 26							
Southampton Central	7 33								
Redbridge	7 46								
Romsey	7 59								
Kimbridge Junction	8 7								
Stockbridge									
ANDOVER JCN.	8 41E	T9 5							
Red Post Junction									
Weyhill									
LUDGERSHALL									
Collingbourne	9 27								
Collingbourne Kingston									
Grafton and Burbag									
Grafton South Junction	C	S							
Savernake (High Level)									
Savernake									
Woolhall Junction									
Savernake (Low Level)									
Woolhall Junction	10 3	X10 12							
MARLBOROUGH	C	S							
Ogbourne									
Chiseldon Camp	C	S							
Chiseldon	10 43	11 0							
SWINDON TOWN	C11	5S							
Rushley Platt									
Swindon Junction									
Moredon Siding									
Cricklade	C11	26S							
South Cerney	C11	40S							
CIRENCESTER (Watermoor)	C	S							
Foss Cross	C	S							
Chedworth	C	S							
Withington									
Andoversford	12 18	P12 21							
Stop Board									
Charlton Kings									
Cheltenham, S & L'hampton									
Gloucester Loop Junction									
Lansdown Junction	12 37	P12 42							
CHELTENHAM SPA (U'down)	12 50								
Cheltenham Spa (High St.)									

†—Not to exceed equal to 50 wagons arriving Cheltenham (High Street).

Ludgershall arr. 12.0 night.

STATIONS.

7.9 p.m.
Southampton
Docks
Freight.

†

SOUTHAMPTON

Southampton Central

Redbridge

Romsey

Kimbridge Junction

Stockbridge

ANDOVER JCN.

Red Post Junction

Weyhill

LUDGERSHALL

Collingbourne

Collingbourne Kingston

Grafton and Burbag

Grafton South Junction

Savernake (High Level)

Savernake

Woolhall Junction

Savernake (Low Level)

Woolhall Junction

MARLBOROUGH

Ogbourne

Chiseldon Camp

Chiseldon

SWINDON TOWN

Rushley Platt

Swindon Junction

Moredon Siding

Cricklade

South Cerney

CIRENCESTER (Watermoor)

Foss Cross

Chedworth

Withington

Andoversford

Stop Board

Charlton Kings

Cheltenham, S & L'hampton

Gloucester Loop Junction

Lansdown Junction

CHELTENHAM SPA (U'down)

Cheltenham Spa (High St.)

Via Chippenham		Via Laverton.		STATIONS.	Ruling Gradient 1 in	Time Allowances for Freight Trains. (See also page 2.)								
M.	C.	M.	C.			Allow for Stop.	Allow for Start.	Point-to-Point Allowances.						
								Vacuum.	"D."	Express.	Ordinary.			
Mile	Post					Mins.	Mins.	Mins.	Mins.	Mins.	Mins.			
				Paddington	dep.	—								
129	46	115	28	CASTLE GARY	dep.	—	1	2	—	—	—			
184	29	120	11	Sparkford	arr.	159 R.	1	1	—	—	11			
136	76	122	58	Marston	arr.	248 F.	1	1	—	—	7			
				Magna	dep.				—	—				
141	27	127	9	YEOVIL (Pen Mill) ..	arr.	113 F.	1	2	19	22	24	11		
				Yeovil South Junc. ..	arr.		—	—	—	—	—			
141	73	127	55	Yeovil Town	arr.	215 R.	1	1	—	—	1			
142	72	128	54	Hendford Halt	arr.	150 R.	1	2	—	—	3			
144	36	130	18	Thornford Bridge Halt	dep.	132 R.	—	—	—	—	—			
145	45	131	27	Yetminster	arr.	190 R.	1	2	9	9	12			
147	52	133	34	Chetnole Halt	dep.	65 R.	—	—	—	—	—			
149	77	135	59	Evershot	arr.	51 R.	1	1	14	14	14	18		
153	19	139	1	Cattistock Halt	dep.	69 F.	—	—	—	—	—			
154	7	139	69	Malden Newton	arr.	264 R.	1	1	7	8	8	10		
157	57	143	39	Grimstone and Frampton	dep.	98 F.	2	1	—	—	9			
158	73	144	54	Bradford Peverell and Stratton Halt	arr.	133 F.	—	—	—	—	—			
161	63	147	45	Dorchester	dep.	133 F.	1	1	15	15	16	10		
162	13	147	75	Dorchester Junction ..	arr.	70 F.	—	—	—	—	—			
163	9	148	71	Monkton and Came Halt	arr.	70 F.	—	—	—	—	—			
164	40	150	22	Stop Board	arr.	91 R.	1	1	5	6	6	7		
165	18	151	0	Upwey Wishing W. Halt	arr.	52 F.	—	—	—	—	—			
166	31	152	13	Upwey Junction	dep.	50 F.	—	—	—	—	—			
167	59	153	41	Radpole Halt	arr.	74 F.	—	—	—	—	—			
168	34	154	16	Weymouth Junction ..	dep.	187 F.	1	—	8	8	8	11		
168	62	154	44	WEYMOUTH	arr.		—	—	—	—	—			

STATIONS.		S.R. Waterloo Pass.	3.50 p.m. Milford Haven Fish.	S.R. W'loo Pass.	S.R. Salisbury News	S.R. Engine	S.R. Salisbury Pass. RR MO	S.R. Dorchester Pass.	1.20 a.m. Bristol Frt MX	Engine	10.38 p.m. Nine Elms S.R. Frght
Paddington .	dep.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.
CASTLE GARY	dep.	....	1 20	....	....	....	....	....	Q 3 54	4||20	....
Sparkford	arr.	....	MX	....	....	....	....	....	—	—	....
Marston	arr.	....	—	....	....	....	....	....	—	—	....
Magna	dep.	....	—	....	....	....	....	....	—	—	....
YEOVIL (Pen Mill)	arr.	....	1 40	....	....	....	....	....	4 17	4||40	....
	dep.	....	2 0	....	....	....	....	....	4 35	—	....
Yeovil Town	arr.	....	....	....	....	....	....	....	F	—	....
Hendford H.	arr.	....	....	....	....	....	....	....	—	—	....
Thornford B. Ht.	dep.	....	—	....	....	....	....	....	—	—	....
Yetminster	arr.	....	—	....	....	....	....	....	—	—	....
Chetnole Halt	dep.	....	—	....	....	....	....	....	—	—	....
Evershot	arr.	....	—	....	....	....	....	....	5B8	—	....
Cattistock Halt	dep.	....	—	....	....	....	....	....	5E9	—	....
Malden	arr.	....	2 25	....	....	....	....	....	5 21	—	....
Newton	dep.	....	2 39	....	....	....	....	....	5 29	—	....
Grimstone	arr.	....	—	....	....	....	....	....	—	—	....
Bradford P'rell and Stratton	arr.	....	—	....	....	....	....	....	—	—	....
Dorchester	arr.	....	2 51	....	....	....	....	....	5 50	—	....
	dep.	....	3 1	....	....	....	....	....	6 20	—	....
Dorchester Jc.	arr.	1 51 1/2	—	3 24 1/2	6 1 1/2	6 12 1/2	6 36 1/2	6 46 1/2	—	—	7 18 1/2
M'kton & Came	arr.	—	—	—	—	—	—	—	—	—	—
Stop Board	arr.	—	—	—	—	—	—	—	6P34	—	7P30
Upwey W. Well	arr.	—	—	—	—	—	—	6 53 1/2	—	—	MX
Upwey Junction	dep.	—	—	—	—	—	—	6 56 1/2	—	—	—
Radpole	arr.	—	—	—	—	—	—	6 57	—	—	—
Weymouth Junction	arr.	—	—	—	—	—	—	—	6 47	—	7 44
WEYMOUTH	arr.	2 7	3 15	3 36	6 13	6 27	6 48	7 2	—	—	—

STATIONS.		B	G	C	A	A	B	K	B	B	S.R.	10.35	S.R.
S.R. W'loo Pass.		Auto.	W.R. Engine	S.R. Engines. SO	7.30 a.m. Wb'ry Milk E'tics.	8.5 a.m. Bristol Diesel	8.5 a.m. Bristol Pass. SO	10.25 a.m. Abbotsbury Auto. SO	Langport West Frt	Taunton Pass.	S.R. Eastleigh Pass.	10.35 a.m. Abbotsbury Auto.	S.R. C'ches SO RR
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.
Paddington .	dep.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
CASTLE GARY	dep.	..	..	.....	8 31	9 32	9 35	..	..	..	..	..	..
Sparkford	arr.	..	..	.....	8 39	—	—	..	..	..	..	..	..
Marston	dep.	..	..	.....	8 49	—	—	..	..	..	..	..	..
Magna	arr.	..	..	.....	8 55	—	—	..	..	..	..	..	..
YEovil	dep.	..	..	.....	9 3	9 46	9 50	..	..	..	..	..	..
(Pen Mill)	arr.	..	..	.....	9 20	9 48	9 55	..	9 40	9 57	..	..	..
Yeovil Town.	arr.	.....	.....	.....	.....	.....	SUSPENDED	.....	9 45	9 59	.....	.....	.....
Hendford H.	dep.	.....	.....	.....	.....	.....	SUSPENDED	.....	9 49	10 1	.....	.....	.....
Thornford B. Ht	arr.	.....	.....	.....	.....	.....	.....	.....	9 54	10 4	.....	.....	.....
Yetminster	dep.	.....	.....	.....	9 28	—	—	.....	.....	.....	.....	.....	.....
Chetnoie Halt	arr.	.....	.....	.....	9 37	—	—	.....	.....	.....	.....	.....	.....
Evershot	dep.	.....	.....	.....	—	—	—	.....	.....	.....	.....	.....	.....
Cattistock Halt	arr.	.....	.....	.....	CR	—	—	.....	.....	.....	.....	.....	.....
Malden	dep.	.....	.....	.....	9 52	10 8	—	.....	.....	.....	.....	.....	.....
Newton	arr.	9 45	.....	.....	10 25	10 10	10 14	.....	.....	.....	.....	.....	.....
Grimstone	dep.	9 51	.....	.....	CR	—	—	.....	.....	.....	.....	.....	.....
Bradford P'rell and Stratton	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Dorchester	arr.	9 58	.....	.....	10 41	10 20	10 24	.....	.....	.....	.....	.....	.....
Dorchester Jc.	dep.	10 0	10 10	.....	10 56	10 21	10 27	SUSPENDED	.....	.....	10 40½	.....	11 3
M'ton & Came	arr.	9 57½	.....	10 17	—	—	—	.....	.....	.....	.....	.....	.....
Stop Board	.....	10 4	.....	.....	—	—	—	.....	.....	.....	.....	.....	.....
Upwey W. Well	.....	10 9	.....	SUSPENDED	.....	.....	.....	.....	.....	.....	.....	.....	.....
Upwey Junction	arr.	.....	.....	.....	.....	.....	.....	10 42	.....	.....	10 48	10 52	SUSPENDED
Radipole	dep.	.....	10 12	.....	.....	.....	.....	10 41	.....	.....	10 49	10 54	.....
Weymouth	arr.	.....	10 16	.....	.....	.....	.....	10 48	.....	.....	.....	10 58	.....
Weymouth Junction	dep.	.....	.....	.....	.....	.....	.....	10 51½	.....	.....	.....	.....	.....
WEYMOUTH	arr.	10 7	10 20	10 26	10 32	11 9	10 35	10 40	V	.....	10 54	11 2	11 7 18

U—Depart 10.18 a.m. To put off traffic at Hendford in one shunt.

V—To Melcombe Regis.

STATIONS.	B	K	B		A		J	A	A	A	A	A	A
	9.27 a.m. West- bury Pass.	8.10 a.m. West- bury Frgh't	Diesel	S.R. Engine	9.10 a.m. Bristol Pass. SO	S.R. Rom- sey Pass.	5.10 a.m. Bristol Frgh't MO RR	Pass. SO (when not divid- ed)	Pass. SO (when Divid- ed) 1st Part	Pass. SX	Pass. SO (when Divid- ed) 2nd Part	8.30 a.m. West'n s-Mare Pass.	8.30 a.m. West'n s-Mare Pass. SO
Paddington . dep.	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.
CASTLE CARY dep.	10 5	10 20	..	..	10 27	..	9 40	10 44	10 44	10 54	10 56	11 8	11 14
Sparkford .. dep.	10 13	10 34	..	..	..	..	..	..	..	..	..	W	..
Marston .. dep.	10 13	RR to	..	..	..	..	..	..	..	..	..	..	..
Magna .. dep.	10 18	Mar- ston	..	..	10 42	..	10 10	10 58	10 59	11 8	11 12	11 24	11 30
YEOVIL .. dep.	10 25	Magna	..	..	10 47	..	10 38	10 58	10 59	11 8	11 12	11 29	11 35
(Pen Mill) .. dep.	10 28	..	10 50	..	..	..	..	..	..	..	..	..	..
Yeovil Town. { arr.	..	..	10 52	..	SUS	..	..	SUS	SUS	SUS	SUS	..	SUS
Hendford H. { dep.	..	..	..	..	PEN	..	..	PEN	PEN	PEN	PEN	..	PEN
.. { arr.	..	..	..	..	DED	..	..	DED	DED	DED	DED	..	DED
Thornford B. Ht dep.	..	..	..	..	..	..	..	..	..	..	..	..	..
Yetminster { arr.	10 36	..	..	..	..	..	10 52	..	..	..	..	..	..
.. { dep.	10 37	..	..	..	..	..	11 45	..	..	..	..	..	..
Chetnole Halt .. dep.	..	..	..	..	..	..	..	..	..	..	..	..	..
Evershot .. dep.	10 47	..	..	..	..	..	..	..	..	..	..	..	..
Cattistock Halt dep.	10 48	..	..	..	..	..	..	..	..	..	..	..	..
Malden .. dep.	..	..	..	..	..	..	..	..	..	..	..	..	..
Newton .. dep.	10 55	..	..	..	11 9	..	12 14	..	..	..	..	11 48	..
Grimstone .. dep.	10 57	..	..	..	11 12	..	12 32	..	..	..	..	11 50	..
Bradford P'rell and Stratton	11 V3	..	..	..	..	..	..	..	..	..	..	..	..
Dorchester { arr.	11 10	..	..	..	11 22	..	12 53	..	..	..	..	12 0	..
.. { dep.	11 11	..	..	..	11 25	..	1 0	..	..	..	..	12 2	..
Dorchester Jc. .. dep.	..	..	..	11 18	..	11 31	..	..	..	..	..	..	..
M'kton & Came .. dep.	..	..	..	..	..	..	..	..	..	..	..	..	..
Stop Board .. dep.	..	..	..	..	..	..	1 P14	..	..	..	..	..	..
Upwey W.Well .. dep.	..	..	..	..	..	..	..	..	..	..	..	..	..
Upwey { arr.	..	..	..	..	..	11 39	..	..	..	..	..	..	..
.. { dep.	..	..	..	..	..	11 40	..	..	..	..	..	..	..
Radipole .. dep.	..	..	..	..	..	..	..	..	..	..	..	..	..
Weymouth Jc. { arr.	..	..	..	..	..	..	1 27	11 50	11 50	11 50	12 5	..	..
.. { dep.	..	..	..	..	..	..	..	11 58	11 57	11 58	12 15	..	..
WEYMOUTH .. dep.	11 24	..	..	11 33	11 38	11 45	..	12 15	12 14	12 15	12 32	12 15	12 22

STATIONS.	B		A	B	K	G	A	G	B		B	B	
	Taun- ton Pass.	S.R. Water- loo Pass. SO	8.0 a.m. B'h'am Pass. SO	Diesel	Yeovil Jct. Trans- fer.	Hend- ford Shunt- ing Eng. SX	9.32 a.m. Read- ing Pass. SO	Engine	W.R. Pass. Th SO	S.R. Water- loo Pass.	S.R. Water- loo Pass. SO	1.20 p.m. Abbots bury Mixed. SX	Lang- port Pass. SO
Paddington . dep.	a.m.	p.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
CASTLE CARY dep.	..	..	11 25	..	..	..	12 15	..	..	..	..	..	..
Sparkford .. dep.	..	..	..	..	..	..	..	..	..	..	..	..	..
Marston .. dep.	..	..	..	..	..	..	..	..	..	..	..	..	..
Magna .. dep.	..	..	..	..	..	..	..	..	..	..	..	..	..
YEOVIL .. dep.	..	..	11H45	..	..	..	12 30	..	..	..	..	..	..
(Pen Mill) .. dep.	11 43	..	11 50	11 50	12 7	12 25	12 33	..	..	..	..	..	12 34
Yeovil Town. { arr.	11 45	..	SUS	..	12 12	..	SUS	..	..	..	..	..	12 37
Hendford H. { dep.	11 47	..	PEN	..	12 22	..	PEN	..	..	..	..	..	12 40
.. { arr.	11 50	..	DED	..	..	12 30	DED	..	..	..	..	..	12 43
Thornford B. Ht dep.	..	..	..	11 58	..	..	..	..	..	..	..	..	..
Yetminster { arr.	..	..	May 28th to Sept. 17th, inc.	12 2	..	..	..	..	..	..	..	..	..
.. { dep.	..	..	10 minutes recovery time	12 7	..	..	..	..	..	..	..	..	..
Chetnole Halt .. dep.	..	..	allowed.	12 14	..	..	..	..	..	..	..	..	..
Evershot .. dep.	..	..	..	12 15	..	..	..	..	..	..	..	..	..
Cattistock Halt dep.	..	..	..	12 21	..	..	..	..	..	..	..	..	..
Malden .. dep.	..	..	..	12 23	..	..	..	..	..	..	..	..	..
Newton .. dep.	..	..	..	12 24	..	..	..	..	..	..	..	..	..
Grimstone .. dep.	..	..	..	12 31	..	..	..	..	..	..	..	..	..
Bradford P'rell and Stratton	..	..	..	..	..	..	..	..	..	..	..	..	..
Dorchester { arr.	p.m.	SUS	..	12 33	..	..	1 3	..	..	..	..	..	..
.. { dep.	12 12	PEN	..	12 39	..	..	1 5	1 15	1 20	1 37	1 45	..	..
Dorchester Jc. .. dep.	12 12	DED	..	12 42	..	..	..	..	1 24	..	..	..	..
M'kton & Came .. dep.	..	..	..	12 46	..	..	..	..	1 29	..	..	..	..
Stop Board .. dep.	..	..	..	12 51	..	..	..	..	1 32	..	..	..	..
Upwey W.Well .. dep.	..	..	..	12 54	..	..	..	..	1 36	..	..	..	..
Upwey { arr.	..	..	..	12 58	..	..	..	..	..	SUS	1 45	..	..
.. { dep.	..	..	..	..	..	..	..	..	..	PEN	1 48	..	..
Radipole .. dep.	..	..	..	..	..	..	..	..	..	..	1 52	..	..
Weymouth Jc. { arr.	..	..	12Y47	12 45	..	..	..	..	..	..	..	..	..
.. { dep.	..	..	12 47	1 1	..	..	..	..	..	..	..	..	..
WEYMOUTH .. dep.	12 22	12 30	12 47	1 1	..	..	1 20	1 30	1 39	1 47	1 55	1 56	..

H—Set down only.

V—Calls at Grimstone and Frampton on Wednesdays and Saturdays only.

W—On alternate Mondays, calls at Sparkford at 11.15 a.m.

Y—Dela-h Weymouth Quay portion. Weymouth Junction dep. 12.52 p.m., Weymouth Quay arr. 1.9 p.m.

Z—Weymouth Quay.

STATIONS.	K Weymouth Frht	K Bridg- water Frht	B 11.25 a.m. Chipp- enham SO	K 12.55 p.m. Yeovil P.M. Frht	S.R. B'rae- mouth Pass.	S.R. B'rae- mouth Pass. SO	B Auto. SO	G Engine SO	B 11.50 a.m. Chipp- ham Pass.	B Taun- ton Pass.	B Diesel.	B 3.20 p.m. Abbot- sbury Auto.	S.R. Eng- ine SO
Paddington . 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.
CASTLE CARY dep.	..	..	1 3	..	..	..	..	..	1 33	..	..	..	..
Sparkford .. dep.	..	..	..	..	..	..	..	..	1 41	..	..	..	..
Marston .. dep.	..	..	..	..	..	..	..	..	1 47	..	..	..	..
Magna .. dep.	..	..	..	..	..	..	..	..	1 54	..	..	..	..
YEovil (Pen Mill) .. dep.	12 55	1 0	1 23	..	..	..	1 35	7 40	2 0	2 31	..	..	..
Yeovil Town. { arr.	..	..	SUS	..	..	SUS	..	..	..	2 33	..	..	..
Hendford H. { dep.	..	..	PEN	..	..	D	..	..	..	2 38	..	..	..
.. { arr.	..	10 8	D	..	..	..	7 45	..	..	2 41	..	..	..
Thornford B. Ht dep.	..	..	..	Continued from column 1.	..	..	1 44	..	2 7	..	..	..	..
Yetminster { arr.	1 10	..	..	..	..	..	1 48	..	2 9	..	..	..	..
Chetnole Halt { dep.	1 17	..	..	..	..	..	1 53	..	2 10	..	..	..	..
Evershot .. { arr.	1 38	..	..	1 38	..	..	2 0	..	2 15	..	..	..	..
Cattistock Halt { dep.	1 46	..	..	1 46	..	..	2 7	..	2 23	..	..	..	..
Maiden .. { arr.	..	..	..	1 58	..	..	2 9	S.R.	2 28	..	..	..	..
Newton .. { dep.	..	..	..	1 58	..	..	2 7	Water- loo Pass.	2 30	..	..	..	..
Grimstone .. { arr.	..	..	..	2 24	..	..	2 17	2 33	2 40	S.R. Eng- ine SO	..	..	..
Bradford P'rell and Stratton	B 1.40	..	..	..	..	SUS	2 20	2 42	2 48	..	..	..	..
Dorchester .. { arr.	..	..	..	2 36	..	PEN	2 26	2 50	2 50	..	..	..	..
Dorchester Jc. { dep.	..	..	..	4*25	..	D	2 28	p.m. 2 44½	..	p.m. 2 52	3 5	..	..
M'kton & Came bury Auto. SO	..	..	..	4P37	..	..	..	..	..	..	3 9	..	3 55½
Stop Board ..	..	..	..	..	..	..	..	..	..	..	..	..	..
Upwey W. Well	..	..	..	..	..	..	..	..	..	..	3 14	..	..
Upwey .. { arr.	p.m.	..	..	..	2 15	..	..	SUS	..	SUS	..	3 37	SUS
Junction .. { dep.	1 58	..	..	..	2 16	PEN	2 24	D	..	D	3 17	3 38	D
Radipole .. { arr.	2 1	..	..	..	..	..	..	..	..	..	3 21	3 41	..
Weymouth .. { dep.	..	..	..	4 50	..	..	..	..	..	..	..	..	..
Junction .. { arr.	..	..	..	..	..	..	..	..	..	..	..	..	..
WEYMOUTH .. arr.	2 5	..	2 12	..	2 21	2 29	2 41	2 56	3 2	3 7	3 25	3 45	3 50

STATIONS.	J 8.40 a.m. Bristol Frht MX	S.R. Water- loo Pass. SO	S.R. Engine SX	B 12.45 p.m. Bristol Pass. SO	S.R. Engine SO	S.R. B'rae- mouth Pass. SX	A Pass. p.m. 12 30	S.R. B'rae- mouth Pass. SO	B Taun- ton Pass.	D Auto.	B Diesel.	A 11.10 a.m. Wolv'r h'ton Pass.	S.R. Water- loo Pass.
Paddington . 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.
CASTLE CARY dep.	12 25	..	..	2 44	..	..	3 19	..	..	..	..	4 11	..
Sparkford .. { arr.	..	..	..	2 51	..	..	V	..	..	..	..	..	..
Marston .. { dep.	12 46	..	..	2 52	..	..	..	..	..	..	..	..	..
Magna .. { arr.	12 55	..	..	2 57	..	..	..	..	..	..	..	..	..
YEovil (Pen Mill) .. dep.	1 8	..	..	3 4	..	..	3 36	..	..	..	..	4 26	..
.. { dep.	2 11	..	..	3 8	..	..	3 41	..	4 0	4 15	..	4 29	..
Yeovil Town. { arr.	..	..	..	SUS	..	..	..	..	4 2	4 17	..	..	..
Hendford H. { dep.	..	..	..	PEN	..	..	..	..	4 9	..	..	..	..
.. { arr.	..	..	..	D	..	..	..	..	4 12	..	..	..	..
Thornford B. Ht dep.	..	..	..	3 15	..	..	..	..	..	..	..	..	..
Yetminster .. { arr.	2B26	..	..	3 17	..	..	..	..	..	..	..	..	..
Chetnole Halt { dep.	2E29	..	..	3 18	..	..	..	..	..	..	..	..	..
Evershot .. { arr.	..	..	..	3 23	..	..	..	..	..	..	..	..	..
Cattistock Halt { dep.	2 49	..	..	3 31	..	..	..	..	..	..	..	..	..
Maiden .. { arr.	..	..	..	3 36	..	..	..	..	..	..	..	..	..
Newton .. { dep.	3 0	..	..	3 38	..	..	4 1	..	..	..	..	4 49	..
Grimstone .. { arr.	3 7	..	..	3 40	..	..	4 5	..	S.R. Eng- ine SX	..	4 30	4 52	..
Bradford P'rell and Stratton	..	..	..	3 47	..	..	..	..	..	..	4 37	..	..
Dorchester .. { arr.	3 28	..	SUS	3 49	..	..	4 15	..	..	..	4 39	..	..
Dorchester Jc. { dep.	3 33	..	PEN	3 55	..	..	4 18	..	p.m. 4 41½	..	4 45	5 2	..
M'kton & Came bury Auto. SO	..	3 50½	3 53½	3 57	4 1½	4 1½	..	4 25½	..	..	4 47	5 2	5 19½
Stop Board ..	3P47	..	..	..	..	..	..	..	..	..	4 51	..	..
Upwey W. Well	..	..	..	..	..	..	..	..	..	..	4 56	..	..
Upwey .. { arr.	..	..	..	..	SUS	4 9	..	4 33	..	..	..	5 27	..
Junction .. { dep.	..	..	..	..	PEN	4 10	..	4 34	..	..	4 59	5 28	..
Radipole .. { arr.	..	..	..	..	..	4 14	..	..	..	..	5 3	..	..
Weymouth .. { dep.	4 0	..	..	..	..	..	..	..	..	..	..	..	..
Junction .. { arr.	..	..	..	..	..	..	..	..	..	..	..	..	..
WEYMOUTH .. arr.	..	4 2	4 7	4 10	4 15	4 18	4 32	4 39	4 55	..	5 7	5 19	5 33

U—Depart 1.20 p.m. SX 1.47 SO V—Calls at Sparkford to set down passengers on notice to Guard at Castle Cary. On Tuesdays only, also calls to pick up passengers.

STATIONS.	G	B		B	B	B	B	A	B		B		B
	Engine	Auto.	S.R. Water- loo Pass. SO	5.30 p.m. Abbotts bury Auto.	5.35 p.m. Abbotts bury Auto SO	4.15 p.m. West- bury Pass.	Taun- ton Pass.	4.25 p.m. Bristol Pass.	Diesel	S.R. Water- loo Pass.	7.0 p.m. Abbotts bury Auto.	S.R. Water- loo Pass.	5.3 p.m. Bristol Pass.
Paddington . 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.
CASTLE GARY dep.	4||30	..	..	..	..	4 57	..	5 52	..	..	..	..	6 45
Sparkford	arr.	..	..	..	..	5 5	..	..	..	..	..	..	6 53
Marston	arr.	..	..	..	..	5 7	..	..	..	..	..	..	6 55
Magna	arr.	..	..	..	..	5 13	..	..	..	..	..	..	7 0
YEovil	arr.	..	..	..	..	5 20	..	6 6	..	..	..	..	7 1
(Pen Mill) .. dep.	4 50	4 40	..	..	..	5 24	5 52	6 8	..	..	..	..	7 8
Yeovil Town.. {	arr.	..	..	..	..	..	5 54	..	..	..	..	..	..
Hendford H. {	dep.	..	..	..	..	..	6 0	..	..	..	..	..	..
Thornford B. Ht	dep.	4 48	..	..	..	..	..	..	..	..	..	..	7 25
Yetminster {	arr.	..	..	..	..	5 32	..	..	..	..	..	..	7 28
Chetnole Halt {	dep.	4 51	..	..	..	5 33	..	..	..	..	..	..	7 30
Evershot {	arr.	4 56	..	..	..	..	..	..	..	..	..	..	7 35
Cattistock Halt {	dep.	5 2	..	..	..	5 42	..	..	..	..	..	..	7 42
Malden {	arr.	5 6	..	..	..	5 43	..	..	..	..	..	..	7 44
Newton {	dep.	5 11	..	..	..	..	..	..	..	..	..	..	7 50
Grimstone {	arr.	5 13	..	..	..	5 49	..	6 28	..	..	..	..	7 52
Bradford P'rell {	dep.	5 14	..	..	..	5 52	..	6 30	6 37	..	..	..	7 57
and Stratton {	arr.	5 20	..	..	..	..	..	..	6 43	..	..	..	8 3
Dorchester {	arr.	5 23	..	..	..	..	..	..	..	..	..	..	8 6
M'kton & Came {	dep.	5 28	..	..	..	6 2	..	6 40	6 50	..	..	..	8 12
Stop Board {	arr.	5 32	..	..	..	6 4	..	6 44	6 51	..	..	..	8 14
Upwey W. Well {	arr.	5 35	..	..	..	..	..	..	6 55	..	..	..	..
Upwey {	arr.	5 41	SUS	..	..	..	..	..	7 0	..	..	..	..
Junction {	dep.	5 44	PEN	5 49	5 54	6 12	..	..	7 12	7 18	..	..	8 21
Radipole {	arr.	5 48	DE	5 50	5 53	6 14	..	..	7 3	7 13	7 20	..	8 22
Weymouth {	arr.	..	..	5 55	6 2	..	..	..	7 7	..	7 24	..	..
WEYMOUTH . arr.	..	5 51	5 57	5 59	6 6	8 19	..	6 56	7 10	7 18	7 28	8 4	8 27

STATIONS.		J	B	J	B	J		K		A		
	S.R. B'rne- mouth Centr'l Pass.	9.15 a.m. Roger- stone Coal- TO	8.55 p.m. Abbotts bury Auto.	1.20 p.m. Swin- don Frgh	Taun- ton Pass.	11.45 a.m. Sev. Tun. Jct. Frgh		Yeovil Jct. Trans- fer.	S.R. Water- loo Pass.	Pass.	S.R. B'rne- mouth Pass.	
Paddington . dep.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	..	p.m.	p.m.	p.m.	p.m.	..
CASTLE GARY dep.	..	5* 8	..	6* 3	..	7 8	..	..	..	9 2	..	..
Sparkford	arr.	5 22	..	..	..	..	..	..	..	..	..	..
Marston	arr.	6 2	..	..	..	..	..	..	..	..	..	..
Magna	arr.	..	..	..	..	..	..	..	..	..	..	..
YEovil	arr.	6 22	..	6 35	..	7 38	..	..	..	9 17	..	..
(Pen Mill) .. dep.	..	6 L 35	..	6 54	7 45	8 10	..	8 45	..	9 20	..	..
Yeovil Town.. {	arr.	..	..	..	7 47	..	..	8 50	..	..	..	..
Hendford H. {	dep.	..	..	..	8 2	..	..	9 0	..	..	..	..
Thornford B. Ht	dep.	..	..	..	..	..	..	..	..	..	..	..
Yetminster {	arr.	6B 50	..	7B 9	..	..	..	..	..	..	..	..
Chetnole Halt {	dep.	6E 53	..	7E 14	..	..	..	..	..	..	..	..
Evershot {	arr.	..	..	..	..	8B 43	..	..	..	..	..	..
Cattistock Halt {	dep.	..	..	..	..	8E 44	..	..	..	..	..	..
Malden {	arr.	7 24	..	7 45	..	8 L 56	..	..	..	9 40	..	..
Newton {	dep.	7 L 30	..	8* 16	..	9 5	..	..	..	9 43	..	..
Grimstone {	arr.	..	..	..	..	..	..	..	..	..	..	..
Bradford P'rell {	arr.	..	..	..	..	..	..	..	..	..	..	..
and Stratton {	dep.	..	..	..	..	..	..	..	..	..	..	..
Dorchester {	arr.	7 51	..	8 37	..	9 26	..	..	..	9 54	..	..
Dorchester Jc. {	dep.	8 27½	..	9* 0	..	10* 7	..	..	..	9 56	10 28½	..
M'kton & Came {	arr.	..	..	..	..	..	..	..	..	..	..	..
Stop Board {	arr.	8P 46	..	9P 14	..	10P 21	..	..	..	..	..	..
Upwey W. Well {	arr.	..	..	..	..	..	..	..	..	..	..	..
Upwey {	arr.	..	9 12	..	..	..	..	..	..	..	10 36	..
Junction {	dep.	..	9 13	..	..	..	..	..	..	..	10 37	..
Radipole {	arr.	..	9 16	..	..	..	..	..	..	..	..	..
Weymouth Jc. {	arr.	..	..	9 27	..	10 34	..	..	..	..	..	..
WEYMOUTH . arr.	8 38	8 59	9 20	..	..	..	..	..	9 55	10 8	10 42	..

STATIONS.		J	B	B	C
		6.50 p.m. West- bury Frigh SX	8.50 p.m. West- bury Pass.	Auto.	S.R. B'rne mouth Pass. SO SO
Paddington . dep.	p.m.	p.m.	p.m.	p.m.	p.m.
CASTLE CARY dep.	8 45	9 41			
Sparkford { arr.	8 59	9 49			
Marston { dep.	9 • 19	10 56			
Magna { arr.	—	10 1			
YEovil { dep.	—	10 2			
(Pen Mill) .. { arr.	9 39	10 17			
Yeovil Town.. { arr.	—	10 19			
Hendford H. ← { dep.	—	—			
	arr.	—			
Thornford B. Ht dep.	—	—			
Yetminster { arr.	—	10 24			
Chetnole Halt { dep.	—	10 25			
Evershot { arr.	—	10 35			
Gattistock Halt { dep.	—	10 36			
Maiden { arr.	—	10 43			
Newtown { dep.	—	10 47			
Grimstone..... " "	—	—			
Bradford P'rell and Stratton { arr.	—	—			
Dorchester { dep.	—	10 58			
Dorchester Jc. M'kton & Came " " Stop Board Upwey W.Well Upwey Junction..... { arr.	—	11 11			
Radipole..... " "	—	11 2			
Weymouth Jc. WEYMOUTH { arr.	—	11 13			
	dep.	11 18			
	arr.	11 24			
	dep.	11 28			
	arr.	11 33			
	dep.	11 38			
	arr.	11 51			
	dep.	12 4			

SUNDAYS.

STATIONS.		F	B	A				A	F	F			
		6.35 p.m. East Depot Fr ght	Taun- ton Pass. SO	Pass. TTHSO				2.15 a.m. W'br'y News- papers.	12.15 a.m. Bristol Fr ght	Fr ght (Sat.)	S.R. Dor- chester Pass.		
		p.m.	p.m.	p.m. 9 10				a.m.	a.m.	p.m. 10 40	a.m.		
Paddington. dep.				9 10									
CASTLE GARY dep.		10*10	..	11 42	..	..	..	3 6	3 L50	G5 26R	..	..	..
Sparkford ... dep.		—	..	—	..	..	..	3 13	—	—	..	..	..
Marston ... dep.		—	..	—	..	..	..	3 15	—	—	..	..	..
Magna ... dep.		—	..	—	..	..	..	—	—	—	..	..	..
YEovil ... arr		10 42		—	..	..	..	CR	4 22	5 56	..	..	..
(Pen Mill) .. dep.		11 0	..	11 56	..	..	..	—	4 42	6 N25	..	..	..
Yeovil Town. { arr.		RR	11 10	..	..	..	..	..	..	..	..	..	..
Hendford H. ← arr.		—	11 13		..	..	..	..	..	..	..	..	..
Thornford B. H. dep.		—	—	—	..	..	..	—	—	—	..	..	..
Yetminster { arr.		11 B15	..	—	..	..	..	—	—	—	..	..	..
dep.		11 E18	..	—	..	..	..	—	—	—	..	..	..
Chetnole Halt		—	..	—	..	..	..	—	—	—	..	..	..
Evershot { arr.		—	..	—	..	..	..	—	5 B15	—	..	..	..
dep.		—	..	—	..	..	..	—	5 E16	6 57	..	..	..
Cattistock Halt dep.		—	..	—	..	..	..	—	—	—	..	..	..
Maiden { arr.		11 49	..	—	..	..	..	3 52	5 28	7 8	..	..	..
Newton ... dep.		12 L 0	..	—	..	..	..	3 55	5 L37	7 L18	..	..	..
Grimstone		—	..	—	..	..	..	—	—	—	..	..	..
Bradford P'rell and Stratton		—	..	—	..	..	..	—	—	—	..	..	..
Dorchester { arr.		12 21	..	—	..	..	..	4 5	5 59	7 39	..	..	..
dep.		12 L36	..	—	..	..	..	4 W19	6 L15	7 L50	9 21½	..	..
Dorchester Jc.		—	..	—	..	..	..	—	—	—	..	..	..
M'kton & Came		—	..	—	..	..	..	—	—	—	..	..	..
Stop Board		12 P50	..	—	..	..	..	—	6 P29	8 P4	..	..	..
Upwey W. Well		—	..	—	..	..	..	—	—	—	..	..	..
Upwey { arr.		—	..	—	..	..	..	—	—	—	..	..	..
Junction ... dep.		—	..	—	..	..	..	—	—	—	..	..	..
Radipole		—	..	—	..	..	..	—	—	—	..	..	..
Weymouth { arr.		1 3	..	12 37	..	..	..	—	6 42	8 17	..	..	..
Junction ... dep.		—	..	12 45	..	..	..	—	—	—	..	..	..
WEYMOUTH arr.		—	..	1 22	..	..	..	4 30	—	—	9 32	..	..

Y—Detach Milk Vehicles at Yeovil (P.M.) to go forward 3.50 p.m. Milford Haven **SX**, 10.40 p.m. Yeovil (P.M.) **SO**.

STATIONS.		B	C	A	G	C	B	B	B	B		
	S.R. Winchester Pass.	9.50 a.m. West-bury Pass.	10.0 a.m. West-bury Milk E'ties	S.R. East-leigh C'ches.	10.0 a.m. Bristol Pass.	Engine and Van.	Thorney Milk E'ties.	S.R. Waterloo Pass.	1.32 p.m. Brid-port Pass.	12.50 p.m. West-bury Pass.	S.R. W'loo Pass.	3.15 p.m. Brid-port Auto.
Paddington . dep.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
CASTLE GARY dep.	..	10 30	11 8	..	12 8	..	..	..	..	1 29	..	..
Sparkford dep.	..	10 38	11 16	..	..	..	..	..	..	1 37	..	..
Marston arr.	..	..	11 21	..	..	..	..	..	..	..	..	..
Magna } dep.	..	10 43	CR	..	..	..	..	..	..	1 42	..	..
YEOVIL arr.	..	10 50	11 33	..	12 22	..	..	..	..	1 49	..	..
(Pen Mill) . . . dep.	..	10 55	11 33	..	12 32	1 10	1 20	..	..	1 54	..	..
Yeovil Town . { arr.	..	SUSPENDED	..	..	..	RR	1 22	..	..	..	..	..
Hendford H. ← arr.	..	SUSPENDED	..	..	..	..	1 32	..	..	..	..	..
							C1 36S					
Thornford B. H. dep.	..	..	..	..	..	..	..	..	2 1	..	..	..
Yetminster . . . dep.	..	11 2	..	..	..	..	..	..	2 4	..	..	..
Chetnole Halt . . . dep.	..	11 4	..	..	..	..	..	..	2 5	..	..	..
Evershot	..	..	..	..	..	..	..	..	2 9	..	..	..
{ arr.	..	11 14	..	..	..	..	..	..	2 17	..	..	..
dep.	..	11 16	..	..	..	..	..	..	2 18	..	..	..
Cattistock Halt . . . dep.	..	..	..	..	..	..	..	..	2 23	..	..	..
Malden	..	11 24	..	12 52	1 35	..	..	1 55	2 25	..	3 35	..
Newton	..	11 27	..	12 57	..	..	..	2 2	2 31	..	3 52	..
Grimstone	..	11 34	..	..	..	..	..	..	2 38	..	3 59	..
Bradford P'rell and Stratton	..	..	..	..	..	..	..	..	..	..	..	..
Dorchester	..	11 41	..	1 7	..	..	..	2 15	2 40	..	4 1	..
{ arr.	..	11 43	..	1 10	..	..	..	2 18	2 46	..	4 7	..
dep.	..	..	..	..	..	..	..	..	2 51	..	4 9	..
Dorchester Jc.	11 17½	..	11 56½	..	..	..	2 7½	SUSPENDED	..	..	4 13	..
M'kton & Came	..	..	..	..	..	..	..	..	..	..	..	..
Stop Board	..	..	..	..	..	..	..	..	..	..	..	..
Upwey W. Well	..	..	..	..	..	..	..	..	..	..	..	..
Upwey	11 25	..	12 3	..	..	..	..	..	..	..	4 4	..
{ dep.	11 26	..	12 5	..	..	..	..	2 28	3 0	..	4 5	4 21
Junction	..	..	..	..	..	..	..	..	..	..	..	4 25
Radipole	..	..	..	..	..	..	..	..	..	..	..	..
Weymouth	..	..	..	..	..	..	..	..	..	..	..	..
{ dep.	..	..	..	..	..	..	..	..	..	..	..	..
Junction	..	..	..	..	..	..	..	..	..	..	..	..
WEYMOUTH	11 31	11 55	12 10	1 23	..	..	2 18	2 33	3 5	..	4 10	4 29

STATIONS.		G		B		A	B	B		B		B	
		S.R. Engine	Thorney Engine & Van.	S.R. W'loo Pass.	3.30 p.m. Swindon Pass.	6.0 p.m. West-bury	8.10 p.m. Brid-port Auto.	S.R. B'rne-mouth Pass. RR	S.R. Waterloo Pass.	S.R. W'loo Pass.		8.15 p.m. Bristol Pass.	
Paddington . dep.		p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.		p.m.	
CASTLE GARY dep.		..	..	..	5 39	6 32	..	..	..	..	..	9 56	..
Sparkford .. dep.		..	..	..	5 47	..	..	..	..	..	..	10 4	..
Marston .. dep.		..	..	..	5 52	..	..	..	..	..	..	10 5	..
Magna .. dep.		..	..	..	5 59	6 47	..	..	..	..	..	10 11	..
YEOVIL dep.		..	..	..	6 3	6 50	..	..	..	..	..	10 18	..
(Pen Mill) .. dep.		..	..	..	..	..	..	..	..	..	..	10 24	..
Yeovil Town .. dep.		..	4 0	..	..	..	..	..	..	..	..	..	..
Hendford H. .. dep.		..	CS	..	..	..	..	..	..	..	..	..	..
Thornford B. H. dep.		..	..	..	6 10	..	..	..	..	..	..	10 32	..
Yetminster .. dep.		..	..	..	6 13	..	..	..	..	..	..	10 33	..
Chetnole Halt .. dep.		..	..	..	6 14	..	..	..	..	..	..	..	..
Evershot .. dep.		..	..	..	6 19	..	..	..	..	..	..	10 43	..
Cattistock Halt .. dep.		..	..	..	6 26	..	..	..	..	..	..	10 44	..
Malden .. dep.		..	..	..	6 27	..	..	..	..	..	..	..	..
Newton .. dep.		..	..	..	6 32	7 11	8 30	..	..	..	..	10 51	..
Grimstone .. dep.		..	..	..	6 34	7 14	8 35	..	..	..	..	11 0	..
Bradford P'rell and Stratton .. dep.		..	..	..	6 37	..	8 41	..	..	..	..	..	..
Dorchester .. dep.		..	..	..	..	..	8 43	..	..	..	..	11 10	..
Dorchester Jc. .. dep.		..	..	..	6 48	7 25	8 49	..	..	..	..	11 12	..
M'kton & Came .. dep.	4 31½	..	..	5 28½	6 53	7 27	8 50	9 54½	10 14	10 37½	..	..	..
Stop Board .. dep.	..	..	..	..	..	..	8 54	..	..	..	..	..	..
Upwey W. Well .. dep.	..	..	..	..	..	..	8 59	..	..	..	..	..	..
Upwey .. dep.	..	..	..	5 36	..	..	9 2	..	..	..	..	..	..
Junction .. dep.	..	..	..	5 37	7 2	..	9 6	..	..	..	..	..	..
Radipole .. dep.	..	..	..	..	..	..	..	..	..	..	..	..	..
Weymouth .. dep.	..	..	..	..	..	..	..	..	..	..	..	..	..
WEYMOUTH .. dep.	4 45	..	..	5 42	7 6	7 40	9 10	10 8	10 27	10 47	..	11 25	..

Calls to set
down Pas-
sengers only

STATIONS.		Ruling Gradient 1 in	Time Allowances for Freight Trains. (see also page 2).						G Light Engine	J Bristol (East Depot) Freight MX	J S.R. Dor- chester C'ches MO	J Pen- arth Curve Emp- ties. MX	S.R. Dor- chester Engine MO	D West- bury Diesel
			Allow for Stop.	Allow for Start.	Point-to-Point Allowances.									
					Vac- uum.	"D. "	Ex- press.	Ordin- ary.						
			Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.
WEYMOUTH .	dep.	—	—	1	—	—	—	—	—	1 50	3 17 5	3 30	4 11 5	4 12 0
Weymouth	arr.	L	—	—	—	—	—	—	—	—	—	—	—	—
Junction . . .	dep.	—	—	—	—	—	—	—	—	—	—	—	—	—
Radipole . . .	—	187 R.	—	—	—	—	—	—	—	—	—	—	—	—
Upwey Jct. . .	—	74 R.	—	—	—	—	—	—	—	—	—	—	—	—
Upwey W. Well	—	50 R.	—	—	—	—	—	—	—	—	—	—	—	—
M'kton & Came	—	52 R.	—	—	—	—	—	—	—	—	—	—	—	—
Dorchester Jc.	arr.	70 R.	—	—	—	—	—	—	—	—	3 28	—	4 18	—
Dorchester . .	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Dorchester . .	dep.	70 R.	1	1	13	15	15	18	—	2 10	—	3 50	—	—
Bradford P'rell	—	—	—	—	—	—	—	—	—	2 40	—	4 10	—	4 37
and Stratton	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Grimstone . . .	—	133 R.	1	2	—	—	—	10	—	—	—	—	—	—
Malden . . .	—	133 R.	—	—	—	—	—	—	—	—	—	—	—	—
Newton . . .	arr.	98 R.	1	1	15	16	16	9	—	3 1	—	4 31	—	—
Cattistock H.	dep.	264 F	—	—	—	—	—	—	—	3 25	—	5 0	—	4 51
Evershot . . .	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Evershot . . .	arr.	69 R.	—	—	—	—	—	—	—	—	—	—	—	—
Evershot . . .	dep.	—	—	—	—	—	—	—	—	—	—	—	—	—
Stop Board N	arr.	51 F.	1	1	8	9	9	12	—	3 P 39	—	5 P 14	—	—
Chetnole Halt	—	—	—	—	—	—	—	—	—	3 44	—	5 19	—	—
Chetnole Halt	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Yetminster . .	arr.	51 F.	1	1	8	9	9	11	—	3 57	—	5 32	G	—
Yetminster . .	dep.	—	—	—	—	—	—	—	—	4 P 2	—	5 P 37	Engine	—
Thornford B.Ht.	—	190 F.	—	—	—	—	—	—	—	—	—	—	—	—
Headford H . .	dep.	85 R.	—	—	—	—	—	—	—	—	—	—	a.m.	—
Yeovil Town . .	arr.	—	—	—	—	—	—	—	—	—	—	—	—	—
Yeovil Town . .	dep.	150 F.	1	1	—	—	—	3 1	—	—	—	—	6 11 3	—
YEovil	—	—	—	—	—	—	—	—	—	—	—	—	—	—
(Pen Mill) . .	arr.	132 F.	1	1	9	9	9	10	—	4 14	—	5 49	6 11 8	—
Marston	—	—	—	—	—	—	—	—	—	4 38	—	6 5	—	5 U 7 5
Magna	—	113 R.	1	1	—	—	—	11	—	—	—	—	—	—
Sparkford . . .	arr.	248 R.	1	1	—	—	—	7	—	—	—	CR	—	—
Sparkford . . .	dep.	—	—	—	—	—	—	—	—	—	—	—	—	—
CASTLE CARY	arr.	159 F.	1	2	19	22	23	12	3 1/25	5 10	—	6 37	—	5 38
Paddington .	arr.	—	—	—	—	—	—	—	—	—	—	—	—	—

STATIONS.	D		J		B		A		G		K		B		B		A	
	Avonmouth Empties. MX	Penarth Curve Empties. MO	Staff		Pass.	Engine	MThSO				7.25 a.m. Yeovil Jct. Transfer.	6.52 a.m. Taunton Pass.	Chippensham Pass.	Abbotsbury Auto.	S.R. Waterloo Pass.	Bristol Pass.		
WEYMOUTH	dep. 4 40	a.m. 4 40	a.m. 6 0	....	a.m. 6 30	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	
Weymouth Junction	arr. RR	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Radipole	dep.	—	—	—	—	—	—	—	—	—	—	—	7 24	7 32	—	—	—	
Upwey Jct.	—	—	—	—	6 36	—	—	—	—	—	—	—	7 27	7 36	—	—	—	
Upwey W. Well	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
M'kton & Came	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Dorchester Jc.	arr.	—	—	—	—	—	—	—	—	—	—	—	—	—	7 50	—	—	
Dorchester	dep. 4Q56	5 0	6 15	—	6 47	—	—	—	—	—	—	—	7 37	—	—	8 29	—	
Bradford P'rell and Stratton	—	5*16	—	—	6 48	—	—	—	—	—	—	—	7 39	—	—	8 31	—	
Grimstone	—	—	—	—	—	—	—	—	—	—	—	—	7 44	—	—	—	—	
Malden	arr. 5 13	—	—	—	6 59	—	—	—	—	—	—	—	7 50	—	—	—	—	
Newton	dep. 5 23	—	—	—	7 1	—	—	—	—	—	—	—	7 58	—	—	8 42	—	
Cattistock H.	dep.	—	—	—	—	—	—	—	—	—	—	—	8 1	—	—	8 44	—	
Evershot	arr. 5P34	—	—	—	7 9	—	—	—	—	—	—	—	8 3	—	—	—	—	
Stop Board N	dep. 6* 2	—	—	—	7 10	—	—	—	—	—	—	—	8 13	—	—	—	—	
Chetnole Halt	arr.	5 49	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Yetminster	arr. 6 13	6 7	—	—	7 16	—	—	—	—	—	—	—	8 18	—	—	—	—	
Thornford B.Ht.	dep. 6P18	6P12	—	—	7 17	—	—	—	—	—	—	—	8 22	—	—	—	—	
	—	—	—	—	—	—	—	—	—	—	—	—	8 23	—	—	—	—	
	—	—	—	—	—	—	—	—	—	—	—	—	8 26½	—	—	—	—	
Hendford H.	arr. —	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Yeovil Town.	arr. —	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
	dep. —	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
YEovil (Pen Mill)	arr. 6 29	6 24	—	—	7 25	—	—	—	—	7 50	7 57	8 33	—	—	—	9 2	—	
Marston	dep. 6 45	6 40	—	—	7 27	7½40	—	—	—	7 30	7 51	8 38	—	—	—	9 4	—	
Magna	dep.	—	—	—	—	—	—	—	—	7 45	7 55	8 46	—	—	—	—	—	
Sparkford	arr.	—	—	—	7 35	—	—	—	—	—	—	8 47	—	—	—	—	—	
CASTLE CARY	dep.	—	—	—	7 40	—	—	—	—	7 55	—	8 53	—	—	—	—	—	
	—	—	—	—	7 47	—	—	—	—	9 3	—	8 54	—	—	—	—	—	
	—	—	—	—	—	—	—	—	—	9½12	—	9 2	—	—	—	9 19	—	
Paddington	arr.	—	—	—	11 15	—	—	—	—	—	—	—	—	—	—	—	—	

†—Yeovil Town to Pen Mill two minutes, including stop.

N—Mileage via Chippenham 140m. 73c.; mileage via Lavington 185m. 55c.

U—Calls on Mondays only to pick up Locomotive Department men. Yeovil (P.M.) pass 5/15 a.m. Tuesdays to Saturdays inclusive.

STATIONS		S.R. B'rne- mouth Pass.	A	B	S.R. W'loo Pass.	B	K	K	B	B	A	S.R. East- leigh Pass.
		Pass	Auto.	W'loo Pass.	Diesel.	5.40 a.m. Taun- ton Fr'ght	Yeovil (P.M.) Fr'ght	Abbotts bury Auto. SO	Abbotts bury Auto.	B'ham Pass. SO	S.R. East- leigh Pass.	
		a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	
WEYMOUTH	dep.	8 25	8 55	9 2	9 20	9 28	9 37	9 50	9 57	10 0	10 10	
Weymouth	arr.	—	—	—	—	—	—	—	—	10 2	—	
Junction	dep.	—	—	—	—	—	—	—	—	10 5	—	
Radipole	dep.	8 29	—	9 6	—	9 32	—	9 54	10 1	—	—	
Upwey Jct.	dep.	8 33	—	9 10	—	9 36	—	9 58	10 5	—	—	
Upwey W. Well	dep.	—	—	9 15	—	9 41	—	—	—	—	10 17	
M'kton & Came	dep.	—	—	9 20	—	9 46	—	—	—	—	—	
Dorchester Jc.	arr.	8 42	—	—	9 33	—	—	—	—	—	10 26	
Dorchester	dep.	—	9 9	9 24	—	9 50	9 57	SUSPENDED	SUSPENDED	SUSPENDED	—	
Bradford P'rell and Stratton	dep.	—	9 11	9 25	—	9 52	10 7	—	—	—	—	
Grimstone	dep.	—	—	—	—	9 57	—	—	—	—	—	
Malden	arr.	—	—	—	—	10 2	—	—	—	—	—	
Newton	dep.	—	9 22	9 36	—	10 9	—	CR 10 28	—	—	—	
Cattistock H.	dep.	—	9 26	—	—	10 10	—	10 40	—	—	—	
Evershot	arr.	—	—	—	—	10 12	—	10 54	—	—	—	
Stop Board	dep.	—	—	—	—	10 20	11 15	—	—	—	—	
Chetnole Halt	dep.	—	—	—	—	—	—	—	—	—	—	
Yetminster	arr.	—	—	—	—	10 25	11 28	—	—	—	—	
Thornford B. Ht	dep.	—	—	—	—	10 30	11 45	—	—	—	—	
Hendford H	arr.	—	—	—	—	10 33	—	—	—	—	—	
Yeovil Town	dep.	—	—	—	—	—	10X38	—	—	—	—	
YEovil	arr.	—	9 45	—	—	10 39	10 44	11 57	—	10 49	—	
(Pen Mill)	dep.	—	9 50	—	—	—	—	—	—	—	—	
Marston	arr.	—	—	—	—	—	—	—	—	—	—	
Magna	arr.	—	—	—	—	—	—	—	—	—	—	
Sparkford	arr.	—	—	—	—	—	—	—	—	—	—	
CASTLE GARY	arr.	—	10 2	—	—	—	—	—	—	—	—	
Paddington	arr.	—	10 9	—	—	—	—	—	—	11 3	—	
Paddington	arr.	—	1 10	—	—	—	—	—	—	—	—	

STATIONS.		B	A	A	B	G	B	B	K	B	K	G	B
		9.55 a.m. Taun- ton Pass.	W'p'tn Pass.	W'p'tn Pass.	Diesel.	Engine	Auto.	Auto.	West- bury Fr'ght	Pass.	Abbotts bury Fr'ght	S.R. W'loo Pass.	Engine
WEYMOUTH	dep.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	noon	a.m.	a.m.	a.m.	p.m.
Weymouth Junction	dep.	10 30	10 25	10 27	—	—	10 37	10 45	—	11 12	11 20	11 30	—
Radipole	dep.	—	10E30	—	—	—	—	—	—	—	—	—	—
Upwey Jct.	dep.	—	—	—	—	—	10 41	10 49	—	—	—	—	—
Upwey W. Well	dep.	—	—	—	—	—	10 45	10 54	—	—	—	—	—
M'kton & Came	dep.	—	—	—	—	—	10 50	10 59	—	—	—	—	—
Dorchester Jc.	arr.	—	—	—	—	—	10 55	11 4	—	—	—	—	—
Dorchester	arr.	10 44	10 44	—	—	—	10 59	11 8	—	—	—	—	—
Dorchester	dep.	10 46	10 46	—	—	—	11 7	—	—	11 26	11 28	—	—
Bradford P'rell and Stratton	dep.	—	—	—	—	—	11 6	—	—	—	—	—	—
Grimstone	dep.	—	—	—	—	—	11 10	—	—	—	—	—	—
Malden	arr.	10 57	10 57	—	—	—	11 17	—	—	11 39	11 43	—	—
Newton	dep.	11 0	11 0	—	—	—	11 18	—	—	—	—	—	—
Cattistock H.	dep.	—	—	—	—	—	11 20	—	—	—	—	—	—
Evershot	dep.	—	—	—	—	—	11 28	—	—	—	—	—	—
Stop Board	dep.	—	—	—	—	—	—	—	—	—	—	—	—
Chetnole Halt	dep.	—	—	—	—	—	11 34	—	—	—	—	—	—
Yetminster	arr.	—	—	—	—	—	11 40	—	—	—	—	—	—
Yetminster	dep.	—	—	—	—	—	11 43	—	—	—	—	—	—
Thornford B. Ht	dep.	—	—	—	—	—	—	—	—	—	—	—	—
Hendford H	dep.	10 56	—	—	—	11 35	—	—	—	—	—	—	—
Yeovil Town	dep.	10 58	—	—	—	—	—	—	—	—	—	—	—
Yeovil Town	arr.	11 0	—	—	11 24	—	—	—	—	—	—	—	—
YEovil (Pen Mill)	arr.	11 3	11 18	11 18	11 26	11 40	11 49	—	—	12 2	12 6	—	—
Marston	arr.	—	11 24	11 24	—	—	—	—	—	—	—	—	—
Magna	arr.	—	—	—	—	—	—	—	—	12 15	12 21	—	—
Sparkford	arr.	—	—	—	—	—	—	—	—	12 22	12 28	—	—
CASTLE GARY	arr.	—	11 39	11 39	—	—	—	—	—	12 30	—	—	—
Paddington	arr.	—	—	—	—	—	—	—	—	3 20	—	—	—

STATIONS.	B				K		A		B		B	
	Pass				S.R. B'rne-mouth Pass.		Bristol Diesel		W.R. Pass.		1.20 p.m. Lang-port Pass. SO	
	1				Transfer		Th80				Auto.	
WEYMOUTH . dep.	a.m.	11 40	....	....	p.m.	12 25	p.m.	12 35	p.m.	12 42	p.m.	12 50
Weymouth Junction	arr.	—	....	....	....	—	....	—	....	—	....	—
Radipole	dep.	—	....	....	....	—	....	—	....	—	....	—
Upwey Jct. . . . .	....	—	....	....	1231½	....	....	12 50	....	—	12 54	....
Upwey W. Well . . . . .	....	—	....	....	—	....	....	—	....	—	1 3	....
M'kton & Came . . . . .	....	—	....	....	—	....	....	—	....	—	1 8	....
Dorchester Jc.	arr.	—	....	....	12 40½	....	....	—	....	—	—	....
Dorchester	arr.	11 54	....	....	—	....	12 55	1 0	....	—	1 12	....
Dorchester	dep.	11 56	....	....	—	....	12 57	—	....	—	1 14	....
Bradford P'rell & Stratton . . . . .	....	—	....	....	....	....	—	....	....	—	1 19	....
Grimstone . . . . .	....	12 5	....	....	....	....	—	....	....	—	1 23	....
Malden	arr.	12 11	....	....	....	....	1 9	....	....	—	1 30	....
Newton	dep.	12 15	....	....	....	....	1 11	....	....	—	1 32	....
Cattistock H. . . . .	....	—	....	....	....	....	—	....	....	—	1 34½	....
Evershot	arr.	12 23	....	....	....	....	—	....	....	—	—	....
Evershot	dep.	12 24	....	....	....	....	—	....	....	—	1 42	....
Stop Board	arr.	—	....	....	....	....	—	....	....	—	—	....
Chetnole Halt	dep.	—	....	....	....	....	—	....	....	—	—	....
Yetminster	arr.	12 31	....	....	....	....	—	....	....	—	1 47	....
Yetminster	dep.	12 32	....	....	....	....	—	....	....	—	1 54	....
Thornford B. Ht . . . . .	....	—	....	....	....	....	—	....	....	—	1 57	....
Hendford H.	dep.	....	....	....	....	12 40	....	....	....	—	1 46	....
Yeovil Town	arr.	....	....	....	....	1 8	....	....	....	—	1 48	....
Yeovil Town	dep.	....	....	....	....	—	....	....	....	—	1 49	....
YEovil	arr.	12 40	....	....	....	1 13	....	1 32	....	—	1 51	2 3
(Pen Mill)	dep.	12 44	....	....	....	—	....	1 35	....	—	—	....
Marston . . . . .	....	—	....	....	....	—	....	—	....	—	—	....
Magna	arr.	12 53	....	....	....	—	....	—	....	—	—	....
Sparkford	arr.	12 59	....	....	....	—	....	—	....	—	—	....
Sparkford	dep.	1 0	....	....	....	—	....	—	....	—	—	....
CASTLE CARY	arr.	1 8	....	....	....	—	....	1 56	....	—	—	....
Paddington	arr.	4 5	....	....	....	....	....	....	....	....	....	....

STATIONS.	B		A		J		J		B			
	Abbotsbury Auto		S.R. Waterloo Pass.		Bristol Pass.		Westbury Frght		Rogerstone Coal Emp-ties.		S.R. And-over Jct. Pass.	
	SO				SX							
WEYMOUTH . dep.	p.m.	7 5	p.m.	1 25	p.m.	1 40	....	....	p.m.	1 48	p.m.	2 5
Weymouth Junction	arr.	—	—	—	—	—	....	....	—	—	—	—
Radipole	dep.	—	—	—	—	—	....	....	—	—	—	—
Upwey Jct. . . . .	....	7 9	....	—	....	—	....	....	2 9	—	—	—
Upwey W. Well . . . . .	....	7 13	....	—	....	—	....	....	2 13	2 27	—	—
M'kton & Came . . . . .	....	—	....	—	....	—	....	....	2 18	—	—	—
Dorchester Jc.	arr.	—	1 38	—	—	—	....	....	2 23	—	—	—
Dorchester	arr.	—	—	1 54	—	—	....	....	2 8	2 27	2 86	—
Dorchester	dep.	—	—	1 56	—	—	....	....	2 23	—	—	—
Bradford P'rell and Stratton . . . . .	....	—	—	—	—	—	....	....	—	—	—	—
Grimstone . . . . .	....	—	—	—	—	—	....	....	—	—	—	—
Malden	arr.	—	—	2 7	—	—	....	....	—	—	—	—
Newton	dep.	—	—	2 9	—	—	....	....	—	—	—	—
Cattistock H.	dep.	—	—	—	—	—	....	....	—	—	—	—
Evershot	arr.	—	—	—	—	—	....	....	2*56	—	—	—
Evershot	dep.	—	—	—	—	—	....	....	3P28	—	—	—
Stop Board	arr.	—	—	—	—	—	....	....	—	—	—	—
Stop Board	dep.	—	—	—	—	—	....	....	—	—	—	—
Chetnole Hal . . . . .	....	—	—	—	—	—	....	....	—	—	—	—
Yetminster	arr.	—	—	—	—	—	....	....	3 41	—	—	—
Yetminster	dep.	—	—	—	—	—	....	....	3P46	—	—	—
Thornford B. Ht . . . . .	....	—	—	—	—	—	....	....	—	—	—	—
Hendford H.	dep.	....	....	....	....	....	....	....	....	....	....	....
Yeovil Town	arr.	....	....	....	....	....	....	....	....	....	....	....
Yeovil Town	dep.	....	....	....	....	....	....	....	....	....	....	....
YEovil	arr.	....	—	2 27	—	—	....	....	3 58	—	—	—
(Pen Mill)	dep.	....	—	2 32	—	—	....	....	4 23	—	—	—
Marston	arr.	....	—	—	2 45	—	....	....	—	—	—	—
Magna	dep.	....	—	—	2C58	—	....	....	—	—	—	—
Sparkford	arr.	....	—	—	3R5	—	....	....	—	—	—	—
Sparkford	dep.	....	—	—	3 14	—	....	....	—	—	—	—
CASTLE CARY	arr.	....	—	2 45	3 30	—	....	....	—	—	—	—
CASTLE CARY	dep.	....	—	2 54	3 44	—	....	....	4 55	—	—	—
Paddington	arr.	....	....	....	....	....	....	....	....	....	....	....

¶—When the total tonnage is within 60 tons of the authorized standard load for the class of engine working the train the running time Weymouth "start" to Dorchester "stop" will be 16 minutes.

STATIONS.	B 2.5 p.m. Taun- ton Pass.	B West- bury Pass. †	K Frgh't SO	B Abb'ts bury Auto.	B Diesel		A Pass. TThsO	S.R. Water- loo Pass.	A Pass. SO	A Pass.	C 3.32 p.m. Thorn- ey Milk SO	A Cardiff Pass. SO	K 3.15 p.m. Lang- port West Frgh't SX
WEYMOUTH . 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.
Weymouth . arr.	2 30	2 30	2 40	3 38	3 38		3 40	3 50	4 25	4 12	4 18	4 20	4 27
Junction . . . { dep.	—	—	—	—	—		3 57	—	4 22	—	—	—	—
Radipole . . . { dep.	—	—	—	2 44	3 42		—	—	—	—	—	—	—
Upwey Jct. . . { dep.	—	—	—	2 48	3 46		—	—	—	—	—	—	—
Upwey W. Well . . . { dep.	—	—	—	—	3 51		—	—	—	—	—	—	—
M'ton & Came . . . { dep.	—	—	—	—	3 56		—	—	—	—	—	—	—
Dorchester Jc. . . { arr.	—	—	—	—	—		—	4 5	—	—	—	—	—
Dorchester . . . { dep.	2 44	2 47	—	4 0	4 1		—	—	—	4 26	4 28	SUS PEN DED	—
Bradford P'rell . . . { dep.	—	—	—	—	—		—	—	—	—	—	—	—
and Stratton . . . { dep.	2 53	2 56	—	4 6	4 10		—	—	—	—	—	—	—
Grimstone . . . { dep.	—	—	—	—	—		—	—	—	—	—	—	—
Maiden . . . { arr.	3 3	3 3	—	4 18	—		—	—	—	4 39	4 42	—	—
Newton . . . { dep.	3 7	3 10	—	—	—		—	—	—	—	—	—	—
Cattistock H. . . { dep.	—	—	—	—	—		—	—	—	—	—	—	—
Evershot . . . { arr.	—	—	—	—	—		—	—	—	—	—	—	—
Stop Board . . . { dep.	—	—	—	—	—		—	—	—	—	—	—	—
Chetnole Halt . . . { dep.	3 23	3 27	—	—	—		—	—	SUS PEN DED	—	—	—	—
Yetminster . . . { arr.	3 28	3 31	—	—	—		—	—	—	—	—	—	—
Thornford B. Ht . . . { dep.	—	—	—	—	—		—	—	—	—	—	—	—
Hendford H. . . { dep.	3 11	—	3 35	—	—		—	—	—	—	CS	—	CS
Yeovil Town . . . { dep.	3 13	—	—	p.m.	4 23		—	—	—	—	4 50	—	4 55
Yeovil Town . . . { dep.	3 16	—	CS	—	—		—	—	—	—	5 0	—	5 5
YEovil . . . { arr.	3 18	3 37	3 45	4 25	—		4 50	—	—	5 0	5 5	5 12	5 10
(Pen Mill) . . . { dep.	—	3 42	—	—	—		4 53	—	—	5 3	5 7	5 17	—
Marston . . . { arr.	—	—	—	—	—		—	—	—	—	—	—	—
Magna . . . { dep.	—	3 51	—	—	—		—	—	—	—	—	—	—
Sparkford . . . { arr.	—	3 56	—	—	—		—	—	—	—	—	—	—
CASTLE GARY . . . { dep.	—	4 0	—	—	—		5 10	—	—	5 18	—	5 33	—
Paddington . . . { arr.	—	—	—	—	—		7 50	—	—	8 35	—	—	—

STATIONS.	B Pass.	B 4.20 p.m. Taun- ton Trow- bridge Pass. SO	B 4.40 p.m. Tnton Trow- bridge Pass.	B S.R. B'rne- mouth Pass.	B Abbotts bury Auto.	B S.R. Frgh't	G S.R. Water- loo Pass.	G S.R. Engine SO	G S.R. B'rne- mouth Pass SX	B Diesel	B 5.50 p.m. Taun- ton Pass.	K Frgh't SX
WEYMOUTH . 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.
Weymouth . . . { dep.	4 30	—	—	4 40	4 55	5 10	5 35	5 41	5 41	5 50	—	—
Junction . . . { dep.	—	—	—	—	—	—	—	—	—	—	—	—
Radipole . . . { dep.	—	—	—	—	—	4 59	—	—	—	5 54	—	—
Upwey Jct. . . { dep.	—	—	—	4 47	5 3	—	—	—	5 48	5 58	—	—
Upwey W. Well . . . { dep.	—	—	—	—	—	—	—	—	—	6 3	—	—
M'ton & Came . . . { dep.	—	—	—	—	—	—	—	—	—	6 8	—	—
Dorchester Jc. . . { arr.	—	—	—	—	—	—	—	—	—	—	—	—
Dorchester . . . { dep.	4 44	—	—	4 58	—	5 28	5 47	5 56	5 57	6 12	—	—
Bradford P'rell . . . { dep.	4 45	—	—	—	—	—	—	—	—	6 13	—	—
and Stratton . . . { dep.	—	—	—	—	—	—	—	—	—	—	—	—
Grimstone . . . { dep.	4 50	—	—	—	—	—	—	—	—	6 18	—	—
Maiden . . . { arr.	4 53	—	—	—	—	—	—	—	—	6 22	—	—
Newton . . . { dep.	4 59	—	—	—	—	—	—	—	—	6 30	—	—
Cattistock H. . . { dep.	5 0	—	—	—	—	—	—	—	—	—	—	—
Evershot . . . { arr.	5 10	—	—	—	—	—	—	—	—	—	—	—
Stop Board . . . { dep.	—	—	—	—	—	—	—	—	—	—	—	—
Chetnole Halt . . . { dep.	5 14	—	—	—	—	—	—	—	—	—	—	—
Yetminster . . . { arr.	5 19	—	—	—	—	—	—	—	—	—	—	—
Thornford B. Ht . . . { dep.	5 21	—	—	—	—	—	—	—	—	—	—	—
Hendford H. . . { dep.	—	5 21	5 38	—	—	—	—	—	—	—	6 54	7 0
Yeovil Town . . . { dep.	—	5 23	5 40	—	—	—	—	—	—	—	6 56	—
Yeovil Town . . . { dep.	—	5 30	5 46	—	—	—	—	—	—	—	6 58	CS
YEovil . . . { arr.	5 29	5 33	5 48	—	p.m.	6 20	—	—	—	—	7 0	7 10
(Pen Mill) . . . { dep.	—	5 43	5 56	—	—	—	—	—	—	—	—	—
Marston . . . { arr.	—	—	—	—	—	—	—	—	—	—	—	—
Magna . . . { dep.	—	5 52	6 5	—	—	—	—	—	—	—	—	—
Sparkford . . . { arr.	—	5 58	6 11	—	—	6 31	—	—	—	—	—	—
CASTLE GARY . . . { dep.	—	6 6	6 19	—	—	6 48	—	—	—	—	—	—
Paddington . . . { arr.	—	—	—	—	—	7 0	—	—	—	—	—	—

†—When the total tonnage is within 60 tons of the authorized standard load for the class of engine working the train, the running time Weymouth "start" to Dorchester "stop" will be 16 minutes.

Z—Weymouth Quay.

STATIONS.	B	B		C		A			B	B	G	B	K
	West- bury Pass.	Abbots bury Auto.	S.R. W'loo Pass.	Kens- ington Milk		Bristol Pass.	S.R. Basing stoke Pass.	S.R. Engine SO	Abbots bury Auto.	8.20 p.m. Taun- ton Pass.	Light Engine	Pass.	9.32 p.m. Yeovil Jct. Trans- fer.
WEYMOUTH	p.m.	p.m.	p.m.	p.m.		p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Weymouth	6 12	6 20	6 30	6 35		7 30	7 48	8 17	8 25			8 35	
Junction	—	—	—	—		—	—	8 17	—			—	
Radipole	—	6 24	—	—		—	—	8 29	—			—	
Upwey Jct.	—	6 28	—	—		—	7 55	SUS PEN DED	8 33			—	
Upwey W. Well	—	—	—	—		—	—	—	—			—	
M'kton & Came	—	—	—	—		—	—	—	—			—	
Dorchester Jc.	arr.	—	8 48	—		—	8 4	8 23	—			—	
Dorchester	6 27	—	—	6 50		7 45	—	—	—			8 50	
Bradford P'rell & Stratton	6 33	—	—	7 5		7 48	—	—	—			8 52	
Grimstone	6 39	—	—	—		—	—	—	—			8 58	
Malden	6 47	—	—	—		—	—	—	—			9 1	
Newton	6 54	—	—	7 20		7 59	—	—	—			9 7	
Cattistock H.	6 59	—	—	7 30		8 4	—	—	—			9 9	
Evershot	7 2	—	—	—		—	—	—	—			9 12	
Stop Board	7 10	—	—	—		—	—	—	—			9 19	
Chetnole Halt	7 11	—	—	—		—	—	—	—			9 20	
Yetminster	7 17	—	—	—		—	—	—	—			9 25	
Thornford B. H.	7 20	—	—	7 45		—	—	—	—			9 28	
Hendford H.	7 21	—	—	7 55		—	—	—	—			9 29	
Yeovil Town	7 26	—	—	—		—	—	—	—			9 32	
YEovil	7 33	—	—	8 3		8 22	—	—	—	9 15	—	—	9 37
(Pen Mill)	7 40	—	—	8 40		8 28	—	—	—	9 17	—	—	9 47
Marston	7 47	—	—	—		—	—	—	—	9 23	—	—	—
Magna	7 48	—	—	—		—	—	—	—	—	9 30	—	—
Sparkford	7 54	—	—	8 54		—	—	—	—	—	—	—	—
CASTLE GARY	8 4	—	—	9 2		—	—	—	—	—	—	—	—
Paddington	8 4	—	—	9 10		8 43	—	—	—	—	9 50	—	—

STATIONS.	E	G	G		B	S.R. Water- loo Mail and Pass.		B		G		
	Bristol (T.M.) Frgh't	S.R. Engine	S.R. Engine	S.R. Br'ne- mouth Pass.	Auto.			10.5 p.m. Taun- ton Pass. SO		S.R. Dor- chester Pass.	S.R. Engine	
WEYMOUTH	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.		p.m.		p.m.	p.m.	
Weymouth	7 55	—	9 10	9 18	9 30	9 55		—		11 15	11 30	
Junction	—	8 45	—	—	—	—		—		—	—	
Radipole	—	—	—	—	9 34	—		—		—	—	
Upwey Jct.	—	—	—	—	9 38	—		—		11 22	—	
Upwey W. Well	—	—	—	—	9 44	—		—		—	—	
M'kton & Came	—	—	—	—	9 50	—		—		—	—	
Dorchester Jc.	arr.	8 58	9 13	9 31	—	10 8		—		11 31	11 48	
Dorchester	8 13	—	—	—	9 54	—		—		—	—	
Bradford P'rell & Stratton	9 10	—	—	—	9 55	—		—		—	—	
Grimstone	—	—	—	—	10 0	—		—		—	—	
Malden	9 28	—	—	—	10 3	—		—		—	—	
Newton	9 45	—	—	—	10 10	—		—		—	—	
Cattistock H.	—	—	—	—	—	—		—		—	—	
Evershot	—	—	—	—	—	—		—		—	—	
Stop Board	9 56	—	—	—	—	—		—		—	—	
Chetnole Halt	10 P1	—	—	—	—	—		—		—	—	
Yetminster	10 12	—	—	—	—	—		—		—	—	
Thornford B. H.	10 P17	—	—	—	—	—		—		—	—	
Hendford H.	—	—	—	—	—	—		10 52		—	—	
Yeovil Town	—	—	—	—	—	—		10 54		—	—	
YEovil	10 28	—	—	—	—	—		—		—	—	
(Pen Mill)	11 9	—	—	—	—	—		—		—	—	
Marston	—	—	—	—	—	—		—		—	—	
Magna	—	—	—	—	—	—		—		—	—	
Sparkford	—	—	—	—	—	—		—		—	—	
CASTLE GARY	11 25	—	—	—	—	—		—		—	—	
Paddington	—	—	—	—	—	—		—		—	—	

Z—Runs Dorchester to Maiden Newton Th SO

STATIONS.		J	A		B					G	C	B	B	
		Bristol East Depot Frgh	Pass.	S.R. Water- loo Pass.	Swin- don Pass.	S.R. Water- loo Pass.				S.R. Engine	Milk RR	Brid- port Auto.	Patn'y Pass. and Milk.	S.R. Water- loo Pass.
WEYMOUTH	dep.	a.m. 2 30	6Z 5	7 20	9 35	10 0				p.m. 1 10	p.m.	p.m. 1 40	p.m.	p.m. 2 0
Weymouth Junction	arr.	—	6 22	—	—	—				—	—	—	—	—
Radpole	dep.	—	6 29	—	—	—				—	—	—	—	—
Upwey Jct.	"	—	SUSPENDED	—	9 41	10 7				—	—	1 44	—	—
Upwey W. Well	"	—	—	—	—	—				—	—	1 48	—	2 7
M'kton & Came	"	—	—	—	—	—				—	—	1 53	—	—
Dorchester Jc.	arr.	—	6 45	7 34	—	10 16				1 15	—	1 58	—	2 16
Dorchester	dep.	2 50	—	—	9 51	—				—	—	2 2	—	—
Bradford P'rell and Stratton	dep.	3 10	—	—	9 53	—				—	—	2 4	—	—
Grimstone	"	—	—	—	9 59	—				—	—	2 10	—	—
Malden	arr.	3 31	June 19th to September 18th (inclusive).	—	10 2	—				—	—	2 14	—	—
Newton	dep.	3 45	—	—	10 9	—				—	—	2 21	—	—
Cattistock H.	dep.	—	—	—	10 11	—				2 5	—	2 36	—	—
Evershot	arr.	—	—	—	10 14	—				—	—	—	—	—
Stop Board	dep.	3 59	—	—	10 22	—				—	—	—	—	—
Chetnole Halt	arr.	4 P4	—	—	—	—				—	—	—	—	—
Yetminster	dep.	4 17	—	—	10 26	—				—	—	—	—	—
Thornford B. Ht	arr.	4 P22	—	—	10 31	—				2 20	—	—	—	—
Hendford H.	dep.	—	—	—	10 34	—				2 32	—	—	—	—
Yeovil Town	dep.	—	—	—	—	—				—	—	—	—	—
YEovil (Pen Mill)	arr.	4 34	7 17	—	10 40	—				—	2 40	—	—	—
Marston	dep.	4 54	7 20	—	10 44	—				—	—	—	2 55	—
Magna	arr.	—	—	—	10 51	—				—	—	—	3 3	—
Sparkford	dep.	—	—	—	10 52	—				—	—	—	3 4	—
CASTLE CARY	arr.	5 25	7 34	—	10 57	—				—	—	—	3 10	—
Paddington	arr.	—	10 30	—	11 7	—				—	—	—	3 20	—

STATIONS.		B	B	A	C	B			B	A	B			D
		Pass.	Bristol Pass.	West- bury Pass.	5.0 p.m. Thor- ney Milk.	Pass. to Yeovil Milk to West Ealing	S.R. Water- loo Pass.	S.R. Water- loo Pass.	Brid- port Auto.	Bristol Pass.	West- bury Pass.	S.R. B'rne- mouth Pass.	S.R. Water- loo Mail.	S.R. Engine
WEYMOUTH	dep.	p.m. 2 45	p.m. 3 10	p.m. 4 10	p.m.	p.m. 4 30	p.m. 5 10	p.m. 5 50	p.m. 6 3	p.m. 7 10	p.m. 7 30	p.m. 8 0	p.m. 10 0	p.m. 11 35
Weymouth Junction	arr.	SUSPENDED	—	—	—	—	—	—	—	—	—	—	—	—
Radpole	dep.	—	—	—	—	—	—	—	6 7	—	SUSPENDED	—	—	—
Upwey Jct.	"	2 52	—	—	—	4 40	5 17	—	6 11	—	—	8 7	—	—
Upwey W. Well	"	—	—	—	—	—	—	—	6 16	—	—	—	—	—
M'kton & Came	"	—	—	—	—	—	—	—	6 21	—	—	—	—	—
Dorchester Jc.	arr.	—	—	—	—	—	5 26	6 2	—	—	—	8 16	10 13	11 49
Dorchester	dep.	3 3	3 24	4 24	—	4 51	—	—	6 25	7 24	7 44	—	—	—
Bradford P'rell & Stratton	dep.	3 4	3 26	4 26	—	4 53	—	—	6 26	7 26	7 46	—	—	—
Grimstone	"	—	—	—	—	—	—	—	6 31	—	—	—	—	—
Malden	arr.	3 18	3 34	4 37	—	5 4	—	—	6 35	7 37	8 0	—	—	—
Newton	dep.	—	3 45	4 41	—	5 14	—	—	6 42	7 40	8 4	—	—	—
Cattistock H.	"	—	—	—	—	—	—	—	6 49	—	—	—	—	—
Evershot	arr.	C	3 53	—	—	5 22	—	—	—	—	8 12	—	—	—
Stop Board	dep.	—	3 54	—	—	5 23	—	—	—	7 48	8 14	—	—	—
Chetnole Halt	arr.	3.30	—	—	—	—	—	—	—	—	—	—	—	—
Yetminster	dep.	Thor- ney Milk.	—	—	—	—	—	—	—	—	—	—	—	—
Thornford B. Ht	arr.	—	4 1	—	—	5 30	—	—	—	—	8 21	—	—	—
Hendford H.	dep.	p.m. 6 48	—	—	—	5 40	—	—	—	—	8 23	—	—	—
Yeovil Town	arr.	3 45	—	—	—	—	—	—	—	—	—	—	—	—
YEovil (Pen Mill)	arr.	—	4 10	5 0	5 40	5 48	—	—	8 1	8 31	—	—	—	—
Marston	dep.	—	4 14	5 5	—	6 3	—	—	8 4	8 35	—	—	—	—
Magna	arr.	—	A	—	—	—	—	—	—	—	—	—	—	—
Sparkford	dep.	—	—	—	—	6 19	—	—	—	8 43	—	—	—	—
CASTLE CARY	arr.	—	—	—	—	6 35	—	—	—	8 48	—	—	—	—
Paddington	arr.	—	4 29	5 20	—	6 42R	—	—	8 19	8 57	—	—	—	—

Z—Weymouth Quay.

§—Dorchester Junction arrive 6.41 a.m., depart 6.45 a.m. Calls to detach bank engine.

WINCHESTER, NEWBURY AND DIDCOT.

Single Line worked by Electric Train Token between Winchester and Woodhay. Crossing Places are Winchester, King's Worthy, Worthy Down, Sutton Scotney, Lodge Bridge, Whitchurch, Litchfield, Burghclere, Highclere and Woodhay. Double Line between Woodhay and Didcot. Junction from Southern Region (Up Line only) at Worthy Down. Working of Heavy Engines between Winchester and Didcot.—For particulars of authorized classes at restricted speeds, see page 167.

UP TRAINS.		WEEK DAYS.												SUNDAYS.		
Mile Post	Distance from Didcot.	STATIONS.	Time Allowances for Freight Trains, see page 2.												C	B
			Point-to-point Allowances.													
			"C."		"D."		Ex-press.		Ord-inary.		Allow for Stop.		Allow for Start.		Mins.	Max.
			Mins.	Max.	Mins.	Max.	Mins.	Max.	Mins.	Max.	Mins.	Max.	Mins.	Max.		
			Ruling Gradient.												R	
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DIDCOT, NEWBURY AND WINCHESTER—continued.

Working of Heavy Engines between Didcot and Winchester.—For particulars of authorized classes at restricted speeds, see page 167.

DOWN TRAINS.		Time Allowances for Freight Trains. see page 2.						Point-to-point Allowances.						Time Allowances for Freight Trains. see page 2.					
Distance from Didcot	Mile Post	Distance.	Stations.	Ruling Gradient 1 in 1	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.
M.	C.	M.	C.	M.	C.	M.	C.	M.	C.	M.	C.	M.	C.	M.	C.	M.	C.	M.	C.
22	17	27	DIDCOT	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2	75	14	Didcot East Junction	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
6	50	10	Upton and Blewbury	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
8	35	9	Churn	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
10	42	7	Compton	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
12	60	4	Hampstead Norris	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
13	36	4	Pine Wood Halt	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
17	49	0	Hermitage	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
19	7	0	Newbury East Junction	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
21	25	2	NEWBURY	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
23	45	4	Enborne Junction	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
25	40	6	Woodhay	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
28	9	2	Highclere	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
31	64	12	Burghclere	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
35	4	15	Litchfield	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
37	40	18	Whitchurch	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
40	26	21	Lodge Bridge Loop	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
42	31	23	Sutton Scotney	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
44	27	25	Worthy Down	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
			King's Worthy	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
			WINCHESTER	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

W.R. engines will work through on these trains

10.14 a.m. Winchester to Southampton.
11.28 a.m. Southampton to Winchester.

DIDCOT, NEWBURY AND WINCHESTER—continued.

DOWN TRAINS.	STATIONS.	WEEK DAYS.										SUNDAYS.			
		K.	B.	B.	B.	B.	B.	B.	B.	C.	B.	H.	H.	B.	
		Frgh't RR	South- amp- ton (Termi- nus) Pass.	South- amp- ton (Termi- nus) Pass.	Pass. SO	2.56 p.m. Oxford to South- amp'tn Pass.	South- amp- ton (Termi- nus) Pass.	Pass. SO	Parcels RR SX			10.0 a.m. p.m. (Sats) Bury to Hack- ney Jct. Frgh't	6.15 a.m. 8.35 a.m. CTEW	Lam- bourn Pass.	
DIDCOT	dep.	a.m. 10 30													
Didcot East Junction	pass	10 50													
Upton & Blewbury	arr.	10 56													
Churn	dep.	10 57													
Compton	arr.	11 7													
Hampstead Norris	arr.	11 9													
Pinewood Halt	dep.	11 13													
Hermitage	arr.	11 21													
Newbury East Jct.	pass	11 23													
NEWBURY	arr.	11 33													
Eaton Junction	dep.	12 25													
Woodhay	arr.	12 32													
Highclere	arr.	12 33													
Burgclere	arr.	12 39													
Litchfield	arr.	12 44													
Whitchurch	arr.	12 49													
Lodge Bridge Loop	arr.	12 58													
Sutton Scotney	arr.	CS													
Worthy Down P'm	arr.	8 9													
King's Worthy	arr.	1 15													
WINCHESTER	arr. ex W.R.	1 20													
dep. to S.R.	dep.	1 25													
		1 27													

K—Calls at Churn to pick up or set down passengers on previous notice being given at Didcot. The 5.55 and 7.0 from Didcot call during the period of daylight only. Guard to collect tickets of passengers alighting.
 †—To arrive Newbury at 1.22 p.m. on Saturdays. W.R. engines will work { 1.27 p.m. Winchester to Eastleigh. 3.22 p.m. Winchester to Southampton. 4.56 p.m. Southampton to Winchester. 2.22 p.m. Eastleigh to Winchester. } through on these trains.

NEWBURY AND LAMBOURN.

Single Line worked by Electric Token System. Crossing Stations are Newbury, Welford Park, and Lambourn.

Worked by Diesel Car on week days (except 4.15 p.m. Newbury), and by engine and train on Sundays.

The 8.0 a.m. and 4.0 p.m. trains ex Lambourn may be run as "Mixed" Trains for the convenience of cattle traffic only. ENGINE WORKING.—0-6-0 engines in the 23XX, 24XX and 25XX classes in work in emergency between Newbury and Lambourn subject to the observance of a special overall maximum speed restriction of 25 m.p.h. and of the permanent speed restrictions of 15 m.p.h. when employed for the haulage of goods trains; also adherence to the 20 m.p.h. restriction at either end of the branch in the case of passenger trains and of 15 m.p.h. at Welford Park "down line through station loop" (vide page 162).

DOWN TRAINS.

WEEK DAYS.

SUNDAYS.

Dis- tance	STATIONS	Time Allowances.									
		Passenger.					Freight Trains See page 2.				
		Diesel Car.	Steam Loco.	Point- to- Point Times.	Point- to- Point Times.	Point- to- Point Times.	Point- to- Point Times.	Point- to- Point Times.	Point- to- Point Times.	Point- to- Point Times.	Point- to- Point Times.
M C	NEWBURY	dep.	—	—	—	—	—	—	—	—	—
— 57	Speen	63 R.	—	2	2	2	2	2	2	2	2
1 33	Stockcross & B'ghor	75 R.	—	3	3	3	3	3	3	3	3
2 60	Welford Park	89 R.	—	5	5	5	5	5	5	5	5
4 19	Great Shefford	82 R.	—	7	7	7	7	7	7	7	7
6 19	Eastbury	200 R.	—	9	9	9	9	9	9	9	9
8 14	LAMBOURN	arr.	—	11	11	11	11	11	11	11	11
9 74				13	13	13	13	13	13	13	13
12 33				15	15	15	15	15	15	15	15

UP TRAINS.

WEEK DAYS.

SUNDAYS.

Dis- tance	STATIONS	Time Allowances.									
		Passenger.					Freight Trains See page 2.				
		Diesel Car.	Steam Loco.	Point- to- Point Times.	Point- to- Point Times.	Point- to- Point Times.	Point- to- Point Times.	Point- to- Point Times.	Point- to- Point Times.	Point- to- Point Times.	Point- to- Point Times.
M C	LAMBOURN	dep.	—	—	—	—	—	—	—	—	—
— 57	Eastbury	62 R.	—	2	2	2	2	2	2	2	2
1 33	Speen	60 R.	—	3	3	3	3	3	3	3	3
2 60	Stockcross & B'ghor	89 F.	—	5	5	5	5	5	5	5	5
4 19	Welford Park	167 R.	—	7	7	7	7	7	7	7	7
6 19	Great Shefford	62 F.	—	9	9	9	9	9	9	9	9
8 14	Eastbury	61 R.	—	11	11	11	11	11	11	11	11
9 74	LAMBOURN	arr.	—	13	13	13	13	13	13	13	13

R—Treated as a Halt.

F—These times apply to Newbury West Box.

Z—5 minutes allowed in running for opening and closing of gates at Speen Station.

†—To call at West Fields to open or close Halt.

LUDGERSHALL AND TIDWORTH.

Single Line, Ludgershall to Tidworth, worked by Electric Train Token. When Perham Signal Box is switched in, Double Line will operate between Ludgershall and Perham Signal Box, and Single Line between Perham and Tidworth worked by Electric Train Token System.

Distance. Mile Post Mileage.	STATIONS. Up.	Ruling Gra- dent 1 in	Time Allowances for Ordinary Freight Trains.		WEEK DAYS.														SUNDAYS.	
			Point- to- Point Times.	Allow for Stop. Start.	Mins.	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B
M. C.					Mins.	6.47 a.m.	9.58 a.m.	1.15 p.m.												11.45 p.m.
2 39	LUDGERSHALL	dep.	—	—	1	7 5	8 30 10 18	U	Pass.	Mixed	Mixed	Mixed	Mixed	Mixed	Mixed	Mixed	Mixed	Mixed	And- over	12 3
	TIDWORTH	arr.	85 R.	8 1	—	7 12	8 37 10 25	11 37 1 0 7 45	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	Pass.	12 10

U—Passenger Andover Junction to Ludgershall.

Distance. Mile Post Mileage.	STATIONS. Down.	Ruling Gra- dent 1 in	Time Allowances for Ordinary Freight Trains.		WEEK DAYS.														SUNDAYS.	
			Point- to- Point Times.	Allow for Stop. Start.	Mins.	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B
	TIDWORTH	dep.	—	—	1	8 5	8 45	—	Pass.	Mixed	Mixed	Pass.	Mixed	Mixed	And- over	Pass.	Pass.	Pass.	And- over	night
	LUDGERSHALL	arr.	85 F.	7 1	—	8 12	8 52	—	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	12+20

Z—On Saturdays, runs to Andover Junction.

WEYMOUTH AND ABBOTSBURY

Single Line, Upwey Junction to Abbotsbury, worked by Train Staff, and only one engine in steam at time, or two coupled.

DOWN TRAINS.

WEEK DAYS.

Mile Post Distances	STATIONS.	Ruling Gradient 1 in *	Time allowances for Ord. Freight Trains.			B	B	B	K	B	B	B	B	B
			Point-to-Point Times.	Allow for Stop.	Allow for Start.	Auto.	SUSPENDED	Auto.	Frgh't SX	Auto.	Auto.	Auto.	Auto.	Auto.
M.	C.		Mins.	Mins.	Mins.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.
2	31	WEYMOUTH dep.	—	—	1	7 28	9 50	9 57	11 20	1 5	2 40	4 55	6 20	8 25
1	28	Radipole	187 R.	—	—	7 32	9 54	10 1	—	1 9	2 44	4 59	6 24	8 29
0	0	Upwey Jct. Stn. "	74 R.	—	—	7 36	9 58	10 5	11 26	1 13	2 48	5 3	6 28	8 33
—	12	Stop Board	44 F.	7	1	—	—	—	11P28	—	—	—	—	—
—	35	Upwey	44 F.	1	1	7 38	10 0	10 7	11 29	1 15	2 50	5 5	6 30	8 35
2	0	Friar Waddon	190 R.	—	—	—	—	—	—	—	—	—	—	—
2	79	Coryates	190 R.	—	—	7 44	10 6	10 13	—	1 27	2 56	5 11	6 36	8 41
4	47	Portesham	60 R.	—	—	7 49	10 17	10 18	11 44	1 26	3 1	5 16	6 41	8 46
4	49	Stop Board	170 F.	13	1	—	—	—	11P46	—	—	—	—	—
6	3	ABBOTSBURY arr.	60 F.	4	stop	7 54	10 16	10 23	11 52	1 37	3 6	5 21	6 46	8 51

UP TRAINS.

WEEK DAYS.

STATIONS.	Ruling Gradient 1 in *	Time allowances for Ord. Freight Trains.			B	B	B	B	B	B	B	B	B	B
		Point-to-Point Times.	Allow for Stop.	Allow for Start.	Auto.	SUSPENDED	Auto.	Mixed SX	Auto.	Auto.	Auto.	SUSPENDED	Auto.	Auto.
		Mins.	Mins.	Mins.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
ABBOTSBURY dep.	—	—	—	1	8 7	10 25	10 35	1 20	1 40	3 20	5 30	5 35	7 0	8 55
Portesham	60 R.	4	1	2	8 11	10 30	10 40	1 28	1 45	3 25	5 36	5 41	7 6	9 0
Coryates	60 F.	—	—	—	8 15	10 35	10 45	1 33	1 50	3 30	5 41	5 46	7 11	9 5
Friar Waddon	190 F.	—	—	—	—	—	—	—	—	—	—	—	—	—
Upwey	190 F.	10	1	1	8 21	10 41	10 51	1 42	1 56	3 36	5 47	5 52	7 17	9 11
Upwey Jct.	44 R.	2	1	1	8 22	10 42	10 52	1 45	—	3 37	5 49	5 54	7 18	9 12
Stop Board	50 F.	—	—	—	8 23	10 44	10 54	1 48	1 58	3 38	5 50	5 58	7 20	9 13
Radipole	74 F.	—	—	—	—	—	—	—	—	—	—	—	—	—
WEYMOUTH	187 F.	6	1	—	8 30	10 53	11 2	1 56	2 5	3 45	5 59	6 6	7 28	9 20

§—Melcombe Regis Station.

The Engineers will have absolute occupation of the Abbotsbury Branch daily from 5.0 a.m. until 15 minutes before first train is due to leave Upwey. See Special Instructions.

MAIDEN NEWTON AND BRIDPORT.

Distances Mile Post		DOWN TRAINS		Time Allowances for Freight Trains.			UP TRAINS.		Time Allowances for Freight Trains.		
		STATIONS.	Ruling Gradient 1 in	Point-to-Point Times.	Allow for Stop.	Allow for Start.	STATIONS.	Ruling Gradient 1 in	Point-to-Point Times.	Allow for Stop.	Allow for Start.
M.	C.			Mins.	Mins.	Mins.			Mins.	Mins.	Mins.
—	—	MAIDEN N'TON dep.	—	—	—	1	WEST BAY .. dep.	—	—	—	—
2	44	Toller	100 F.	—	—	—	East Street ..	80 R.	—	—	—
3	60	Stop Board ..	85 R.	11	1	1	BRIDPORT ..	153 R.	—	—	1
5	62	Powerstock ..	37 F.	—	—	—	Powerstock ..	52 R.	—	—	—
5	65½	Stop Board ..	L	7	1	1	Toller	37 R.	—	—	—
9	21	BRIDPORT ..	52 F.	11	1	—	W'DEN N'W'N arr.	100 R.	28	1	—
9	54	East Street ..	153 F.	—	—	—					
11	18	WEST BAY ..	80 R.	—	—	—					

WEYMOUTH, PORTLAND, AND EASTON.

Single Line, Weymouth Junction to Easton, worked by Electric Train Token. Crossing places and Token Stations : Weymouth Junction, Rodwell, Portland and Easton. Through Token working Weymouth Junction to Portland when Rodwell closed.

The Passenger Trains and Autos between Weymouth and Portland and all Trains between Portland and Easton, with certain exceptions, will be worked by the Southern Region until further notice.

DOWN TRAINS.			Time Allowances for Freight Trains.			WEEK DAYS.											
Mile Post from Padstow	STATIONS.	Ruling Gradient.	Point-to-Point Times.	Allow for Stop.	Allow for Start.	B	B	B	B	K	B	B	B	B	B	B	B
M.	C.		Mins.	Mins.	Mins.	Pass.	Pass.	Pass.	Pass.	W.R. Freight	Pass.	Pass.	S.R. Freight	Pass.	Pass.	Pass.	Pass.
168	34	Weymouth Junction dep.	—	—	—	arr.	arr.	arr.	arr.	arr.	arr.	arr.	arr.	arr.	arr.	arr.	arr.
168	61	Melcombe Regis { dep.	96 R.	—	1	6 10	6 10	8 30	8 38	—	9 54	10 13	10 40	10 53	11 12	11 48	12 25
169	2	Westham { dep.	98 R.	—	—	6 18	6 18	8 31	—	—	9 55	—	10 41	10 53	11 13	11 49	12 26
169	2	Westham { dep.	98 R.	—	—	6 18	6 18	8 31	—	—	9 55	—	10 41	10 53	11 13	11 49	12 26
169	2	Westham { dep.	98 R.	—	—	6 18	6 18	8 31	—	—	9 55	—	10 41	10 53	11 13	11 49	12 26
169	2	Westham { dep.	98 R.	—	—	6 18	6 18	8 31	—	—	9 55	—	10 41	10 53	11 13	11 49	12 26
169	2	Westham { dep.	98 R.	—	—	6 18	6 18	8 31	—	—	9 55	—	10 41	10 53	11 13	11 49	12 26
169	2	Westham { dep.	98 R.	—	—	6 18	6 18	8 31	—	—	9 55	—	10 41	10 53	11 13	11 49	12 26
169	2	Westham { dep.	98 R.	—	—	6 18	6 18	8 31	—	—	9 55	—	10 41	10 53	11 13	11 49	12 26
169	2	Westham { dep.	98 R.	—	—	6 18	6 18	8 31	—	—	9 55	—	10 41	10 53	11 13	11 49	12 26
169	2	Westham { dep.	98 R.	—	—	6 18	6 18	8 31	—	—	9 55	—	10 41	10 53	11 13	11 49	12 26
169	2	Westham { dep.	98 R.	—	—	6 18	6 18	8 31	—	—	9 55	—	10 41	10 53	11 13	11 49	12 26
169	2	Westham { dep.	98 R.	—	—	6 18	6 18	8 31	—	—	9 55	—	10 41	10 53	11 13	11 49	12 26
169	2	Westham { dep.	98 R.	—	—	6 18	6 18	8 31	—	—	9 55	—	10 41	10 53	11 13	11 49	12 26
169	2	Westham { dep.	98 R.	—	—	6 18	6 18	8 31	—	—	9 55	—	10 41	10 53	11 13	11 49	12 26
169	2	Westham { dep.	98 R.	—	—	6 18	6 18	8 31	—	—	9 55	—	10 41	10 53	11 13	11 49	12 26
169	2	Westham { dep.	98 R.	—	—	6 18	6 18	8 31	—	—	9 55	—	10 41	10 53	11 13	11 49	12 26
169	2	Westham { dep.	98 R.	—	—	6 18	6 18	8 31	—	—	9 55	—	10 41	10 53	11 13	11 49	12 26
169	2	Westham { dep.	98 R.	—	—	6 18	6 18	8 31	—	—	9 55	—	10 41	10 53	11 13	11 49	12 26
169	2	Westham { dep.	98 R.	—	—	6 18	6 18	8 31	—	—	9 55	—	10 41	10 53	11 13	11 49	12 26
169	2	Westham { dep.	98 R.	—	—	6 18	6 18	8 31	—	—	9 55	—	10 41	10 53	11 13	11 49	12 26
169	2	Westham { dep.	98 R.	—	—	6 18	6 18	8 31	—	—	9 55	—	10 41	10 53	11 13	11 49	12 26

[illegible]

WEEK DAYS.

SUNDAYS.

WEEK DAYS—continued

[illegible]

LIMPLEY STOKE AND CAMERTON.

Single Line worked by a Train Staff and one Engine in steam at a time, or by Train Staff and two or more Engines in steam coupled together.

The Train Staff stations are Limpley Stoke and Camerton. The Intermediate Sidings at Monkton Combe and Dunkerton Station are worked by the key attached to the Train Staff.

PASSENGER TRAIN SERVICE SUSPENDED.

Down Trains.

Week Days.

STATIONS.	Ruling Gra- dient 1 in	Time Allowance for Freight Trains.					K		K	
		Point- to- Point Times.	Allow for Stop.	Allow for Start.			Freight.	Freight.		
FSX		FO								
arr.	dep.	arr.	dep.							
a.m.	a.m.	a.m.	a.m.							
—	9 30	—	11 30							
ST	9 37	ST	11 37							
9 46	9 54	11 46	11 54							
—	—	C	R							
10 38	—	12 38	—							

Up Trains.

Week Days.

Dis- tances.		STATIONS.	Ruling Gra- dient 1 in	Time Allowance for Freight Trains.			K		K	
				Point- to- Point Times.	Allow for Stop.	Allow for Start.	Freight.		Freight.	
							FSX		FO	
							arr.	dep.	arr.	dep.
M.	C.			Mins.	Mins.	Mins.	p.m.	a.m.	p.m.	p.m.
7	78	Camerton	—	—	—	—	11 38	—	—	2 25
5	8	Dunkerton	150FR	4	1	2	—	—	—	—
1	4	Monkton Combe	100 F.	11	1	1	12 22	12 32	3 9	3 20
0	0	Limpley Stoke	134 R.	3	1	1	12 41	12 50	3 29	3 39
—	—	Freshford Exchange Sidings	242FR	1	1	—	12 53	—	3 42	—

CENTRAL GOODS STATION, READING. **Pilot Service—Week Days only.**

Reading West Junction .....	.....	.....	arr. a.m.	dep. a.m.	arr. p.m.	dep. p.m.	.....	.....	.....	.....	.....	.....
Reading Central Depot .....	.....	.....	6 10	—	2 50	—	.....	.....	.....	.....	.....	.....
Reading Central Depot	arr. p.m.	dep. p.m.	arr. p.m.	dep. Op.m.	arr. p.m.	dep. Op.m.	arr. p.m.	dep. Xp.m.	.....	.....	.....	.....
Reading West Junction	12 50	12 30	—	1 20	—	4 0	—	7 50	—	.....	.....	.....

TRANSFER OF WAGONS TO AND FROM SOUTHERN REGION AT BASINGSTOKE.

W.R. to S.R. (W.R. Engines).				at				S.R. to W.R. (W.R. Engines) at			
Week Days											
7.10 p.m. Victoria Basin				3.12 a.m. MX				—			
9.30 p.m. Oxley Sidings (Sundays)				5.15 a.m. MO				3.0 a.m.			
2. 0 a.m. Oxley Sidings				8.37 a.m. MX				8.25 a.m.			
9.40 a.m. Moreton Cutting				11.11 a.m.				9.50 a.m.			
9.15 a.m. Reading West Junction				11.8 a.m.				11.0 a.m.			
6.35 p.m. Moreton Cutting				8.9 p.m.				6.10 p.m.			
10.5 p.m. Reading West Junction				10.50 p.m. SX				8. 0 p.m.			
Sundays											
12.15 a.m. Reading West Junction				1.0 a.m. Sundays				—			
7.18 p.m. Oxley Sidings				3.33 a.m. Sundays				3.0 a.m. Sundays.			
3.50 a.m. Moreton Cutting				5.22 a.m. Sundays				—			

YEOVIL—TRANSFER TRIPS BETWEEN WESTERN AND SOUTHERN REGIONS.

WEEK DAYS.

STATIONS.	Transfer worked by S.R. Engine and Guard.		S.R. Engine and Guard.		Transfer worked by W.R. Engine and Guard to Yeovil Town.		Transfer worked by W.R. Engine and Guard.					
	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.				
Yeovil (P.M.)	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	.....	.....	.....	.....
Yeovil Town	6 35	6 50	8 15	8 10	12 12	12 7	8 50	8 45	.....	.....	.....	.....
Yeovil Junction	6 55	—	..	..	12 27	—	9 5	—	.....	.....	.....	.....

STATIONS.	S.R. Engine and Guard.		Transfer worked by S.R. Engine and Guard.					Transfer worked by W.R. Engine and Guard from Yeovil Town.				Transfer worked by W.R. Engine and Guard.	
	arr.	dep.	arr.	dep.				arr.	dep.			arr.	dep.
Yeovil Junction	a.m.	a.m.	a.m.	a.m.	.....	.....	.....	p.m.	p.m.	.....	.....	p.m.	p.m.
Yeovil Town	—	6 3	7 30	7 25	.....	.....	.....	12 40	12 35	.....	.....	9 37	9 32
Yeovil (P.M.)	6 8	—	7 50	7 45	.....	.....	.....	1 13	—	.....	.....	9 52	9 47

YEOVIL—TRANSFER TRIPS BETWEEN WESTERN AND SOUTHERN REGIONS—continued.

Trains run from Yeovil (Pen Mill) to Yeovil Junction via Yeovil Town must be formed: Engine, Yeovil Town Wagons, Brake Van, Yeovil Junction Wagons, Brake Van, and be limited in length from Yeovil (Pen Mill) to Yeovil Town to 31 Wagons and two Brake Vans for running round purposes at Yeovil Town.

Note.—Special Coal Trains will not be restricted to 31 wagons in length from Yeovil (P.M.).

The Freight Services of both the Southern and Western Regions may be utilized, as necessary, for the conveyance of the traffic of either Region as between Yeovil Town and Yeovil Junction.

YEOVIL TRANSFER TRIPS BETWEEN WESTERN AND SOUTHERN REGIONS VIA YEOVIL SOUTH JUNCTION.

W.R. ENGINE LOADS:

Vehicle Limit	GROUP "A"				GROUP "B"				GROUP "C"				GROUP "D"				GROUP "E"			
	1	2	3	E	1	2	3	E	1	2	3	E	1	2	3	E	1	2	3	E
67	22	26	Yeovil 33	44	(P.M.) to Yeovil 25	30	38	50	Junction (S.R.) 27	32	41	54	36	43	54	72	44	53	66	88
70	40	48	Yeovil Junction 60	70	(S.R.) to Yeovil 46	55	71	80	Yeovil (P.M.) 50	60	75	85	60	72	90	100	67	80	96	100

SOUTHERN REGION ENGINE LOADS (INCLUSIVE OF VAN).

POWER CLASS:	B	C	D.E.F. and G.	H.I. and J.	K
Vehicle Limit. 67	Yeovil (P. 55	M.) to Yeovil Junction (S.R.) 49	39	35	39
70	Yeovil Junction (S.R.) 60	to Yeovil (P.M.) 55	45	39	35

The load shown for S.R. Engines is subject to the maximum loads being calculated in accordance with the Southern Region method shown in that Region's Working Time Table.

DORCHESTER—TRANSFER TRIPS BETWEEN WESTERN AND SOUTHERN REGIONS.

WORKED BY W.R. ENGINE.

STATIONS.	arr.	dep.	arr.	dep.																
	a.m.	a.m.	a.m.	a.m.																
Dorchester W.R.	A	8 6	RR	8 30																
Dorchester Jct.	8 8	—	8 32	—																
Dorchester S.R.	8 11	—	—	—																
Dorchester S.R.	8 11	—	—	—																

A—Worked by Southern Region Brake Van.

WORKED BY S.R. ENGINE.

STATIONS.	arr.	dep.	arr.	dep.																
	a.m.	a.m.	p.m.	p.m.																
Dorchester S.R.	—	9 25	—	8 10	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
Dorchester Jct.	9 27	—	8 19	—	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
Dorchester W.R.	9B29	9B40	3B14	3B20	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
Dorchester Jct.	9 42	—	3 22	—	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
Dorchester S.R.	9 45	—	—	—	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....

B—Exchange Sidings.

LIST OF SIGNAL BOXES.

Distance Box to Box.		NAME OF BOX.	TIMES DURING WHICH BOXES ARE OPEN.					Whether provided with Switch.
			Week Days.			Sundays.		
			Opened at		Closed at	Opened at	Closed at	
M.	C.	Monday.	Other Days.	Monday.				Other Days.
—	—	Reading Main Line, West	Open con	tinuously.	—	—	—	No.
—	—	Reading, West Junction	Open con	tinuously.	—	—	—	No.
‡	48	Oxford Road Junction	Open con	tinuously.	—	—	—	Yes.
1	2	Southcote Junction	Open con	tinuously.	—	—	—	No.
1	37	Pound Green	Clo	sed.	—	Clo	sed.	Yes.
—	45	Burghfield	7.20 a.m.	7.20 a.m.	6.20 p.m.	Clo	sed.	Yes.
3	28	Mortimer	6.40 a.m.	6.40 a.m.	11.20 p.m.	Clo	sed.	Yes.
1	44	Stratfieldsaye	Clo	sed.	—	Clo	sed.	Yes.
—	—	§Silchester Crossing	Crossing k	eeper always	in attendance e.	—	—	No.
1	58	Bramley	Open con	tinuously.	—	—	—	No.
2	22	Sherfield	Clo	sed.	—	Clo	sed.	Yes.
2	39	Basingstoke (W.R.)	Open con	tinuously.	—	—	—	No.
2	—	Calcot	6.0 a.m.	6.0 a.m.	8.30 p.m.	Clo	sed.	Yes.
1	31	Theale	4.0 a.m.	—	—	—	5.50 a.m.	Yes.
2	20	Ufton Crossing	Open con	tinuously.	—	—	—	No.
1	27	Aldermaston	4.0 a.m.	—	—	—	5.50 a.m.	Yes.
1	70	Midgham	Open con	tinuously.	—	—	—	No.
2	19	Colthrop Crossing	Open con	tinuously.	—	—	—	No.
—	54	Thatcham Station	Open con	tinuously.	—	—	—	No.
—	53	Thatcham West	6.0 a.m.	—	—	—	6.0 a.m.	Yes.
1	43	Bull's Lock	9.45 p.m.	9.45 p.m.	5.5 a.m.	—	5.5 a.m.	Yes.
—	32	Newbury Racecourse	5.0 a.m.	—	—	—	6.0 a.m.	Yes.
—	34	Newbury East Junction	Open con	tinuously.	—	3.30 p.m.	9.0 p.m.	Yes.
—	27	Newbury Middle Box	Open con	tinuously.	—	—	—	Yes.
—	18	Newbury West Box	Open con	tinuously.	—	—	—	Yes.
1	7	Enborne Junction	6.0 a.m.	—	—	—	6.0 a.m.	Yes.
1	65	Hamstead Crossing	Open con	tinuously.	—	—	—	No.
2	34	Kintbury	Open con	tinuously.	—	—	—	No.
3	5	Hungerford	Open con	tinuously.	—	—	—	Yes.
3	20	Fairfield Crossing	Closed.	—	—	—	—	Yes.
1	42	Bedwyn	Open con	tinuously.	—	—	—	Yes.
1	56	§Crofton Crossing	Crossing kee	per always in	attendance.	—	—	—
—	44	Grafton East Junction	Clo	sed.	—	—	—	Yes. D
—	53	Woolhall Junction	6.50 a.m.	6.50 a.m.	9.30 p.m.	—	—	Yes.
—	50	Savernake L. Level (East Box)	Open con	tinuously.	—	—	—	Yes.
H4	21	Savernake (L.L.) (West Box)	6.45 a.m.	6.45 a.m.	10.45 p.m.	5.30 p.m.	8.0 p.m.	Yes. D
—	28	Wootton Rivers	—	—	Open as re	quired.	—	Yes.
2	63	Pewsey	6.0 a.m.	—	—	11.15 a.m.	6.0 a.m.	Yes.
3	42	Woodborough	6.0 a.m.	—	—	11.15 a.m.	7.15 p.m. A	Yes.
2	25	Patney and Chilton	Open con	tinuously.	—	4.30 p.m.	8.0 a.m. B 9.0 p.m. C	Yes. D
F4	55	Devizes	3.45 a.m.	—	—	11.35 a.m.	7.35 a.m. 12.30 p.m.	No.
4	26	Seend	6.50 a.m.	6.50 a.m.	9.30 p.m.	5.30 p.m.	9.30 p.m.	Yes.
2	44	Crookwood	Clo	sed.	—	—	—	Yes.
3	15	Lavington	6.0 a.m.	—	—	11.15 a.m.	6.0 a.m.	Yes.
4	41	Edington and Bratton	6.0 a.m.	—	—	—	7.15 p.m.	Yes.
3	12	¶Heywood Road Junction	Open con	tinuously.	—	—	6.0 a.m.	Yes. D
—	—	Thingley Junction	Open con	tinuously.	—	—	—	No.
—	60	Lacock	8.0 a.m.	8.0 a.m.	12 noon SO 4.0 p.m. SX	—	—	Yes.
3	30	Melksham	6.0 a.m.	—	—	11.30 a.m.	2.0 a.m. 8.15 p.m.	Yes.
R3	45	Holt Junction	Open con	tinuously.	—	—	—	Yes.
2	48							
P3	67							
—	—	Bathampton	Open con	tinuously.	—	—	—	Yes. D
4	27	Limpley Stoke	6.10 a.m.	6.10 a.m.	8.50 p.m.	—	—	Yes.
—	42	Freshford	Open con	tinuously.	—	10.0 p.m.	6.0 a.m.	Yes.
2	15	Bradford-on-Avon	6.10 a.m.	6.10 a.m.	8.50 p.m.	—	—	Yes.

A—Or until after passing of 12.15 p.m. Penzance. B—Or after departure of 5.25 a.m. Reading Milk Empties.
 C—Or after clearance of 4.30 p.m. Weymouth Milk. D—When box is out of circuit Junction is set for Main Line. F—From
 Patney and Chilton. H—From Marlborough. P—From Seend. R—From Bradford-on-Avon. ‡—Distance from Reading
 Main Line, West. Distance from Reading West Junction Box to Oxford Road Junction Box is 50 chains. §—No Block
 Telegraph. ¶—Distance from Heywood Road Junction to Hawkeridge is 65 chains.

LIST OF SIGNAL BOXES—continued.

Distance Box to Box.	M.	C.	NAME OF BOX	TIMES DURING WHICH BOXES ARE OPEN					Whether provided with Switch.
				Week Days.			Sundays.		
				Opened at Mondays.	Other Days.	Closed at	Opened at	Closed at	
Q1 R3 1 1 1 — 									

A—When Box is out of circuit Junction is set for Main Line (Trowbridge and Thingley direct). B—Hawkeridge to Heywood Road Junction. D—When Box is out of circuit Junction is set for Main Line. F—Or after passing of 6.0 p.m. Paddington and S.R. Waterloo Passenger. H—From Heywood Road Junction via Avoiding Line. J—From Clink Road Junction via Avoiding Line. L—From Heywood Road Junction. N—From Frome South. Q—From Holf Junction. R—From Bradford-on-Avon. W—Or after passing of 5.0 p.m. Thorney Milk Train.

LIST OF SIGNAL BOXES—continued.

Distance Box to Box. M. | C.		NAME OF BOX.	TIMES DURING WHICH BOXES ARE OPEN.					Whether provided with Switch.
			Week Days.			Sundays.		
			Opened at		Closed at	Opened at	Closed at	
Mondays.	Other Days.	Monday.	Other Days.					
2	50	Didcot East Junction	—	Open con	tinuously.	—	—	No.
5	41	Upton and Blewbury	4. 0 a.m.	4. 0 a.m.	8.20 p.m. SX 9.10 p.m. SO	2.50 p.m.	9.10 p.m.	Yes.
2	13	Compton	4. 0 a.m.	—	—	—	9. 0 p.m.	Yes.
2	67	Compton Crossing	Crossing	Keeper alway	s in attendan	ce.	—	—
2	67	Hampstead Norris	6.40 a.m.	6.40 a.m.	9.20 p.m.	3. 0 p.m.	9. 0 p.m.	Yes.
4	16	Hermitage	6. 0 a.m.	6. 0 a.m.	8.40 p.m.	3. 0 p.m.	9. 0 p.m.	Yes.
4	16	Fisher's Lane Crossing	Crossing	Keeper alwa	ys in attenda	ncc.	—	—
—	—	Newbury East Junction	—	Open con	tinuously.	—	—	No.
2	22	Enborne Junction	6. 0 a.m.	—	—	—	6. 0 a.m.	No.
2	27	Woodhay	6. 0 a.m.	6. 0 a.m.	8.40 p.m.	—	—	No.
1	75	Highclere	6. 0 a.m.	6. 0 a.m.	8.40 p.m.	—	—	No.
2	31	Burghclere	6. 0 a.m.	6. 0 a.m.	8.40 p.m.	—	—	No.
3	70	Litchfield	6. 0 a.m.	6. 0 a.m.	8.40 p.m.	—	—	No.
3	13	Whitchurch	6.15 a.m.	6.15 a.m.	8.55 p.m.	Closed.	—	No.
2	27	Lodge Bridge	6.15 a.m.	6.15 a.m.	8.55 p.m.	—	—	No.
2	79	Sutton Scotney	6.30 a.m.	6.30 a.m.	9.10 p.m.	—	—	No.
1	59	Worthy Down	6.30 a.m.	6.30 a.m.	9.10 p.m.	—	—	No.
2	22	Kings' Worthy	6.30 a.m.	6.30 a.m.	9.10 p.m.	—	—	No.
—	—	Winchester	6.30 a.m.	6.30 a.m.	9.10 p.m.	—	—	No.
6	17	Welford Park	6.50 a.m.	6.50 a.m.	9. 5 p.m. SX 11.55 p.m. SO	Open for d	ay's Train	No.
6	2	Lambourn	7.10 a.m.	7.10 a.m.	8.45 p.m. SX 11.40 p.m. SO	Servi	ce.	No.
9	20	Bridport	6. 0 a.m.	6. 0 a.m.	after last train	1.15 p.m.	after last train	No.
1	10	Rodwell	7. 0 a.m.	7. 0 a.m.	6.30 p.m.	—	—	Yes.
3	12	Portland Station	6. 0 a.m.	6. 0 a.m.	12.15 night	12.30 p.m.	12.20 night*	No.
3	51	Easton	Open for	the day's trai	n service.	—	—	—
—	—	Andoversford Junction	4. 0 a.m.	4. 0 a.m.	12.45 a.m. A	—	12.45 a.m. A	No.
2	60	Whittington	4.15 a.m.	4.15 a.m.	12.15 a.m. A	—	12.15 a.m. A	No.
4	63	Foss Cross	4.30 a.m.	4.30 a.m.	12.0 midnight	A	—	No.
6	15	Cirencester (W.)	4.30 a.m.	4.30 a.m.	11.50 p.m. A	—	—	No.
3	6	South Cerney	4.50 a.m.	4.50 a.m.	11.40 p.m. A	—	—	No.
8	37	Cricklade	5. 0 a.m.	5. 0 a.m.	11.25 p.m. A	—	—	No.
6	50	Rushey Platt	5.15 a.m.	5.15 a.m.	11.35 p.m. A	10. 0 a.m.	10.30 a.m. G	No.
—	17		—	—	—	1.45 p.m.	2.20 p.m. K	
1	52	Swindon Town A	5.15 a.m.	5.15 a.m.	11.30 p.m. A	4.35 p.m.	5.10 p.m. N	No.
—	—	—	—	—	9.20 p.m.	9.50 p.m. P		
—	21	Swindon Town B	5.15 a.m.	5.15 a.m.	11.20 p.m. A	10. 0 a.m.	10.30 a.m. G	No.
—	—	—	—	—	1.45 p.m.	2.20 p.m. K		
2	74	Chisleidon.	5.50 a.m.	5.50 a.m.	10.35 p.m. A	4.35 p.m.	5.15 p.m. N	No.
—	—	—	—	—	9.20 p.m.	9.50 p.m. P		
3	45	Ogbourne	6. 0 a.m.	6. 0 a.m.	10.25 p.m. A	10.15 a.m.	10.50 a.m. G	No.
—	—	—	—	—	1.25 p.m.	2. 5 p.m. K		
4	55	Marlborough Station	6. 0 a.m.	6. 0 a.m.	10.25 p.m. A	5. 0 p.m.	5.35 p.m. N	No.
—	—	—	—	—	8.55 p.m.	9.45 p.m. P		
6	3	Grafton South Junction	6.15 a.m.	6.15 a.m.	10.45 p.m. A	10.15 a.m.	11. 0 a.m. G	No.
D	36		—	—	—	1.25 p.m.	2. 0 p.m. K	
—	74	Grafton Station	7.25 a.m.	7.25 a.m.	10. 5 p.m.	5. 0 p.m.	5.45 p.m. N	No.
4	19	Collingbourne	7.25 a.m.	7.25 a.m.	10. 5 p.m.	8.55 p.m.	9.25 p.m. P	
2	36	Ludgershall	6.20 a.m.	6.20 a.m.	11.30 p.m. A	10.25 a.m.	11. 5 a.m. G	No.
—	—	—	—	—	12.45 p.m.	1.50 p.m. K		
3	70	Weyhill	7. 0 a.m.	7. 0 a.m.	2.20 p.m.	5.15 p.m.	6. 5 p.m. N	No.
—	—	Red Post Junction	4. 0 p.m.	4. 0 p.m.	9.40 p.m.	8.25 p.m.	9.25 p.m. P	
—	31	Perham	—	Open as	required.	—	—	No.
1	73	Tidworth	7. 0 a.m.	7. 0 a.m.	8.45 p.m. A	11.30 p.m.	12.30 a.m. M	
—	—	—	—	—	—	5.40 p.m.	12.35 a.m. M	Mons.

A—Or until the last train clears.

D—From Wolfhall Junction (W.R.).

G—Or after clearance of 10.20 a.m. Swindon Junction.

K—Or after clearance of 12.38 p.m. Andover Junction.

M—Or after clearance of 12.20 a.m. Tidworth.

N—Or after clearance of 4.55 p.m. Swindon Junction.

P—Or after clearance of 8.5 p.m. Andover Junction.

†—Perham Signal Box will be normally switched out and the Electric Train Token working will operate between Ludgershall and Tidworth, except when Perham Signal Box is switched in, when double line working will operate between Ludgershall and Perham, and Electric Train Token working between Perham and Tidworth.

§—No Block Telegraph.

*—Or after clearance of 12.0 night Portland to Melcombe Regis.

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

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

Inspectors, Signalmen and others must report to their Superior Officer every case in which trains run in excess of the speed limits shown 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 STAFFS, TOKENS AND TICKETS.—At all Stations and places where Train Staffs, Tokens or Tickets have to be exchanged by hand, the speed of Trains not booked to stop must be reduced to 10 miles per hour when passing the Signalsman.

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.	
READING TO CASTLE CARY AND WEYMOUTH.			
DOWN LINE.			
Reading Main Line, West	Down Relief	Down Main	20
Reading Main Line, West	Down Main	Berks and Hants Line	40
Reading Main Line, West	Down Relief	Berks and Hants Line	25
Reading Main Line, West	Bay Lines	Berks and Hants Line	15
Reading Main Line, West	Down Main	Down Relief	20
Reading West Junction	Oxford Road Jct. (West Curve)	Down Main	25
Reading West Junction	Down Main	Down Relief	20
Reading Oxford Road Junction	Reading Station	Southcote Junction	50
Reading Oxford Road Junction	Reading West Jct. (West Curve)	Southcote Junction	15
Southcote Junction	Down Line	Coley Branch	10
Southcote Junction	Oxford Road Junction	Newbury	40
Southcote Junction (Basingstoke Branch)	All Branch Trains from 37 m. 67 ch.	to 38 m. 8 ch. through Junction	30
Midgham	Down Trains over curve 46 m. 50	ch. to 47 m. 10 ch.	60
Newbury Racecourse	Down Line	Racecourse Station Loop	15
Newbury East Junction	Racecourse Station Loop	Down Line	15
Newbury East Junction	Didcot Branch	Down Line	10
Newbury Middle Box	Down Main	Down Platform Line	25
Newbury West Box	Down Platform Line	Down Main	25
Newbury Enborne Junction	Down Line	Winchester Branch	25
Hungerford	Down Trains over curve 61 m.	40 ch. to 62 m. 0 ch.	60
Grafton East Junction (W.R.)	Berks and Hants Line	Grafton Curve	10
Grafton East Junction	All Down Trains 68 m. 10 ch. to	68 m. 50 ch.	50
Patney and Chirton	Down Main	Devizes Branch	15
Patney and Chirton	Bay Platform	Down Main	10
Heywood Road East Junction and Westbury North, 84 m. 44 ch. and 94 m. 65 ch.	Main Line		40*
Heywood Road West Jct. and Hawkeridge Jct.	All Trains		30
Westbury North	Patney and Chirton	Frome	30*
Westbury North	Patney and Chirton	Salisbury Line	15
Westbury North	Trowbridge	Frome	50
Westbury North	Trowbridge	Salisbury Line	15
Westbury Middle	Frome Line (Down Main)	Salisbury Line	15
Westbury South	Frome Line (Down Main)	Salisbury Line	15
Westbury South	Salisbury Line (Down)	Frome (Down Main)	10
From 110 m. 10 ch. to 110 m. 95 ch.	All Down Trains over curve		40*
Westbury South and Fairwood Jct. between 110 m. 60 ch. and 111 m. 20 ch.	Main Line		40*
Westbury and Frome (at Clink Road Junction) 114 m. 38 ch. and 114 m. 45 ch.	Main Line		50*
Frome	Down Trains between River and Radstock Branch	Frome Station	30*
Frome Station		Main Line	10
Between Frome and Witham at Blatchbridge Junction, 116 m. 51 ch. and 116 m. 58 ch.	Main Line		56*
Witham	Main Line	Wells Branch	10
Between Witham and Bruton, 125 m. 0 ch. and 125 m. 40 ch.	Main Line		65
Castle Cary	All Down Weymouth Line Trains 129 m. 50 ch. to 129 m. 65 ch.	between Station and Overbridge	30*
Castle Cary	Down Main Line Trains through	Station	60*
Yeovil (Pen Mill)	All Down Trains passing Yeovil	(Pen Mill) Station	30
Yeovil (Pen Mill)	All Down Trains from Weymouth Branch, over curve	Line to 141 m. 50 ch. on Durston	15
Yeovil South Junction (Crossover Road)	Western Region Line	Southern Region Line	20
Between Yeovil (Pen Mill) and Thornford Bridge Halt (142½ to 143½)	All Down Trains while running	between 142½ and 143½ m. posts	35*
Between Yetminster and Evershot, 145 m. 60 ch. and 146 m. p.	Main Line		55
Between Evershot and Maiden Newton	Light Engines, including Bank	Engines, Down Line	30
Grimstone and Frampton	157 m. 20 ch. and 158 m. 20 ch.	(W.R.) Station	40*
Dorchester Junction	All Trains to or from Dorchester		15
Upwey Junction	All Trains to or from S.R. Line	Weymouth Line	15
Weymouth Junction	Abbotsbury Line	Portland Through Train	15
Weymouth Junction	Main Line	Down Main Line thro' Crossover	10
Weymouth Junction	Up Main Line		

*—Permanent Speed Restriction Indicator provided.

MAXIMUM SPEED OF TRAINS THROUGH JUNCTIONS, ETC.—continued.

NAME OF PLACE.	DIRECTION OF TRAINS.		Miles per Hour.
	From.	To.	
WEYMOUTH TO CASTLE CARY AND READING—continued.			
UP LINE.			
Weymouth Junction	Portland	Main Through Train	15
Weymouth Junction	Up Main Line	Down Main Line thro' Crossover	10
Upwey Junction	Weymouth Line	Abbotsbury Line	10
Dorchester Junction	All Trains to or from Dorchester	(W.R.) Station	40
Grimstone and Frampton	All Trains to or from S.R. Line		15
Malden Newton	158 m. 20 ch. and 157 m. 20 ch.		40*
Between Evershot and Yetminster, 146 m.p. and 145 m. 60 ch.	Bridport Line	Weymouth Line	15
Between Evershot and Yetminster	Main Line		60
Clifton, May Bank (143½ and 142½ m.p.)	Light Engines, including Bank Engines, Up Line		30
Yeovil South Junction (Crossover Road)	All Up Trains while running between 143½ and 142½ m. posts		35*
Yeovil (Pen Mill)	Southern Region Line	Western Region Line	20
Yeovil (Pen Mill)	All Up Trains passing Yeovil (Pen Mill Station)		10
Castle Cary Junction	All Up Trains from 141 m. 50 ch. on Durston Branch to Weymouth		15
Between Bruton and Witham, 125 m. 40 ch. and 125 m. 0 ch.	Line over curve		15
Witham	All Up Weymouth Line Trains between 129 m. 65 ch. to 129 m. 55 ch.	tween Overbridge and Signal Box,	35*
Between Frome and Witham at Blatchbridge Junction, 116 m. 58 ch. and 116 m. 51 ch.	Main Line		65
Frome Station	Wells Branch	Main Line	10
Frome Middle	Main Line		50*
Frome and Westbury (at Clink Road Junction) 114 m. 45 ch. and 114 m. 38 ch.	Up Trains through Station and Middle Junction	Radstock Branch	10
Fairwood Jct. and Westbury South between 111 m. 20 ch. and 110 m. 60 ch.	Main Line		30*
From 110 m. 35 ch. to 110 m. 10 ch.	Main Line		50*
Westbury South	All Up Trains over curve		40*
Westbury South	Frome (Up Main)	Salisbury Line	45
Westbury North	Salisbury Line (Up)	Frome Line (Up Main)	15
Westbury North	Salisbury Line	Trowbridge	15
Westbury North	Frome	Patney and Chirton	30*
Westbury North	Salisbury Line	Patney and Chirton	15
Westbury North and Heywood Road East Junction, 94 m. 65 ch. and 94 m. 44 ch.	Frome	Trowbridge	30
Hawkeridge Junction and Heywood Road West Junction	Main Line		40*
Patney and Chirton	All Trains		30
Patney and Chirton	Devizes Branch	Up Main	15
Patney and Chirton	Up Main	Bay Platform	10
Patney and Chirton	Devizes Branch	Bay Platform	10
Patney and Chirton	Bay Platform	Up Main	10
Grafton East Junction	All Up Trains 68 m. 50 ch. to Grafton Curve	68 m. 10 ch.	50
Grafton East Junction (W.R.)	Trains to stop dead at Home Signal. Speed afterwards through Junction	Berks and Hants Line	—
Hungerford	Up Trains over curve 62 m. 0 ch. to 61 m. 40 ch.		5
Newbury Enborne Junction	Winchester Branch	Up Line	60
Newbury West Box	Up Main Line	Up Platform Line	25
Newbury Middle Box	Up Platform Line	Up Main Line	25
Newbury East Junction	Up Line	Didcot Branch	15
Newbury East Junction	Up Line	Racecourse Station Loop	15
Newbury Racecourse	Racecourse Station Loop	Up Line	15
Midgham	Up Trains over curve 47 m. 10 ch. to 46 m. 50 ch.		60
Southcote Junction (Basingstoke Branch)	All Branch Trains from 38 m. 8 ch. to 37 m. 67 ch. through Jct.		30
Southcote Junction	Coley Branch	Up Line	10
Southcote Junction	Newbury	Oxford Road Junction	40
Reading Oxford Road Junction	Southcote Junction	Reading West Jct. (West Curve)	15
Reading Oxford Road Junction	Southcote Junction	Reading Station	40
Reading West Junction	Up Relief	Up Main	20
Reading West Junction	Up Main	Oxford Road Jct. (West Curve)	20
Reading Main Line West	Up Relief	Up Main	20
Reading Main Line West	Berks. and Hants. Line	Bay Lines, Nos. 1, 2 and 3	15
Reading Main Line West	Berks. and Hants. Line	Up Main	40
Reading Main Line West	Berks. and Hants. Line	Up Relief	25
Reading Main Line West	Berks. and Hants. Line	Bay Line, No. 5	10
Reading Main Line West	Over Down Relief Line		
Reading Main Line West	Up Main	Up Relief	20
Reading Main Line West	Up Main	Up Main Platform	25

*—Permanent Speed Restriction Indicator provided.

MAXIMUM SPEED OF TRAINS THROUGH JUNCTIONS, etc.—cont.

NAME OF PLACE.	DIRECTION OF TRAINS.		Miles per Hour.
	From.	To.	
READING AND BASINGSTOKE.			
Southcote Junction	All Down and Up Branch Trains between 37 m. 67 c. and 38 m. 8c. through Junction		30
Burghfield	Down	W.R. Line to Depot	10
Burghfield	Depot	to Up W.R. Line	10
Burghfield	Between Junction and Depot Station		15
Basingstoke	W.R. Down Line		10
Basingstoke	S.R. Through & Local Lines		10
Basingstoke	S.R. Through & Local Lines		10
Basingstoke	W.R. Up Line		10

COLEY BRANCH.

Southcote Junction and Reading Central	Either direction. Speed at any point must not exceed	30
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DIDCOT AND WINCHESTER.

Between Didcot East Junction and Newbury East Junction the speed of trains in either direction must not exceed 50 miles per hour at any point.

Between Enborne Junction and Winchester the speed of trains in either direction must not exceed 45 miles per hour at any point.

The speed must be further restricted as shown below:

DOWN LINE.			
Didcot East Junction	Down Relief	Down Main	20
Didcot East Junction	Down Main	Down Relief	40
Didcot East Junction	Down Relief	Down Northern Loop	40
Didcot East Junction	Newbury Branch	Down Main	15
Didcot East Junction	Newbury Branch	Bay Line	15
Didcot East Junction	Newbury Branch	Down Main	15
(Over connection West of Signal Box.)			
Didcot, Didcot and Newbury Branch from 17 m. 20 ch. to 16 m. 60 ch.	Speed of all Down Trains must not exceed		30
Newbury East Junction	Down Branch	Down Main	10
Enborne Junction	Down Main	Winchester Branch	25
Highclere, 4 m. 16 c. to 4 m. 50 c.	Through Loop		15
Burghclere, 6 m. 15 c. to 6 m. 47 c.	Through Loop		15
Litchfield, 8 m. 72 c. to 9 m. 26 c.	Through Loop		15
Whitchurch, 12 m. 37 c. to 12 m. 72 c.	Through Loop		15
Lodge Bridge, 15 m. 47 c. to 16 m. 1 c.	Through Loop		15
Sutton Sootney, 18 m. 19 c. to 18 m. 52 c.	Through Loop		15
Worthy Down, 20 m. 73 c. to 21 m. 26 c.	Through Loop		15
Kings Worthy, 23 mp. to 23 m. 32 c.	Through Loop		15
Winchester, 24 m. 65 c. to 25 m. 20 c.	Through Loop		15
UP LINE.			
Winchester, 25 m. 20 c. to 24 m. 65 c.	Through Loop		15
Kings Worthy, 23 m. 32 c. to 23 m. p.	Through Loop		15
Worthy Down, at 21 m. 27 c.	Southern Region Line	Single Line	15
Worthy Down, 21 m. 26 c. to 20 m. 73 c.	Through Loop		15
Sutton Sootney, 18 m. 52 c. to 18 m. 19 c.	Through Loop		15
Lodge Bridge, 16 m. 1 c. to 15 m. 47 c.	Through Loop		15
Whitchurch, 12 m. 72 c. to 12 m. 37 c.	Through Loop		15
Litchfield, 9 m. 26 c. to 8 m. 72 c.	Through Loop		15
Burghclere, 6 m. 47 c. to 6 m. 15 c.	Through Loop		15
Highclere, 4 m. 50 c. to 4 m. 16 c.	Through Loop		15
Woodhay, at 2 m. 26 c.	Single Line	Up Loop	25
Enborne Junction	Winchester Branch	Up Main	25
Newbury East Junction	Up Main	Didcot Branch	15
Didcot, Didcot and Newbury Branch from 16 m. 60 ch. to 17 m. 20 ch.	Speed of all Up Trains must not exceed		30
Didcot East Junction	No. 5 Platform Line	Up Relief	15
Didcot East Junction	Up Relief	Up Main	40
Didcot East Junction	Up Northern Loop	Up Relief	40
Didcot East Junction	Up Main	Newbury Branch	15
Didcot East Junction	Up Main	Up Relief	10

NEWBURY AND LAMBOURN.

The speed of Passenger Trains and Rail Cars over this Branch in both directions must not exceed at any point	30	
The speed of Goods Trains over this Branch must not exceed at any point.	15	
Between 0 m. 42 ch. and 1 m. 73 ch.	Speed of all Down and Up Passenger Trains must not exceed	20
Between 8 m. 75 ch. and end of Branch	Speed of all Down and Up Diesel Cars must not exceed	30
Welford Park	Down Line through Station Loop	15

SAVERNAKE AND MARLBOROUGH.

All Up and Down Trains between 16 m. 20 ch. and 16 m. 35 ch.	40
All Up and Down Trains between 18 m. 50 ch. and 18 m. 40 ch.	45
All Up and Down Trains between 19 m. 20 ch. and 19 m. p.	40

HOLT JUNCTION AND PATNEY AND CHIRTON.

Holt Junction	To or from Devizes Line	15
Devizes	Up and Down Lines through Loop Junction at each end of Station	10
Seend	Single Line facing junction to Down Platform Loop (Devizes end of Station)	10

ALL RED GROUP ENGINES TO REDUCE SPEED AS SPECIFIED WHEN PASSING OVER THE FOLLOWING BRIDGES:

Mileage of Bridge.	Maximum Speed.	Mileage of Bridge.	Maximum Speed.
87 m. 35 c.	40 m.p.h.	89 m. 14 c.	30 m.p.h.
88 m. 17 c.	40 m.p.h.	93 m. 40 c.	30 m.p.h.

MAXIMUM SPEED OF TRAINS THROUGH JUNCTIONS, ETC.—continued.

NAME OF PLACE.	DIRECTION OF TRAINS.		Miles per Hour.
	From.	To.	

CHELTENHAM, SWINDON TOWN AND ANDOVER JUNCTION.

DOWN LINE.

The speed of trains between Lansdown Junction and Andoversford Junction must not exceed 40 m.p.h. and between Andoversford Junction and Andover Junction over the single and double lines must not exceed 50 m.p.h. and must be further restricted to lower speeds as shewn.

Cheltenham, Lansdown (L.M.R.) over curve through station	Cleeve (L.M.R.)	Gloucester and Leckhampton	20
Lansdown Junction	Cheltenham (L.M.R.)	Leckhampton	30
Lansdown Junction	Cheltenham (W.R.)	Leckhampton	40
Hatherley Junction	Gloucester	Leckhampton	25
Gloucester Loop Junction	Cheltenham	Leckhampton	35
Gloucester Loop Junction	Gloucester	Leckhampton	20
Andoversford Junction	B. and C. Line	Andover Line	15
Withington	All Trains		15
Foss Cross	All Trains		15
Cirencester Watermoor	All Trains		15
South Cerney	All Trains		15
Cricklade	All Trains		15
Rushey Platt (Andover Line)	All Trains		15
Rushey Platt Junction (Main Line)	Swindon Junction	Swindon Town	10
Swindon Town	All Trains 31 m.p. and 30 m.	45 ch.	15
Swindon Town and Chiseldon	Between 29 m. 30 ch. and 28 m.p.		35
Chiseldon	All Trains		15
Ogbourne	Entering or leaving Platform Lines		15
Ogbourne and Marlborough	Between 22½ m. and 21½ m.		45
Ogbourne and Marlborough	Between 21½ m. and 19½ m.		35
Marlborough	Between 19 m. 53 ch. and 19 m.	20 ch. and all crossover roads	15
Marlborough Branch	Between 16 m. 35 ch. and 16 m.	20 ch.	40
Marlborough and Savernake (H.L.) or (L.L.)	Between 19 m. 0 ch. and 19 m.	20 ch.	40
Marlborough and Savernake (H.L.) or (L.L.)	Between 18 m. 50 ch. and 18 m.	40 ch.	45
Savernake (H.L.)	At East Ground Frame between Main B. and H. Line as far as Savernake Station Bay Branch Line.	14 m. 36 ch. and 14 m. 31 ch.	20
Savernake (Low Level) Station	Between 13 m. 45 ch. and 13 m.	Single Line 14 m. 69 ch.	15
Grafton South Junction and Grafton Station	Grafton Curve	Andover Line	5
Grafton South Junction	All Trains over Branch between 43 ch. Andover Line	69 m. 28 ch. Main Line and 13 m.	40
Wolffall Junction and Grafton South Junction	Between 6 m.p. and 5 m. 60 ch.		15
Ludgershall			20

ANDOVER JUNCTION, SWINDON TOWN AND CHELTENHAM.

UP LINE.

The speed of trains between Andover Junction and Andoversford Junction over the single and double lines must not exceed 50 m.p.h. and between Andoversford Junction and Lansdown Junction must not exceed 40 m.p.h. and must be further restricted to lower speeds as shewn.

Ludgershall	All Trains between 6 m.p. and	5 m. 60 ch.	20
Grafton Station and Grafton South Junction	Between 13 m. 5 ch. and 13 m. 4	5 ch.	40
Grafton South Junction	Andover Line	Grafton Curve	15
Grafton South Junction and Savernake (H.L.)	Up Line	Single Line	15
Wolffall Junction and Grafton South Jet.	13 m. 45 ch. and	13 m. 50 ch.	15
Savernake (H.L.)	All Trains 13 m. 43 ch. Andover	Line and 69 m. 28 ch. Main Line	20
Savernake (H.L.) or (L.L.) and Marlborough	At East Ground Frame 14 m. 31	ch. and 14 m. 36 ch.	45
Savernake (H.L.) or (L.L.) and Marlborough	Between 18 m. 40 ch. and 18 m.	50 ch.	40
Savernake (Low Level) Station	Between 19 m. and 19 m. 20 ch.		
Savernake (Low Level) Station	Main B. and H. Line as far as	Marlborough Branch	15
Savernake (Low Level) Station	Single Line 14 m. 69 ch.	Branch Line	5
Marlborough Branch	Savernake Station Bay		40
Marlborough	Between 16 m. 20 ch. and 16 m.	35 ch.	15
Marlborough	Between 19 m. 20 ch. and 19 m.	53 ch. and crossover roads	35
Marlborough and Ogbourne	Between 19 m. 20 ch. and 21 m.	20 ch.	45
Marlborough and Ogbourne	Between 21 m. 20 ch. and 22 m.	20 ch.	15
Ogbourne	Entering or leaving Platform Lines		15
Chiseldon	All Trains		15
Chiseldon and Swindon Town	Between 28 m.p. and 29 m. 30 ch.		35
Swindon Town	All Trains 30 m. 45 ch. and 31	m.p.	15
Rushey Platt, Andover Line	All Trains		15
Rushey Platt Junction (Main Line)	Swindon Town	Swindon Junction	10
Cricklade	All Trains		15
South Cerney	All Trains		15
Cirencester Watermoor	All Trains		15
Foss Cross	All Trains		15
Withington	All Trains		15
Andoversford Junction	Andover Line	B. and C. Line	15
Gloucester Loop Junction	Leckhampton	Cheltenham	30
Gloucester Loop Junction	Leckhampton	Gloucester	20
Hatherley Junction	Leckhampton	Gloucester	25
Lansdown Junction	Leckhampton	Cheltenham (L.M.R.)	30
Lansdown Junction	Leckhampton	Cheltenham (W.R.)	40
Cheltenham, Lansdown (L.M.R.) over curve through station	Gloucester and Leckhampton	Cleeve (L.M.R.)	20

† In addition to the observance of the lesser speed restrictions, the speed of "Blue" Group Engines must not exceed 30 m.p.h. when passing in either direction over the undermentioned bridges between Withington and Wolffall Junction

	M. Ch.		M. Ch.
Near Savernake (H.L.) Bridge at	16 20½	Near Rushey Platt Bridge over W.R. Main Line at	32 55
Bridge at	15 59½	Near Cricklade Bridge at	40 32½
Over B. and H. Line	13 58	Near Withington Bridge at	36 26
Over K. and A. Canal	13 53		

MAXIMUM SPEED OF TRAINS THROUGH JUNCTIONS, ETC.—continued.

NAME OF PLACE.		DIRECTION OF TRAINS.		Miles per Hour.
		From.	To.	
LUDGERSHALL AND TIDWORTH.				
Tidworth	Single Line	Troop Pl't'm & vice versa	15	
Ludgershall	Tidworth Branch	Main Line & vice versa	15	
Ludgershall	Up Tidworth Loop	Tidworth Branch Single Line	15	
Ludgershall and Tidworth	Either direction		30	
THINGLEY JUNCTION AND WESTBURY.				
Thingley Junction	Main Line	Branch Line	15	
Thingley Junction	Branch Line	Main Line	15	
Melksham	All Trains [Up and Down] between 100 and 100½ mile post.		30*	
Bradford North Junction	To or from Loop Line		15	
Bradford North Junction (104 m. to 104 m. 30 ch.)	Staverton	Trowbridge	40	
Heywood Road West Junction and Hawkeridge Junction	Trowbridge	Staverton	40	
Westbury North	All Down and Up Trains		30	
Westbury North	Down Trains from Trowbridge to Frome direction		50	
Westbury North	Down Trains from Trowbridge to Salisbury Line direction		15	
Westbury North	Up Trains from Salisbury Line to Trowbridge direction		15	
Westbury North	Up Trains from Frome to Trowbridge direction		30	
WESTBURY AND SALISBURY.				
Between Upton Scudamore and Westbury	Light Engines including Bank Engines	Up Line	30	
Warminster	All Trains		35	
Wishford	All Trains		35*	
Salisbury (Junction)	W.R. to S.R. Line, or vice versa		10	
BATHAMPTON AND TROWBRIDGE.				
Bathampton Junction	Main Line	Branch Line	15	
Bathampton Junction	Branch Line	Main Line	20	
Bradford Branch, trains between the points shewn in either direction	Bathampton Junction and ¼ mile post		40*	
	Dundas Aqueduct, 3 m. 12 ch. and 3 m. 19 ch.		40*	
	Limpley Stoke, 3 m. 70 ch. and 4½ m. post		36*	
	Freshford Viaduct, 5 m. 15 ch. and 5½ m. post		40*	
	Bradford Tunnel, 7 m. 30 ch. and 7 m. 43 ch.		40	
Bradford Junction West	To or from Loop Line		15	
Bradford Junction South	Weymouth Line	Bradford Line	30	
Trowbridge	Bradford Line	Weymouth Line	15	
Trowbridge	All Down Trains		30	
Trowbridge	All Up Trains		20	
LIMPLEY STOKE AND CAMERTON.				
Camerton to Limpley Stoke	Speed must not exceed at any point in either direction		10	
YEOVIL BRANCH.				
Between Yeovil (P.M.) and Curry Rivel Jct.	The speed of all Up and Down Trains between these points must not exceed 55 m.p.h. and must be further restricted to a lower speed as shewn below :			
Yeovil (P.M.) .. Weymouth Line to Yeovil	Yeovil Branch all trains over curve between Junction and 141 m. 50 ch.			
Between Yeovil Town and Hendford :				
From 142 m. 15 ch. to 142 m. 30 ch., Down	All Down and Up Trains over curve			
From 142 m. 30 ch. to 142 m. 15 ch., Up				
Hendford Goods Branch	The speed of Trains over this Branch must not exceed			
Refer to No. 5 Service Timetables for speed restrictions between Hendford and Curry Rivel Junction. The Blue Engines specially authorized to work over this branch must not exceed a speed of 25 miles per hour between Curry Rivel Junction and 143 m. 60 ch.				
MAIDEN NEWTON AND BRIDPORT.				
Maiden Newton	All Branch Trains entering or leaving Station.		10	
Powerstock	All Down Trains		10	
Bridport	All Branch Trains entering or leaving Station		10	
Bridport, West Bay	All Down Trains		10	
In addition to these restrictions the speed of all Up and Down Passenger Trains must not exceed 40 miles per hour—the speed of all Freight Trains must not exceed 20 miles per hour on the Bridport Branch.				
WEYMOUTH AND ABBOTSBURY.				
Abbotsbury Branch	Speed of all Up and Down Trains must not exceed 40 m.p.h. and must be further restricted to a lower speed as shewn below :			
Upwey Junction	Branch Line to Weymouth Line			
8 m. 60 ch. to Abbotsbury Station	Weymouth Line to Branch Line			
	All Down Trains			
*Permanent Speed Restriction Indicator provided.				

*Permanent Speed Restriction Indicator provided.

MAXIMUM SPEED OF TRAINS THROUGH JUNCTIONS, ETC.—continued.

NAME OF PLACE.	DIRECTION OF TRAINS.		Miles per Hour.
	From.	To.	
WEYMOUTH, PORTLAND AND EASTON.			
Weymouth	Weymouth Line to and from Portland Branch		15
Weymouth Junction and Melcombe Regis, 168 m. 40 ch. and 168 m. 61 ch.	All Trains		30
Weymouth Junction and Wyke Regis	All Trains		40†
Rodwell	Through Down Loop Junction to Single Line		15
Rodwell	Through Up Loop Junction to Single Line		10
Between 170 m. 34 ch. and 170 m. 42 ch.	All Trains in both directions		15
Wyke Regis and Portland	All Trains		50†
Portland Goods Junction	All Trains		10
Portland Station	All Trains entering Passenger Station		10
Portland Goods-Branch	The speed of Trains over this Branch must not exceed		10
Easton and Church Hope Line	Passenger Trains at any point must not exceed		25
Easton and Church Hope Line	Goods Trains at any point must not exceed		15
Easton and Church Hope Line	Quarry Tip Sidings	Main Line	10
Easton and Church Hope Line	Main Line	Quarry Tip Sidings	10
Easton and Church Hope Line	Sheepcroft	Easton Station	10
Easton and Church Hope Line	Easton Station	Sheepcroft	10

†Applicable to all trains over portion of line where a lower speed is not in operation.

SCHEDULES FOR PLYMOUTH OCEAN SPECIALS.

VIA CASTLE CARY AND FROME AND WESTBURY AVOIDING LINES.

"KING" CLASS ENGINES	Up to 260 Tons.	Over 260 Tons to 400 Tons.	Over 400 Tons to Standard Load.
	Up to 215 Tons.	Over 215 Tons to 350 Tons.	Over 350 Tons to Standard Load.
NON-STOP			
TELEGRAPH CODE	PLYM. A.	PLYM. B.	PLYM. C.
	arr. dep. — 0 00	arr. dep. — 0 00	arr. dep. — 0 00
Plymouth Docks	— 0/40	— 0/40	— 0/43
Ashburton Junction	0/53	0 54 C 0 57	0 57 C 1 0
Newton Abbot	1/17	1/22	1/25
Exeter	1/49	1/55	1/59
Taunton	2/14	2/21	2/26
Castle Cary	2/35	2/42½	2/48½
Heywood Road Junction	3/3	3/11	3/18
Bedwyn	3/35 (A)	3/44 (A)	3/52 (A)
Reading	— (B)	— (B)	— (B)
Paddington	4 17	4 26	4 36

CALLING EXETER

TELEGRAPH CODE	PLYM. D.	PLYM. E.	PLYM. F.
	arr. dep. — 0 00	arr. dep. — 0 00	arr. dep. — 0 00
Plymouth Docks	— 0/40	— 0/40	— 0/43
Ashburton Junction	0/53	0 54 C 0 57	0 57 C 1 0
Newton Abbot	1 18 1 21	1 23 1 26	1 26 1 29
Exeter	1/55	2/1	2/5
Taunton	2/20	2/27	2/32
Castle Cary	3/41	2/48½	2/54½
Heywood Road Junction	3/9	3/17	3/24
Bedwyn	3/41 (A)	3/50 (A)	3/58 (A)
Reading	— (B)	— (B)	— (B)
Paddington	4 23	4 32	4 42

A—Includes 4 minutes for R.O.S. Recovery Time, Newbury to Reading.

B—Includes 4 minutes for R.O.S. Recovery time, Southall to Paddington.

C—Stop at Newton Abbot to detach assisting engine.

In the event of a Special Train being run from Taunton to Paddington off a Plymouth/Bristol Train, the point-to-point times shewn above will apply, allowing an additional 3 minutes for the start from Taunton.

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 No. 142 of the General Appendix to the Book of Rules and Regulations, dated August 1st, 1935.

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" groups 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 instructions, not more than two engines in steam of the appropriate types in the group or groups authorized 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.

ENGINES of OTHER REGIONS coupled to W.R. ENGINES

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

ENGINE RESTRICTIONS

READING TO CASTLE CARY—(Route Colour—Double Red).

Permitted Engines.—All classes 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 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.

Westbury.—Loops between North and South Boxes. Down 109m. 51ch. to 110m. 16ch. Up 110m. 19ch. to 109m. 28ch.

61XX Class engines may work only between Reading and Savernake Low Level, and between Westbury and Frome.

LOCAL RESTRICTIONS

STATION	CONNECTIONS AND SIDINGS	ENGINES PROHIBITED
Reading	—	For particulars of prohibitions see No. 1 Section of the Service Time Tables.
Theale	Tobacco Factory Siding	All engines beyond stop board.
Aldermaston	Sand and Gravel Co's Siding	All except 0-6-0T engines.
Thatcham	Asiatic Oil Co's Sidings	All engines beyond stop board.
	Cropper's Sidings	
	Admiralty Sidings	All engines beyond stop board.
	War Department Sidings	
(Bull's Lock)	War Department, Racecourse Depot	All engines beyond stop board.
Newbury Racecourse	No. 2 W.D. Racecourse Siding Turnout	All 4-6-0 and 2-8-0 47XX.
Newbury	Gas Siding Turnout at 52m. 60c.	
	Old Petrol Siding turnout at 52m. 61c.	All 4-6-0 and 2-8-0 47XX.
	Loop siding, Up side at 52m. 61c.	
Savernake (Low Level)	Marlborough Bay Platform, Short length near Buffer Stops	47XX class.
Pewsey	Cattle pen at Junction leading to Down Main Line	47XX class.
Woodborough	Crossover to Up Platform	47XX class.
Patney and Chirton	Troop Platform between Buffer Stop at London end and Junction leading thereto.	47XX class.
Edington and Bratton	Goods Shed Platform	47XX class.
Westbury (Upside)	Nos. 1, 2, 3 and 4 Warflat and Ambulance Sidings	Red Group engines.
Westbury	Goods Shed Platform	47XX class.
Frome	New Loading Dock opposite Radstock Bay Goods Shed Platform via Crossover from Up Line London end. Loading Bank Goods Shed and Station. Platform inside Goods Shed Coal Stage and Cattle Pen Sidings.	
	Up Bay Line.	47XX class.
	Dairy Siding	Diesel Cars
		All engines except 19XX, 20XX, 2301, 2251.
Alford Depot	—	60XX, 47XX, "Austerity" 2-10-0. All other engines may work over the Main Through Road over the second connection also the Loop Line at a speed not exceeding five miles per hour.
		94XX class prohibited from entering the intermediate Ammunition Depot.

HEYWOOD ROAD JUNCTION WEST AND HAWKERIDGE JUNCTION.

(Route Colour—Red).

Permitted Engines.—All Classes except 61XX.

BATHAMPTON TO BRADFORD JUNCTION SOUTH AND BRADFORD JUNCTION NORTH

(Route Colour—Red).

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

LOCAL RESTRICTIONS

Station	Connections and Sidings	Engines Prohibited
Limpley Stoke	Goods Lock Up Platform	47XX class.
Limpley Stoke	Up Goods Platform	Diesel Cars.
Bradford-on-Avon	Goods Shed	47XX class.

ENGINE RESTRICTIONS—continued.**THINGLEY JUNCTION TO WESTBURY—(Route Colour—Red).****Permitted Engines.**—All classes subject to the following restrictions:—

60XX ("King") Class engines are authorized to work in case of emergency or on occasional trains at a speed not exceeding thirty miles per hour. These 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 and Relief Lines and Sidings adjacent to Main or Relief Lines as far as catchpoints only for the purpose of putting off vehicles 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.

Between Bradford Junction South and Trowbridge.—Goods Loop—Down 104m. 56ch. to 105m. 41ch.**Westbury.**—Down Goods Loop 109m. 51ch. to 110m. 16ch. Up Goods Loop 110m. 19ch. to 109m. 28ch.**LOCAL RESTRICTIONS**

Station	Connections and Sidings	Engines prohibited
Melksham	Connection from Down Line to Goods Shed	60XX class.
Melksham	Down Platform on crossover from Goods Shed	47XX class.
Melksham	Grain Shed Platform	47XX class.
Melksham	Goods Shed platform on crossover	47XX class.
Melksham	C.W.S. Siding	} All engines with outside cylinders.
	Down Line to Up Siding near Goods Shed	
Holt Junction	Dairy Siding	47XX class.
Staverton	Goods Shed Platform	60XX, 10XX, 4073, 50XX, 70XX,
	Siding	29XX, 49XX, 59XX, 69XX,
		40XX, 47XX, 28XX, 38XX,
		48XX, 33XX, 3252 and "Austerity"
		classes.
Trowbridge	Crossover Up to Down Line at London end of platform	60XX class to travel dead slow through single slip connection in Up Line.
Trowbridge	Crossover Up to Down Through single slip in long crossover.	} 60XX class.
	Up to Down Sidings at 105m. 42ch. (opposite old Locomotive Turntable).	
Trowbridge	Siding to Cattle Pens	All engines with outside cylinders.
Trowbridge	Platform outside Goods Shed	47XX class.
Trowbridge	Up Bay—Crossover at Buffer Stop	Diesel Cars.
Westbury (Up Side)	Nos. 1, 2, 3 and 4 Warflat and Ambulance Sidings.	Red group engines.

PATNEY AND CHIRTON TO HOLT JUNCTION—(Route Colour—Red).**Permitted Engines.**—All classes except 60XX ("King") and 61XX.**ALL RED GROUP ENGINES TO REDUCE SPEED AS SPECIFIED WHEN PASSING OVER THE FOLLOWING BRIDGES:**

Mileage of Bridge.	Maximum Speed.	Mileage of Bridge.	Maximum Speed.
87m. 35c.	40 m.p.h.	88m. 14c.	30 m.p.h.
88m. 17c.	40 m.p.h.	93m. 40c.	30 m.p.h.

LOCAL RESTRICTIONS

Station	Connections and Sidings	Engines prohibited
Devizes	Sidings	"Red" Engines and 78XX class, except may use straight Siding adjoining Main Line Up Side Holt Junction end.
Bromham and Rowde	Sidings	"Red" Engines.
Seend	Sidings	"Red" Engines.

WESTBURY TO SALISBURY—(Route Colour—Red).**Permitted Engines.**—All engines except 60XX ("King"), 47XX and 61XX.**LOCAL RESTRICTIONS**

Station	Connections and Sidings	Engines prohibited
Warminster	Messrs. Scott and Smith's Siding	42XX, 52XX, 72XX class.

ENGINE RESTRICTIONS—continued.

ANDOVERSFORD JUNCTION TO ANDOVER JUNCTION

(including Rushey Platt Curve, Grafton Curve and Wolfhall Loop)—(Route Colour—Blue).

Permitted Engines—All "Yellow" and uncoloured engines also the following "Blue" engines:

33XX, 34XX, 28XX, 38XX, 48XX, 43XX, 53XX, 63XX, 73XX, 26XX, 51XX, 41XX, 81XX, 17XX, 18XX, 27XX, 57XX, 67XX, 77XX, 87XX, 97XX, 37XX, 36XX, 46XX, 96XX, 78XX, "Austerity" (2-8-0).

In addition to the observance of the lesser speed restrictions, the speed of "Blue" Group Engines must not exceed thirty miles per hour when passing in either direction over the undermentioned bridges between Withington and Grafton:

Near Savernake (H.L.) Bridge at	16m. 20 $\frac{1}{2}$ ch.
Bridge at	15m. 59 $\frac{1}{2}$ ch.
Over B. and H. Line	13m. 58ch.
Over K. and A. Canal	13m. 53ch.
Near Rushey Platt Bridge over W.R. Main Line at	32m. 55ch.
Near Cricklade Bridge at	40m. 32 $\frac{1}{2}$ ch.
Near Withington Bridge at	56m. 26ch.

Any "Blue" Group engine authorised to work over the above sections may work double-headed subject to strict observance of the permanent restriction of speed of thirty miles per hour when passing over the above-mentioned bridges, but the speed must not exceed fifteen miles per hour when passing over the following three bridges:

At 32m. 55ch. near Rushey Platt Bridge over W.R. Main Line.

At 13m. 53ch. over K. and A. Canal near Savernake High Level Station.

At 13m. 58ch. over B. and H. Line near Savernake High Level Station.

Refer to No. 15 Service Time Tables for engine working instructions for the Section Lansdown Junction to Andoversford.

LOCAL RESTRICTIONS

Station	Connections and Sidings	Engines prohibited
Swindon Town.. .. .	Down Platform Line	28XX, 38XX, 48XX, 41XX, 51XX, 81XX, 78XX "Austerity" class engines are subject to a speed restriction of five miles per hour when passing alongside this platform.
Swindon Town.. .. .	Down Dock nearest Main Line	28XX, 38XX, 48XX, 43XX, 53XX, 63XX, 73XX, 51XX, 41XX, 81XX, 78XX "Austerity" (43XX, 53XX, 63XX and 73XX may enter at slow speed tender first).
Swindon Town.. .. .	Down Dock furthest from Main Line	33XX, 34XX, 48XX, 53XX, 63XX, 73XX, 51XX, 41XX, 81XX, 78XX, (43XX, 53XX, 63XX and 73XX may enter at slow speed tender first).
Swindon Town.. .. .	Corporation Siding	78XX.
Chiseldon	Up Siding Loading Bank	45XX, 55XX, 78XX.
Chiseldon	Down Siding beyond catchpoint.	33XX, 34XX, 28XX, 38XX, 48XX, 43XX, 53XX, 63XX, 73XX, 26XX, 51XX, "Austerity," 41XX, 81XX, 78XX.
	Up Refuge Siding beyond engine length over catchpoint.	28XX, 38XX, 48XX, 43XX, 53XX, 63XX, 73XX, 78XX, "Austerity."
Ogbourne	Down Loading Bank	28XX, 38XX, 48XX, 43XX, 53XX, 63XX, 73XX, 78XX, "Austerity."
Savernake (High Level)	Cattle Pen Sidings	33XX, 34XX, 28XX, 38XX, 48XX, 26XX, 51XX, 41XX, 81XX, 17XX, 18XX, 27XX, 57XX, 67XX, 77XX, 87XX, 97XX, 37XX, 36XX, 46XX, 96XX, 78XX, "Austerity."
Marlborough (Low Level)	Cattle Pen and Short Dock Up Side	28XX, 38XX, 48XX, 43XX, 53XX, 63XX, 73XX, 51XX, 41XX, 81XX, 78XX, "Austerity."
Marlborough (High Level)	Dead End Siding off Goods Shed	78XX.
Ludgershall	Up Platform Line	28XX, 38XX, 48XX, 51XX, 41XX, 81XX, 78XX and "Austerity" class engines are subject to a speed restriction of five miles per hour when passing alongside this platform.
Ludgershall	Down Side Back Road	28XX, 38XX, 48XX, 43XX, 53XX, 63XX, 73XX, 78XX, "Austerity."
Weyhill	Tank Road Bank nearer Red Posts	28XX, 38XX, 48XX, 43XX, 53XX, 63XX, 73XX, 51XX, 41XX, 81XX, 78XX "Austerity."
Weyhill	Goods Shed Siding from Tank Road	
Weyhill	Mileage Siding from Tank Road.. .. .	
Weyhill	Western Dock Siding.	
Andover Junction	Siding North of Coal Stage at S.R. Engine Shed	45XX, 55XX

LANSDOWN JUNCTION AND CHELTENHAM (High Street)—(Route Colour—Red.)

The following engines may work into the L.M.R. Sidings at Cheltenham (High Street) without restriction:—

2-6-0	26XX, 43XX—73XX.
2-6-2 T	45XX and 55XX.
0-6-0 T	57XX—77XX.
2-8-0	"Austerity."

W.R. engines of the 4-4-0, 3252, and 33XX classes may work into the L.M.R. Sidings at Cheltenham (High Street), subject to the following prohibitions:

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

Through lead from Up Lie Bye Siding to Main Line, Birmingham end.

Through slip from front road to Shed.

W.R. engines of the 49XX, 68XX, and 78XX classes may use Up and Down Lines through Station and Up Lie Bye Siding at Cheltenham (Lansdown L.M.R.), but must not use Crossover roads between platforms.

W.R. engines of the 28XX class and 2-8-0 "Austerity" class may use Up and Down lines through Cheltenham (Lansdown L.M.R.), but must not use Up Lie Bye Siding or Crossover between platforms.

ENGINE RESTRICTIONS—continued.**CASTLE CARY TO WEYMOUTH—(Route Colour—Red).****Permitted Engines—All engines except 60XX ("King") 47XX and 61XX.****LOCAL RESTRICTIONS**

Station	Connections and Sidings	Engines prohibited
Castle Cary	Up Siding through Double Compound, West End of Station	Speed of all 4-6-0 engines not to exceed walking pace.
Yeovil P.M. Loco Yard ..	Siding to Turntable and back road	4-6-0 engines.
Yeovil Triangle	—	Permitted "Red" engines not to exceed ten miles per hour.
Evershot	Goods Shed Siding	"Red" Engines not to exceed ten miles per hour.
	Carriage Chute Siding	4-6-0 engines.
	Down Main to Down Sidings	Speed of all 4-6-0 engines not to exceed walking pace.
	Down Side to Dead End	Diesel Cars.
Dorchester	Cattle Pens	
Weymouth	Excursion Platform, Bay Platform No. 5 (No. 1 Carriage Shed)	Diesel Cars.

BRANCHES

Section of Line	Route Colour	Engines Authorized	Prohibitions
Basingstoke to Southcote Junction	Red	All engines except 60XX ("King").	Basingstoke —All 4-6-0 engines and 47XX 2-8-0 : Exchange Sidings, 51m. 17ch. Up Line from Southern Yard, 51m. 37ch.
Reading Central to Southcote Jctn. (Coley Branch)	Red	All engines except 60XX ("King").	
Lambourn to Newbury	Uncoloured ..	2-4-0 13XX. 0-6-0 A.10, 23XX, 24XX, 25XX in emergency subject to maximum speed of twenty-five miles per hour.	
Didcot Station	Double Red ..	All	D.N. and S. Bay Line —All 4-6-0 and 2-8-0 47XX. Branch Platform Lines —All 4-6-0 and 2-8-0 47XX. Rich's Siding —All beyond stop board Horse Dock Siding —All 4-6-0 and 2-8-0 47XX. Provender Siding —All except 0-6-0T.
Didcot (Ordnance and Aircraft Depots)	—	For particulars of permissions and prohibitions, see No. 1 Section of the Service Time Tables.	
Didcot East Junction to Newbury East Junction	Blue	All "Blue," "Yellow," and uncoloured engines. Twin-car Diesels No. 37 and 38 (or similar type) on running lines only. Also the following "Red" engines in emergency, subject to maximum speed of twenty miles per hour and special restriction of ten miles per hour over bridge at 0m. 40c. near Newbury East Junction 4-6-0 "Hall" (49XX, 59XX, 69XX) 4-6-0 "Grange" (68XX) 2-6-0 83XX, 93XX 2-8-0 Austerity (U.S.A.)	Upton and B. —All engines and Twin-car Diesel, except 0-6-0 engines over lead from Down Line to and including Loading Dock. Compton —All except 0-6-0 engines over lead from Goods Shed Road to Down Line at 9m. 17ch. Twin-car Diesel not to work over the lead from the Up Line to and including the Loading Dock. Loaded Diesels not to work through the Goods Shed owing to reduced clearances. Hampstead Norris —All except 0-6-0 engines on Loading Dock Siding beyond footbridge. Twin-car Diesel not to work from Up Line to Up Loading Dock. Hermitage —All in Hall's Tile Co.'s Siding beyond stop board. All except 0-6-0 engines over lead from No. 2 Loop Siding to Cold Storage Loop Siding at 4m. 7ch.
Enborne Junction to Winchester	Blue	All "Blue" "Yellow," and uncoloured engines. Diesel Car No. 19 (or similar type) on running lines only. Also the following "Red" engines in emergency and subject to maximum speed of twenty miles per hour : 4-6-0 "Hall" (49XX, 59XX, 69XX). 4-6-0 "Grange" (68XX) 2-6-0 83XX and 93XX.	Kingsworthy (Winnall Sidings). —All except 0-6-0 engines in Gas Works Sidings Nos. 1 and 2.

ENGINE RESTRICTIONS—continued.

BRANCHES—continued.

Section of Line	Route Colour	Engines Authorized	Local prohibitions
Tidworth Branch (including Hedge End Depot)	Blue	All "Yellow" and uncoloured engines, also the following "Blue" engines: 33XX, 34XX, 25XX, 38XX, 48XX, 43XX, 53XX, 63XX, 73XX, 26XX, 51XX, 41XX, 81XX, 17XX, 18XX, 27XX, 57XX, 67XX, 77XX, 87XX, 97XX, 37XX, 36XX, 46XX, 96XX, 78XX and "Austerity" (2-8-0).	Tidworth — "Blue" Group engines not to work over 20 ton Weighbridge.
Yeovil Branch ..	Yellow	All "Yellow" and uncoloured engines. "Blue" Group engines subject to a speed restriction of twenty-five miles per hour. "Red" Group engines (except 60XX ("King")) may work between Yeovil (Pen Mill) and Yeovil Town, subject to a speed restriction of ten miles per hour.	Yeovil Town — Diesel Cars must not work beyond Signal Box on the Loading Dock Siding. Loading Dock prohibited.
Abbotsbury Branch	Uncoloured ..	14XX class which must not exceed twenty-five miles per hour between 4 m. 47 ch. and end of Branch.	Abbotsbury —Care to be exercised by Single Type Diesel Cars at both entrances to Goods Shed.
Bridport Branch	Yellow Maiden Newton to Bridport. Uncoloured Bridport to West Bay.	All "Yellow" and uncoloured engines without outside cylinders. 17XX, 18XX, 27XX, 57XX, 77XX, 87XX, 97XX, 37XX, 36XX, 46XX, 96XX, 45XX, 55XX.	
Weymouth, Portland and Easton	Yellow	45XX and 55XX Weymouth to Portland only and not over Dock Yard Sidings. 43XX, 53XX, 63XX, 73XX, and 78XX, Weymouth to Portland Station only and not to exceed speed of twenty-five miles per hour at any point. All "Yellow" and uncoloured engines without outside cylinders.	
Weymouth Quay Line	Uncoloured ..	1331, 1366, 74XX and "Blue" engine 57XX class.	Loop Line (Templeman's Siding), opposite the end of East Street, and Siding on the Quay Wall near the Cargo Stage—All engines prohibited.
Limpley Stoke to Camerton	Yellow	17XX, 18XX, 27XX, 57XX, 67XX, 77XX, 87XX, 97XX, 37XX, 36XX, 46XX, 96XX. All "Yellow" and uncoloured engines without outside cylinders.	

GENERAL STIPULATION.

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

SOUTHERN REGION ENGINES WORKING OVER WESTERN REGION BETWEEN READING AND BASINGSTOKE.

The following is a complete list of the classes of S.R. Engines which have been authorized to work between Basingstoke and Reading New Junction, subject to the observance of all service restrictions:

2-6-0 U.	4-4-0 (including "School" class).
2-6-0 N.	4-6-0 (including "King Arthur" and "Lord Nelson" classes).
0-4-2.	Merchant Navy.
0-6-0.	4-6-2 { West Country.

MAXIMUM LOADS FOR SPECIAL TRAINS
CONVEYING TROOPS

CHELTENHAM, SWINDON TOWN, ANDOVER JUNCTION AND SOUTHAMPTON SECTION.

The following maximum loads may be applied to these trains when worked by 43XX and 78XX type engines, providing point-to-point running times, as shown below, are arranged:

Cheltenham to Southampton Terminus via Savernake (High Level)	380 tons
Southampton Terminus to Cheltenham via Savernake (High Level)	380 tons
*352 tons unassisted Cheltenham to Andoversford.	

If it is necessary for special troop trains to run via Low Level Station at Savernake, loads must not exceed 352 tons in either direction.

POINT-TO-POINT RUNNING TIMES REQUIRED FOR TROOP SPECIALS WORKED
BY 43XX TYPE ENGINES CONVEYING THE ABOVE MAXIMUM LOADS.

	Mins.		Mins.
Cheltenham (Lansdown)	.. ..	Southampton Terminus	.. ..
Andoversford	25	Romsey	22
Cirencester (Watermoor)	28	Andover Junction	33 stop
Rushey Platt	25	Ludgershall	16
Swindon Town	6 stop	Marlborough	28
Marlborough	23	Ogbourne	9
Ludgershall	28	Swindon Town	17 stop
Andover Junction	15 stop	Cirencester (Watermoor)	28
Romsey	31	Andoversford	30
Southampton Terminus	22	Cheltenham (Lansdown)	14
	203		197

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

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

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

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

In the case of a vehicle 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-wheel passenger-carrying vehicle or brake van, 30 tons for an eight-wheeled passenger-carrying vehicle or brake van, 40 tons for a dining car, sleeping car, or 70-ft. passenger-carrying vehicle or brake van.

PARCELS AND FISH AND MILK TRAINS.—Owing to the difference in the weights of loaded and unloaded parcels vans and fish trucks, it will be necessary in the case of parcels and fish trains to add to the total of the tare weights shown on the vehicles an agreed figure representing the weight of the average load, for every loaded truck formed in the train. It has been decided that this fixed figure shall be one ton per vehicle for parcels and three tons per vehicle for fish, and, therefore, in calculating the load of his train, must multiply the number of loaded trucks by these figures and add the resulting figure to the total of the tare weights marked upon the trucks. Loading Vans containing Ocean Malls and Baggage.—An allowance of 5 tons per vehicle must be added to the tare weight of each loaded van of Ocean Malls and Baggage. 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 [and Baggage].

		Fixed Milk Tanks (Miltas)	{ Empty 14 tons. Loaded 28 tons.		Road/Rail Milk Tanks (Rotanks)	{ Empty 18 tons. Loaded 28 tons.	
Siphons F, G, H, and BG	..	{ Empty .. Loaded (Empty Churns) .. Loaded (Full Churns) ..	Tare weight. Tare weight plus 5 tons. Tare weight plus 8 tons.	..	Other Vehicles	{ Empty .. Loaded (Empty Churns) Loaded (Full Churns)	Tare weight. Tare weight plus 3 tons. Tare weight plus 5 tons.
Siphons I and BG Vehicles	..	..	..	..	..	..	..
			Loaded (Full Churns)	..			Tare weight plus 10 tons.

The weight of parcels (including stores), perishable, fish and milk trains, which are run in accordance with passenger train regulations must not exceed a gross weight of 550 tons, including brake [whether assisted or unassisted]

MIXED TRAINS.—Where trains are authorized to be run as "Mixed" Trains the total weight of the train to be obtained as follows:—

Tonnage of passenger stock.

Tare weight of Goods Brake Van (where provided).

Class 1 Traffic — 16 tons per wagon.

Class 2 Traffic — 13 tons per wagon.

Class 3 Traffic — 10 tons per wagon.

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

NOTES.—The instructions contained herein do not in any way affect or remove the prohibition placed by the Chief 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.

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

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

Guards must show on their train journals the number of vehicles and the actual total tonnage of the trains at starting points and on leaving subsequent stations at which vehicles are attached or detached. Stations will in wiring particulars of trains, give the number of vehicles and the total weight of each portion of the train in tons, sending the message in the following form

Prefix G.Q.—"1.30 p.m. Paddington (or No. —) Time (or *five late*), five Penzance 179, three Kingswear 190, two Ilfracombe 66, two Weymouth 65, Engine 6011. When the engine carries a Train Number the train number must be used instead of the title.

MAIN LINE TRAINS.

[illegible]

CLASS OF ENGINE.

LONDON AND PENZANCE

500	455	456	420	420	392	394	336	220	198
500	455	456	420	420	392	394	336	220	198
500	455	440	420	420	429	392	364	198	176
500	485	440	450	450	430	392	364	—	—
500	485	440	420	420	392	392	364	198	176
500	485	440	420	420	392	392	364	220	188
530	500	500	485	455	392	392	364	220	188

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

Only on local services to West End (Sundays) — Cross maximum load allowed Westbury to West Ealing: 510 tons for 40XX, 49XX, 59XX, and 69XX Engines.

4.30 p.m. (Milk) Weymouth to West Ealing (Sundays).—Gross maximum load (including Brake Van) are specially authorised for Perishable and Empty and Loaded Milk Trains between Newton Abbot and Paddington via Castle Cary and Newbury:

“Castle” Class Engines
400XX (“Star”), 49XX and 68XX Class Engines
43XX and 78XX Class Engines

When the load exceeds the governing standard shown above, the running time Taunton "start" to Castle Cary "pass" will be 42 minutes and Heywood Road Junction "pass" to Bedwyn "pass" 45 minutes.

CLASS OF ENGINE.

[illegible]

CHIPPENHAM AND WESTBURY TO WEYMOUTH.

Chippenham	455	420	392	336	—	308	280	198	176
Westbury	455	420	392	336	—	308	280	188	176
Westbury	455	420	392	336	—	308	280	182	110
Yeovil	315	288	260	204	—	180	152	250	220
Evershot C	440	420	345	345	—	320	300	110	94
Yeovil	400	420	340	278	—	152	134	176	154
Yetrinuster	278	260	232	175	—	152	134	176	154
Evershot	278	260	232	175	—	152	134	176	154
Yetrinuster	278	260	232	175	—	152	134	176	154
Weymouth	455	420	392	336	—	308	280	176	154
Weymouth	455	420	392	336	—	308	280	176	154

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

8.—Engine 2935 Yeovil to Evershot 230 tons. Weymouth to Dorchester 290 tons.

C—Through Loads.

Main Line Trains—continued.

SECTION.		CLASS OF ENGINE									
		10XX	4003-4072 (except 4016, 4032, 4037)	29XXX, 78XX	3335-3455	2200-2299	90XX	0-6-0 and 0-6-0 T.	0-6-0 23XX 24XX 25XX	2-4-0 T. Metro.	0-4-2 T. 3574, 3575, 3577
From.	To.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
WEYMOUTH TO WESTBURY AND CHIPPENHAM.											
Weymouth	Dorchester	315	288	260	204	180	180	152	132	130	110
Dorchester	Yeovil	455	420	392	336	308	308	280	176	154	154
Yeovil	Westbury	455	420	392	336	308	308	280	176	154	154
Westbury	Chippenham	455	420	392	336	308	308	280	176	154	154
CHELTENHAM, SWINDON TOWN, ANDOVER JUNCTION, AND SOUTHAMPTON.											
Cheltenham (High St.)	Gloucester W.	—	—	320	252	230	196	196	130	130	130
Gloucester W.	Swindon Town	—	—	320	280	252	220	220	154	154	154
Swindon Town	Savernake L.L. or H.L.	—	—	336	280	252	220	220	154	154	154
Savernake L.L.	Andover Junction	—	—	314	252	230	198	198	132	132	132
Savernake H.L.	Andover Junction	—	—	392	280	260	242	242	176	176	176
Andover Junction	Southampton	—	—	420	—	280	242	242	176	176	176
Southampton	Andover Town	—	—	392	—	260	242	242	176	176	176
Andover Town	Andover Junction	—	—	364	—	260	242	242	176	176	176
Andover Junction	Savernake L.L.	—	—	392	336	280	220	220	154	154	154
Savernake L.L.	Swindon Town	—	—	320	252	230	198	198	132	132	132
Savernake H.L.	Swindon Junction	—	—	392	384	310	242	242	176	176	176
Swindon Town	Swindon Junction	—	—	420	364	336	280	280	200	200	200
Swindon Junction	Gloucester W.	—	—	392	364	336	280	280	200	200	200
Gloucester W.	Cheltenham (High St.)	—	—	336	308	277	242	242	176	176	176
BRANCH LINES.											
Reading	Basingstoke	420	392	364	308	—	280	252	224	224	186
Basingstoke	Reading	420	392	364	308	—	280	252	224	224	186
Didcot	Witchester	—	—	364	308	280	280	280	—	—	—
Witchester	Didcot	—	—	364	308	280	280	280	—	—	—
Lambourn	Newbury	—	—	—	—	—	—	210	—	—	170
Newbury	Lambourn	—	—	—	—	—	—	210	—	—	170

D—28 tons extra may be taken on Troop and other heavy trains suitably timed.

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

F—With a clear run through Andover Town.

f—Engine 2955 Yeovil to Evershot 280 Tons. Weymouth to Dorchester 280 Tons.

¶—1334 Class only.

Branch Lines—continued.

CLASS OF ENGINE.

SECTION.	10XX	4003-4072 (except 4016, 4032, 4037)	29XX 78XX 43XX, 53XX 63XX, 73XX 93XX	3335-3455 4400-4410 4500-4509 5500-5574	90XX 2200-2299 32XX	0-6-0 and 0-6-0 T. 0-6-2 T. "A" Group.	2-4-0 T. Metro 0-4-2 T. 14XX 58XX 844-896	0-4-2 T. 3574, 3575, 3577 1334 1335 1386
From.	To.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Bathampton	Holt J. or Trowbridge	455	420	392	388	308	280	216
Trowbridge or Holt J.	Bathampton	455	420	420	420	392	364	308
Durston	Yeovil	—	—	308‡	270	242	220	198
Yeovil	Durston	—	—	308‡	270	242	220	176
Grafton South Jct.	Grafton East Jct.	—	—	420	420	392	364	308
Grafton East Jct.	Grafton South Jct.	—	—	420	280	260	240	170
Holt Junction	Seend	360	336	312	264	240	240	168
Seend	Devizes	316	286	264	198	176	176	168
Devizes	Patney	382	352	320	264	242	242	176
Patney	Holt Junction	382	352	380	264	242	242	176
Ludgershall	Tidworth	—	—	392	308	242	242	176
Tidworth	Ludgershall	—	—	392	308	242	242	176
Malden Newton	West Bay	—	—	—	232	—	198	154
West Bay	Bridport	—	—	—	232	—	198	132
Bridport	Malden Newton	—	—	—	185	—	156	110
Savernake L.L.	Marlborough H.L.	—	—	312	264	220	198	182
Marlborough H.L.	Savernake L.L.	—	—	312	264	220	198	154
Upway Junction	Abbotsbury	—	—	—	—	—	—	110
Abbotsbury	Upway Junction	—	—	—	—	—	—	96
Westbury	Warminster (b)	364	336	312	264	240	240	168
Warminster	Salisbury	445	408	384	386	388	240	216
Salisbury	Warminster	420	384	360	288	264	216	192
Warminster	Westbury	455	420	420	420	392	392	308
Salisbury	Portsmouth via Netley	—	—	364‡	—	—	—	—
Portsmouth	S'hamton via Netley	—	—	308‡	—	—	—	—
Southampton	Salisbury via Eastleigh or Redbridge	—	—	364‡	—	—	—	—
Weymouth Junction ..	Portland	—	—	254	188	176	176	154
Portland	Easton	—	—	—	—	—	118	96
Easton	Portland	—	—	—	—	—	176	132
Portland	Weymouth Junction	—	—	276	220	198	198	176

‡—Blue Group engines are authorized to work over this section and convey maximum load of 330 tons subject to speed restriction as shown on page 162.
 W—Only on local services at speeds not exceeding 60 m.p.h.
 ‡—43 XX Engines. b—28 Tons less if calling at Dilton Marsh Halt.

MAXIMUM LOADS FOR MAIN LINE FREIGHT TRAINS.

SECTION.		MAXIMUM ENGINE LOADS.																
WORKING LOADS.		For Group A Engines.			For Group B Engines.			For Group C Engines.			For Group D Engines.							
From.	To.	Maximum number 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.			Emp-ties.				
		Class 1 Traffic.	Class 2 Traffic.	Class 3 Traffic.	Emp-ties.	Class 1 Traffic.	Class 2 Traffic.	Class 3 Traffic.	Emp-ties.	Class 1 Traffic.	Class 2 Traffic.	Class 3 Traffic.	Emp-ties.	Class 1 Traffic.	Class 2 Traffic.	Class 3 Traffic.	Emp-ties.	
DOWN.																		
Reading	Newbury	80	40	48	60	60	46	55	69	80	50	60	75	85	66	79	99	100
Reading West Junction	Newbury	80	33	40	50	60	38	46	57	76	40	48	60	80	54	64	82	100
Newbury	Hungerford	80	38	43	54	60	42	50	63	80	45	54	68	90	60	72	90	100
Hungerford	Savernake (L.L.)	80	28	34	42	56	32	38	48	64	35	42	53	70	46	56	70	92
Savernake (L.L.)	Westbury or Heywood Rd. Jc.	80	45	54	60	60	52	62	78	80	54	65	81	95	75	90	100	100
Westbury or Heywood Rd. Jc.	Frome or Clink Road Jct.	85	30	36	45	60	34	41	51	68	37	44	56	74	49	59	74	92
Frome or Clink Road Jct.	Bruton	70	28	34	42	56	32	38	48	64	35	42	53	70	46	56	70	92
Bruton	Castle Cary	70	45	54	60	60	52	62	78	80	54	65	81	95	75	90	100	100
Castle Cary	Taunton	85	40	48	60	60	46	55	69	80	50	60	75	85	66	79	99	100
Oxford Road Junction	Bramley	70	40	48	60	60	46	55	69	80	50	60	75	85	66	79	99	100
Bramley	Basingstoke	70	29	35	44	58	33	40	50	66	36	43	54	72	50	60	75	100
Basingstoke	Oxford Road Junction	70	40	48	60	60	46	55	69	80	50	60	75	85	66	79	99	100
Patney	Devizes	60	26	31	39	52	30	36	45	60	32	38	48	64	43	52	65	86
Devizes	Bradford	60	45	54	60	60	52	62	78	80	56	67	84	95	75	89	100	100
Freshford	Bathampton	60	38	46	57	60	44	53	66	80	47	56	71	85	63	76	95	100
Chippenham	Holt Junction	60	45	54	60	60	52	62	78	80	54	65	81	95	75	89	100	100
Holt Junction	Westbury	60	30	36	45	60	32	38	48	64	35	42	53	70	46	55	69	92
Westbury	Warminster	60	15	18	23	30	17	20	26	34	19	23	29	38	25	30	38	50
Warminster	Salisbury	60	45	54	60	60	52	62	78	80	54	64	81	95	75	90	100	100
Castle Cary	Yeovil	60	37	44	56	60	43	52	65	80	46	56	70	85	61	73	90	100
Yeovil	Warminster	60	26	31	39	52	30	36	45	60	32	38	48	64	43	52	65	86
Warminster	Evershot	60	12	14	18	24	14	17	21	28	15	18	23	30	20	24	30	40
Dorchester	Dorchester	85	40	48	60	60	46	55	69	80	50	60	75	85	66	79	99	100
Dorchester	Weymouth	60	20	24	30	40	23	28	35	46	25	30	38	50	33	40	50	66

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

*—Via Westbury Loop. †—Via Frome Loop. ‡—For maximum loads for "C" and "D" trains, worked by 29XX, "Castle," 40XX, 47XX, 49XX, and 43XX engines see page 179.

MAXIMUM LOADS FOR MAIN LINE FREIGHT TRAINS—continued.

SECTION		MAXIMUM ENGINE LOADS.														
		WORKING LOADS.		For Group DX Engines.			For Group E Engines.			For Group EX Engines.						
				Class 1 Traffic.	Class 2 Traffic.	Class 3 Traffic.	Emp-ties.	Class 1 Traffic.	Class 2 Traffic.	Class 3 Traffic.	Emp-ties.	Class 1 Traffic.	Class 2 Traffic.	Class 3 Traffic.	Emp-ties.	
From.	To.	Maximum number of wagons to be conveyed except by Trains specially provided for in the Service Books or by arrangement.	80	73	87	100	100	80	96	100	100	88	100	100	100	100
DOWN.																
Reading	Newbury	80	73	87	100	100	80	96	100	100	88	100	100	100	100	100
Reading West Junction	Newbury	80	59	71	89	100	65	78	98	100	71	86	100	100	100	100
Newbury	Hungerford	80	66	79	99	100	72	86	100	100	79	95	100	100	100	100
Hungerford	Savernake (L.L.)	80	51	61	77	100	56	68	84	100	62	74	94	100	100	100
Savernake (L.L.)	Westbury or Heywood Rd. Jc.	80	83	99	100	100	90	100	100	100	99	100	100	100	100	100
Westbury or Heywood Rd. Jc.	Frome or Clink Road Jct.	85	54	65	81	100	69	72	90	100	66	79	99	100	100	100
Frome or Clink Road Jct.	Barton	70	51	61	77	100	56	68	84	100	62	74	94	100	100	100
Barton	Castle Cary	70	83	99	100	100	90	100	100	100	99	100	100	100	100	100
Castle Cary	Taunton	85	73	87	100	100	80	96	100	100	88	100	100	100	100	100
Oxford Road Junction	Bramley	70	73	87	100	100	80	96	100	100	88	100	100	100	100	100
Bramley	Basingstoke	70	55	66	83	100	68	70	88	100	74	77	97	100	100	100
Basingstoke	Oxford Road Junction	70	73	87	100	100	80	96	100	100	88	100	100	100	100	100
Patney	Devizes	60	47	56	71	94	52	62	79	100	57	68	86	100	100	100
Devizes	Bradford	60	82	97	100	100	90	100	100	100	99	100	100	100	100	100
Freshford	Bathampton	60	69	83	100	100	76	90	100	100	83	99	100	100	100	100
Chippenham	Holt Junction	60	82	97	100	100	90	100	100	100	99	100	100	100	100	100
Holt Junction	Westbury	60	51	61	77	100	56	67	84	100	62	74	92	100	100	100
Westbury	Warminster	60	25	30	38	50	30	36	45	60	30	36	45	60	60	60
Warminster	Salisbury	60	82	97	100	100	90	100	100	100	99	100	100	100	100	100
Castle Cary	Yeovil	60	67	80	100	100	77	92	100	100	84	100	100	100	100	100
Yeovil	Yetminster	60	47	56	71	94	52	62	79	100	57	68	86	100	100	100
Yetminster	Evershot	60	20	24	30	40	24	29	36	48	24	29	36	48	48	48
Evershot	Dorchester	85	73	87	100	100	80	96	100	100	88	100	100	100	100	100
Dorchester	Weymouth	60	33	40	50	66	40	48	60	60	44	53	66	66	88	88

*—Via Westbury Loop. †—Via Frome Loop

MAXIMUM LOADS FOR MAIN LINE FREIGHT TRAINS—continued.

SECTION.		MAXIMUM ENGINE LOADS.																
		WORKING LOADS.			For Group A Engines.			For Group B Engines.			For Group C Engines.			For Group D Engines.				
From.	To.	Maximum number 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.	Emp. ties.	Class 1 Traffic.	Class 2 Traffic.	Class 3 Traffic.	Emp. ties.	Class 1 Traffic.	Class 2 Traffic.	Class 3 Traffic.	Emp. ties.	Class 1 Traffic.	Class 2 Traffic.	Class 3 Traffic.	Emp. ties.
UP.																		
Weymouth	Dorchester	60	12	14	18	24	14	17	21	28	15	18	23	20	24	30	40	
Dorchester	Malden Newton	60	25	30	38	50	29	35	44	58	31	37	47	41	49	62	82	
Malden Newton	Evershot	60	20	24	30	40	23	28	35	46	25	30	38	33	40	50	66	
Evershot	Castle Cary	60	40	48	60	60	46	55	69	80	50	60	75	66	79	99	100	
Salisbury	Wylve	80	22	26	33	44	25	30	38	50	27	32	41	38	43	54	72	
Wylve	Warminster	85	24	29	36	48	28	34	42	56	30	36	45	40	48	60	80	
Warminster	Freshford	60	40	48	60	60	46	55	69	80	50	60	75	66	79	99	100	
Trowbridge	Melkham	60	25	30	38	50	29	35	44	58	31	37	47	41	49	62	82	
Melkham	Lacock	60	23	28	35	46	26	31	39	52	29	35	44	38	46	57	76	
Lacock	Chippingham	60	26	31	39	52	30	36	45	60	32	38	48	43	52	65	86	
Bathampton	Bradford	60	35	42	53	60	40	48	60	80	44	53	66	58	70	88	100	
Bradford	Westbury	60	28	34	42	56	32	38	48	64	35	42	53	46	55	69	92	
Bradford	Westbury	60	30	36	45	60	60	72	90	100	83	76	95	70	84	100	100	
Bradford—Z	Westbury	60	58	67	84	100	60	72	90	100	83	76	95	70	84	100	100	
Bradford	Holt Junction	53	25	30	38	50	29	35	44	58	31	37	47	41	49	62	82	
Holt Junction	Bromham and Rowde	50	20	24	30	40	23	28	35	46	25	30	38	33	40	50	66	
Bromham and Rowde	Devizes	50	12	14	18	24	14	17	21	28	15	18	23	20	24	30	40	
Devizes	Padney	60	22	26	33	44	25	30	38	50	27	32	41	36	43	54	72	
Basingstoke	Reading or Reading West Junction	70‡	40	48	60	60	46	55	69	80	50	60	75	66	79	99	100	
Taunton	Castle Cary	85	40	48	60	90	46	55	69	80	50	60	75	66	79	99	100	
Castle Cary	Bruton	85	22	26	33	44	25	30	38	50	27	32	41	36	43	54	72	
Bruton	Witham	85	19	23	29	38	22	28	35	46	24	29	38	32	38	48	64	
Witham	Blatchbridge Junction or Frome	85	45	54	60	60	52	62	78	90	64	65	81	65	75	90	100	
Blatchbridge Junction	Westbury or Heywood Road Jet.	85	36	43	54	60	42	50	63	80	45	54	68	60	72	90	100	
Westbury or Heywood Road Jet.	Wesbury or Heywood Road Jet.	85	28	34	42	56	32	38	48	64	35	42	53	46	55	69	92	
Wesbury or Heywood Road Jet.	Pewsey	85	36	43	54	72	42	50	63	84	45	54	68	54	65	81	100	
Pewsey	Savarnake	85	31	37	47	60	38	43	54	72	39	47	59	51	61	77	100	
Savarnake	Reading and Reading West Jet.	80	45	54	60	60	52	62	78	90	64	65	81	75	91	100	100	

‡—See also page 179.

†—Via Frome Loop.

‡—Via Westbury Loop.

Z—Assisted by Group "A" Engine—maximum "assisted" load not to exceed 70 Class 1 traffic or equivalent.

†—For maximum loads for "G" and "D" Trains, worked by 29XX, "Castle," 40XX, 47XX, 49XX and 49XX engines, see page 179.

MAXIMUM LOADS FOR MAIN LINE FREIGHT TRAINS—continued.

SECTION.		WORKING LOADS.	MAXIMUM ENGINE LOADS.											
			For Group DX Engines.				For Group E Engines.				For Group EX Engines.			
			Class 1 Traffic.	Class 2 Traffic.	Class 3 Traffic.	Emp-ties.	Class 1 Traffic.	Class 2 Traffic.	Class 3 Traffic.	Emp-ties.	Class 1 Traffic.	Class 2 Traffic.	Class 3 Traffic.	Emp-ties.
From.	To.	Maximum number of wagons to be conveyed except by Trains specially provided for in the Service Books or by arrangement.												
UP.														
Weymouth	Dorchester	60	20	24	30	40	24	29	36	48	24	29	36	48
Dorchester	Malden Newton	60	45	54	68	90	50	60	73	100	56	66	83	100
Malden Newton	Evershot	60	33	40	50	86	40	48	60	89	40	48	60	89
Evershot	Castle Cary	60	73	87	100	100	80	96	100	100	88	100	100	100
Salisbury	Wylve	80	36	43	54	72	44	53	66	88	44	53	66	88
Wylve	Warminster	85	40	48	60	80	48	58	73	96	48	58	73	96
Warminster	Freshford	60	72	87	100	100	80	100	100	100	88	100	100	100
Trowbridge	Melksham	60	45	54	68	90	50	60	75	100	55	66	83	100
Melksham	Lacock	60	38	46	57	76	48	55	69	92	46	55	69	92
Lacock	Chippenham	60	47	56	71	94	52	62	78	100	57	68	86	100
Bathampton	Bradford	60	64	77	97	100	70	84	96	100	77	92	100	100
Bradford	Westbury	60	52	62	78	100	56	67	84	100	62	74	94	100
Bradford—Z	Westbury	60	70	84	100	100	70	84	100	100	70	84	100	100
Bradford	Holt Junction	53	45	54	68	90	50	60	76	100	55	66	83	100
Holt Junction	Bromham and Rowde	50	33	40	50	66	40	48	60	80	40	48	60	80
Bromham and Rowde	Devizes	50	20	24	30	40	24	29	36	48	24	29	36	48
Devizes	Devizes	60	36	43	54	72	44	53	66	88	44	53	66	88
Basingstoke	Reading or Reading West Junction	70§	73	87	100	100	80	96	100	100	88	100	100	100
Taunton	Castle Cary	85	73	87	100	100	80	96	100	100	88	100	100	100
Castle Cary	Bruton	85	36	43	54	72	44	53	66	88	44	53	66	88
Bruton	Witham	85	32	38	48	64	38	46	57	76	38	46	57	76
Witham	Blatchbridge Junction or Frome	85	83	100	100	100	90	100	100	100	99	100	100	100
Blatchbridge Junction	Westbury or Heywood Road Jct.	85	66	79	99	100	72	86	100	100	79	94	100	100
Frome	Westbury or Heywood Road Jct.	85	51	61	77	100	56	68	84	100	62	74	94	100
Westbury or Westbury	Pewsey	85	59	71	89	100	72	86	100	100	79	94	100	100
Pewsey	Savernake	85	58	67	84	100	62	74	94	100	68	82	100	100
Savernake	Reading and Reading West Jct.	80	82	99	100	100	90	100	100	100	99	100	100	100

*—Via Westbury Loop. †—Via Frome Loop. §—See also page 179.

Z—Assisted by Group "A" Engine—maximum "assisted" load not to exceed 70 Class 1 traffic or equivalent.

MAXIMUM LOADS FOR BRANCH LINE FREIGHT TRAINS.

ASSISTED TRAINS.—See page 173.
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.

MAXIMUM ENGINE LOADS.

BRANCH.		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.	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.		Maximum No. of wagons to be conveyed except specially provided for in the Service Books or by arrangement.														
ABBOTSBURY.		14	17	21	28											
Weymouth	Abbotsbury	11	13	17	22	R 6	9	12	12							
BRIDPORT.						R 6	9	12	12							
Bridport	Weymouth															
M. Newton	M. Newton	10	12	15	20											
Bridport	Bridport	19	23	29	38											
Bridport	West Bay	18	22	27	36											
West Bay	Bridport	18	22	27	36											
CAMERTON.																
Freshford S.	Camerton	22	26	33	44	23	35	46	46							
Camerton	Freshford	40	48	60	60	41	49	62	80							
DIDCOT, NEWBURY, WINCHESTER.																
Didcot	Winchester	23	28	35	46	Z-26	31	39	52							
Winchester	Didcot	23	28	35	46	Z-26	31	39	52							
LAMBOURN VALLEY.																
Newbury	Welford Park	See Page 180.														
Welford Park	Lambourn															
Lambourn	Welford Park															
Welford Park	Newbury															
LUDGERSHALL AND TIDWORTH.																
Ludgershall	Tidworth	19	23	29	38	22	33	44	44							
Tidworth	Ludgershall	20	24	30	40	23	35	46	50							
WEYMOUTH, PORTLAND, AND EASTON.																
Weymouth J.	Portland	14	17	21	28	2-6-2	35	46	52							
Portland	Easton	10	12	15	20	17	20	26	34							
Easton	Portland	20	20	20	20											
Portland	Weymouth J.	20	24	30	40	25	30	38	50							
YEovil AND DURSTON.																
Yeovil (P.M.)	Hendford	35	42	53	60	40	48	60	80							
Hendford	Marstock	19	23	29	38	22	33	44	44							
Marstock	Athelney	60	60	60	60	46	55	69	92							
Athelney	Langport	40	48	60	60	46	55	69	92							
Langport	Marstock	26	31	39	52	30	36	45	60							
Marstock	Hendford	20	24	30	40	23	28	35	46							
Hendford	Yeovil (P.M.)	40	48	60	60	46	55	69	92							
YEovil TOWN & JUNCTION.																
Yeovil Town	Yeovil Junction	22	26	33	44	25	30	38	50							
Yeovil Junction	Yeovil Town	40	48	60	60	46	55	69	92							

STANDARD ENGINE LOADS FOR FREIGHT TRAINS RUN AS "PARTLY VACUUM FITTED" "C" AND "D" HEAD LAMP TRAINS.

The instructions contained herein do not in any way affect or remove the prohibition placed by the Chief Engineer in 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" HEAD LAMP.			"D" HEAD LAMP.			
From	To	10XX	49XX, 59XX 69XX	43XX, 53XX, 63XX, 73XX, 93XX, 78XX,	47XX	49XX, 59XX 69XX	43XX, 53XX, 63XX, 73XX, 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 TRAIN S.								
Reading..	Castle Cary	} via Lav ington	70	67	64	70	70	64
..	Taunton							
Castle Cary ..	Yetminster		70	67	64	70	70	64
Yetminster ..	Evershot		35	33	30	35	33	30
Evershot ..	Dorchester		70	67	64	70	70	64
Dorchester ..	Weymouth	58	55	50	58	55	50	
Patney ..	Bradford	} via De vizes	70	67	64	70	70	64
..	Bathampton		70	67	64	70	70	64
Chippenham ..	Westbury	} via Holt	70	67	64	70	70	64
..	Holt							
Reading..	Basingstoke		70	67	64	70	70	64
UP TRAINS.								
Taunton ..	Castle Cary	70	67	64	70	70	64	
Castle Cary ..	Bruton	64	60	54	64	60	54	
Bruton ..	Witham	57	53	48	57	53	48	
Witham ..	Reading..	} via Lav ington	70	67	64	70	70	64
..	ington							
Weymouth ..	Dorchester	85	83	80	85	83	80	
Dorchester ..	Malden Newton	70	65	60	70	67	62	
Malden Newton ..	Evershot	56	53	50	56	53	50	
Evershot ..	Castle Cary	70	67	64	70	70	64	
Bathampton ..	Bradford	70	67	64	70	70	64	
Bradford ..	Holt Junction	70	67	62	70	70	62	
Holt Junction ..	Devizes	35	33	30	35	33	30	
Devizes ..	Patney	64	60	54	64	60	54	
Westbury ..	Chippenham	70	62	57	70	62	57	
* For	Trains given a thro ugh run past		Melksham.					
Basingstoke	Reading..	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 Loads of Freight Trains."

MAXIMUM LOADS OF FREIGHT TRAINS BETWEEN READING WEST JCT., BRAMLEY, AND BASINGSTOKE

Loads of Freight Trains not to exceed 50 ordinary wagons in length between Reading West Junction and Bramley, unless the consent of Reading Control is first obtained, and it can be ascertained that a clear run can be given the trains concerned to Southcoate Junction.

From Bramley to Basingstoke (W.R.), by arrangement, the loads of Freight Trains may be made up to 70 wagons in length according to the class of engine provided, but the loads of through trains to the Southern Region should not exceed 50 wagons.

MAXIMUM ENGINE LOADS—LAMBOURN BRANCH.

Class of Engine.	From	To.	Maximum Working Load.	Class of Traffic.			
				1	2	3	Empties.
1334	Didcot	Newbury	—	18	22	27	36
1334	Newbury	Didcot	—	18	22	27	36
1334	Newbury	Boxford	30	14	17	21	28
1334	Boxford	Welford Park	30	16	19	24	32
1334	Welford Park	Lambourn	30	18	22	27	36
1334	Lambourn	Welford Park	30	26	26	30	30
1334	Welford Park	Boxford	30	18	22	27	36
1334	Boxford	Newbury	30	18	22	27	30
1334	Newbury	Boxford	30	17	20	26	30
1334	Boxford	Welford Park	30	19	23	29	38
Branch Engine 19XX	Welford Park	Lambourn	30	22	26	30	30
	Lambourn	Welford Park	30	30	30	30	30
	Welford Park	Boxford	30	22	26	33	44
	Boxford	Newbury	30	22	26	30	30
	Newbury	Boxford	30	14	17	21	28
0-6-0 Standard Goods Engines	Boxford	Welford Park	30	17	20	26	34
	Welford Park	Lambourn	30	14	17	21	28
	Lambourn	Welford Park	30	14	17	21	28
	Welford Park	Boxford	30	45	54	68	90
	Boxford	Newbury	30	14	17	21	28

SHUNTING ENGINES—LONDON DIVISION.

STATION.	Engine No.	Starting time.	Authorised Hours.							Total per week.		Full details of work performed. Times engine is changed and how despatched to shed, i.e., light or working a train.
			Mon.	Tues.	Wed.	Thur.	Fri.	Sat.	Sun.			
										H.	M.	

PASSENGER SHUNTING POWER.

Newbury (Town)	1	6.0 a.m.	3	3	3	3	3	3	—	18	0	Light off Didcot Shed at 4.0 a.m. Released at 9.0 a.m. for Freight Shunting in Town Yard. SX Off 8.15 a.m. Paddington. Released at 3.30 p.m. to work 4+30 p.m. Racecourse (4.46 p.m. Aldermaston) Staff Train to Paddington. SO Light ex Town Yard at 10.0 a.m. Released at 3.30 p.m. for Freight Shunting at Racecourse.
		10.0 a.m.	5½	5½	5½	5½	5½	5½	—	33	0	
	Total hours per week.									51	0	

FREIGHT SHUNTING POWER.

Reading (Reading Central).	—	6.10 a.m.	11	11	11	11	11	7½	—	62	45	Works 5.50 a.m. West Junction to Coley, then shunts until working 12.30 p.m. Coley to West Junction and 2.30 p.m. West Junction to Coley. Then shunts until working 7.35 p.m. Coley to West Junction. On Saturdays works 5.50 a.m. to Coley, 1.0 p.m. to Reading West Junction, 2.30 p.m. to Coley and 3.45 p.m. to Reading West Junction.
Basing-stoke.	—	2.0 p.m.	16	16	16	16	16	16	6	96	0	Freight and passenger shunting, to and from Shed light. To Shed 6.0 a.m. daily.
Newbury (Race-course.)	—	8.35 a.m.	10½	15½	15½	15½	15½	14½	4½	91	0	Light ex Newbury Town at 8.30 a.m. Works 10.5 a.m. (SX) Newbury Racecourse to Hungerford and 2.0 p.m. (SX) ex Hungerford. On Saturdays works 9.30 a.m. trip to Newbury Town, then for passenger shunting until 3.30 p.m. Stale engine works 5.55 a.m. (MX) Newbury to Reading Freight. On Sundays works 4.15 a.m. trip to Newbury Town and light to Reading Shed at 5.0 a.m.
Newbury (Town).	1	9.30 a.m.	14½	20½	20½	20½	20½	20½	6	123	0	Light Engine ex Didcot 4.0 a.m. performs passenger shunting until 9.30 a.m. then shunts in Town Yard until 6.0 a.m. next day and works 6.45 a.m. (Week-days) Newbury to Didcot Passenger. Light Engine ex Reading 5.0 a.m. and calls at Racecourse to pick up Shunter. After shunting at Newbury Town proceeds light to Racecourse at 8.30 a.m. and becomes Racecourse engine.
	2	6.15 a.m.	2½	2½	2½	2½	2½	2½	—	13	30	
Total hours per week										136	30	

SHUNTING AND BANKING ENGINES— BRISTOL DIVISION.

PASSENGER SHUNTING.

Station.	Engine No.	Starting and Finishing Times.		Authorized Hours.								Total Hours per week H. M.	Particulars of Work.
		Starting.	Finishing.	Mon. H. M.	Tues. H. M.	Wed. H. M.	Thur. H. M.	Fri. H. M.	Sat. H. M.	Sun. H. M.			
Westbury.	1	5.30 a.m.	1. 0 a.m.	19 30	19 30	19 30	19 30	19 30	—	—	97 30	Shunting.	
		Saturdays 5.30 a.m.	excepted 2.30 a.m.	—	—	—	—	—	18 30	2 30	21 0	Shunting.	
		Saturdays 9. 0 a.m.	Sundays 1. 0 p.m.	—	—	—	—	—	—	4 0	4 0	Shunting.	
		4. 0 p.m.	9.30 p.m.	—	—	—	—	—	—	5 30	5 30	Shunting.	
A													
Weymouth	1	6. 0 a.m.	12.0 m'night	18 0	18 0	18 0	18 0	18 0	18 0	—	108 0	Shunting.	
		9. 0 a.m.	12.0 m'night	—	—	—	—	—	—	15 0	15 0	Shunting.	
		2. 0 a.m.	4. 0 a.m.	2 0	—	—	—	—	—	—	2 0	Shunting.	

A—On Sundays the engine of the 10.25 p.m. Warminster, after disposal of train to Sidings to be utilised to dispose of 10.5 p.m. Salisbury Coaches to Sidings, thence to Shed.

FREIGHT SHUNTING.

STATION.		Hours per week.
Bridport.	No. 1 Engine. Mondays to Fridays, 8.45 a.m. to 11.45 a.m. Saturdays 8.45 a.m. to 1.0 p.m. Works 6.30 a.m. (Passenger) Bridport to Maiden Newton and 8.7 a.m. (Mixed) Maiden Newton to Bridport (arrive 8.34 a.m.) and 12.0 noon SX, 1.15 p.m. SO, Bridport to West Bay and back, thence to Shed.	19½
	No. 2 Engine. Weekdays, 5.0 p.m. to 6.45 p.m. Works 4.30 p.m. Passenger, Maiden Newton to Bridport and 7.0 p.m. Freight, Bridport to Maiden Newton.	10½
Castle Cary.	No. 1 Banking and Shunting Engine. Weekdays, 8.0 a.m. to 4.30 p.m. Ex Yeovil Shed 7.40 a.m., shunts at Sparkford 8.0 a.m. to 9.0 a.m., thence to Castle Cary. To shunt at Castle Cary and bank as required. To Yeovil Shed at 4.30 p.m.	51
	No. 2 Engine—Bank Engine. Mondays to Fridays, 9.50 p.m. to 9.10 a.m. Light Engine ex Yeovil Shed at 9.30 p.m., to call at Sparkford to detach and berth empty milk tanks off 8.50 p.m. Westbury Passenger. When engine required immediately at Castle Cary for banking purposes, Castle Cary Signalman to advise Sparkford who must arrange for the engine to proceed direct to Castle Cary. The empty milk tanks must then be detached into the Down Refuge Siding and berthed by No. 1 Castle Cary Bank Engine the following morning. Returning at 4.20 a.m. Relieved at 4.0 a.m. by engine ex Yeovil Shed at 3.0 a.m. Latter engine works 9.20 a.m. Castle Cary to Durston and back.	56½
	No. 3 Engine—Bank Engine. Saturdays, 8.45 p.m. to 5.0 a.m. Works 6.50 p.m. Westbury to Castle Cary (arrive 8.30 p.m.). To Westbury Shed at 5.0 a.m.	8½
Devizes.	No. 1 Engine. Mondays to Fridays, 11.45 a.m. to 5.0 p.m.; Saturdays, 11.45 a.m. to 1.0 p.m. Mondays to Fridays works 10.30 a.m. Holt to Devizes (arrive 11.30 a.m.) and 5.10 p.m. Devizes to Westbury. Proceeds to Bromham at 2.0 p.m. and returns at 2.25 p.m. to Devizes. Saturdays works 10.30 a.m. Holt to Devizes (arrive 11.30 a.m.) and 1.10 p.m. Devizes to Westbury.	27½
Dorchester.	No. 1 Engine. Weekdays, 6.30 a.m. to 10.0 a.m. and 11.30 a.m. to 1.0 p.m. Works 6.0 a.m. Staff Weymouth to Dorchester (arrive 6.15 a.m.). Also performs Passenger shunting required and works 8.6 a.m. Dorchester W.R. to S.R. and back and 8.30 a.m. (RR) Dorchester W.R. to Dorchester Junction and back. Light engine to Weymouth at 10.10 a.m. for 10.45 a.m. (Passenger) Weymouth to Dorchester. To Weymouth Shed at 1.15 p.m.	30
Freshford.	No. 1 Engine. Mondays to Thursdays, 7.45 a.m. to 9.15 a.m. Light Engine from Westbury Shed at 7.10 a.m. Works 9.30 a.m. Freshford to Camerton and back, Fridays 9.30 a.m. to 11.15 a.m. Light Engine from Westbury Shed at 9.0 a.m., works 11.30 a.m. Freshford to Camerton and back.	7½

SHUNTING AND BANKING ENGINES

Bristol Division—continued.

STATION.		Hours per week.
Frome.	No. 1 Engine—North End Pilot. Weekdays, 5.15 a.m. to 7.30 p.m. Assists to Mells Road. 7.0 a.m. Frome to Midsomer Norton and Welton. Works 8.5 a.m. Mells Road to Frome. Proceeds to Frome South at 12.45 p.m., shunts Mileage Sidings and relieves No. 2 Engine. Returns to Frome North at 3.0 p.m. Works Trips to Quarry Sidings and back, as necessary. No. 2 Engine—South End and Passenger Pilot. Weekdays, 6.0 a.m. to 12.50 p.m.; Weekdays, 7.50 p.m. to 9.50 p.m. Works 1.10 p.m. (Passenger) Frome to Bristol (Temple Meads) and 6.15 p.m. (Passenger) Bristol (Temple Meads) to Frome (arrive 7.22 p.m.). Shunts Goods Shed and performs Passenger shunting required and also works trips to Express Dairies, Ltd. Private Sidings as necessary.	85½ 53
Holt.	No. 1 Engine—Banking and Shunting Engine. Weekdays, 2.35 a.m. to 10.15 a.m. Light ex Westbury Shed at 2.10 a.m. to Freshford. Assists 1.45 a.m. MX, 2.0 a.m. MO, East Depot to Reading to Devizes, shunts for approx. 20 minutes at Devizes, then light to Holt, shunt as required and works 10.30 a.m. Holt to Devizes. No. 2 Engine—Shunting Engine. Mondays to Fridays, 3.45 p.m. to 6.15 p.m. Works 2.50 p.m. Freshford to Holt (arrive 3.28 p.m.) and 6.30 p.m. Holt to Melksham.	46 12½
Maiden Newton.	No. 1 Engine. Weekdays, 7.45 p.m. to 10.15 p.m. Works 7.0 p.m. Bridport to Maiden Newton (arrive 7.30 p.m.) and 10.30 p.m. (ThSX). 11.15 p.m. (ThSO), Maiden Newton to Bridport.	15
Melksham.	No. 1 Engine. Weekdays, 6.30 a.m. to 8.0 a.m., 10.10 a.m. to 10.55 a.m. Also performs Passenger shunting in connection with Milk traffic. Works 5.40 a.m. Trowbridge to Melksham (arrive 6.8 a.m.). Light Engine to Holt Junction at 8.15 a.m. and work 9.5 a.m. thence to Staverton and back, returning to Melksham at 10.3 a.m., light engine to Holt Junction at 11.0 a.m., work 11.20 a.m. thence to Freshford. No. 2 Engine. Mondays to Fridays, 5.15 p.m. to 7.15 p.m. Also performs Passenger shunting in connection with Milk traffic. Light Engine ex Chippenham. Works 7.30 p.m. (SX) Melksham to Swindon. No. 3 Engine. Mondays to Fridays, 6.40 p.m. to 9.20 p.m.; Saturdays, 2.10 p.m. to 7.40 p.m. Also performs Passenger shunting required in connection with Milk traffic. Mondays to Fridays, works 6.30 p.m. Holt to Melksham (arrive 6.38 p.m.) and 9.40 p.m. Melksham to Westbury. Saturdays, Light Engine ex Holt 1.45 p.m. Works 7.45 p.m. (SO) Melksham to Westbury. No. 4 Engine. Sundays, see Trowbridge Pilot.	13½ 10 19 —
Salisbury.	No. 1 Engine. Weekdays, 8.0 a.m. to 4.0 p.m. Mondays to Fridays, 8.0 p.m. to 4.0 a.m. Saturdays only, 8.0 p.m. to 6.0 a.m. (Sundays). No. 2 Engine. Weekdays, 5.10 p.m. to 5.40 p.m. Works 5.50 p.m. Salisbury to Westbury.	98 3
Swindon Town.	No. 1 Engine. Weekdays, 7.30 a.m. to 6.0 p.m. Also performs Passenger shunting required. Works 6.34 a.m. (Passenger) Cirencester (Watermoor) to Swindon Town SX (arrive 7.3 a.m.) and 6.5 p.m. (Passenger) Swindon Town to Cirencester (Watermoor). SX	63
Trowbridge.	No. 1 Engine. Weekdays, 5.30 a.m. Mondays to 2.30 a.m. Sundays; Sundays, 11.0 a.m. to 5.45 p.m. On Weekdays also performs Passenger shunting necessary. On Sundays utilized for Passenger shunting only. Light Engine to Melksham at 11.20 a.m. to shunt in connection with Milk traffic. Arrives back at Trowbridge at 1.0 p.m.	147½
Warminster.	No. 1 Engine. Weekdays, 3.15 p.m. to 6.15 p.m. 2½55 p.m. ex Westbury Shed, shunts at Warminster and Beechgrove Sidings and works 6.30 p.m. Warminster to Westbury.	18

SHUNTING AND BANKING ENGINES

Bristol Division—continued.

STATION.		Hours per week.
Westbury.	No. 1 Engine—Down Side Pilot. Continuously 6.0 a.m. Monday to 6.0 a.m. Sunday.	144
	No. 2 Engine—Up Side Pilot. Continuously 8.0 a.m. Monday to 2.0 p.m. Sundays. Between 6.0 a.m. and 2.0 p.m. Sundays to work as necessary on the Up and Down Sides and between 10.0 a.m. and 2.0 p.m. Sundays to assist trains to Warminster, if required.	150
	No. 3 Engine—Bank Engine. Continuously 5.0 a.m. Mondays to 6.0 a.m. Sunday. Assists trains between Freshford and Westbury and between Westbury and Upton Scudamore as required.	145
Weymouth.	No. 1 Engine—Goods Yard Pilot. Continuously, 6.0 a.m. Monday to 5.30 a.m. Sunday.	143½
	No. 2 Engine—Tramway Engine. Continuously, 6.0 a.m. Monday to 6.0 a.m. Sunday. Works trips to Weymouth Quay and back as required.	144
	No. 3 Engine—Tramway Engine. Weekdays 9.30 a.m. to 4.30 p.m. (or finish). Works trips to Weymouth Quay and back as required.	42
Yeovil.	No. 1 Engine—Pen Mill Shunting and Banking Engine. Mondays, 6.30 a.m. to 3.30 a.m.; Tuesdays to Fridays, 4.45 a.m. to 3.30 a.m.; Saturdays, 4.45 a.m. to 7.0 a.m.; Sundays, 10.30 a.m. to 1.0 p.m., then work 1.20 p.m. Yeovil (P.M.) to Thorney. (Sundays).	140½
	No. 2 Engine—Pen Mill Shunting Engine. Weekdays, 6.30 a.m. to 11.30 a.m. Also performs Passenger shunting if necessary.	30
	No. 3 Engine—Pen Mill Shunting Engine. Mondays to Fridays, 1.20 p.m. to 5.0 p.m.; Saturdays 12.0 noon to 5.0 p.m. Also performs Passenger shunting if necessary.	23½
	No. 4 Engine—Pen Mill Shunting Engine. Weekdays, 5.30 p.m. to 8.30 p.m. Works 3.15 p.m. SX Langport West to Yeovil (P.M.) (arrive 5.10 p.m.). 3.32 p.m. SO Thorney to Yeovil (P.M.), Milk (arrive 5.5 p.m.) and 8.45 p.m. Transfer, Yeovil (P.M.) to Yeovil Junction and back.	18
	No. 5 Engine—Hendford Shunting Engine. Mondays to Fridays, 6.45 a.m. to 6.45 p.m.; Saturdays 6.45 a.m. to 12.0 noon, and 2.0 p.m. to 3.30 p.m. Works 6.15 a.m. Yeovil (P.M.) to Hendford (arrive 6.25 a.m.) and 7.0 p.m. SX, 3.35 p.m. SO, Hendford to Yeovil (P.M.), also on Saturdays 12.7 p.m. Yeovil (P.M.) to Yeovil Town and 1.8 p.m. Yeovil Town to Yeovil (P.M.).	66½

POINT-TO-POINT TIMES FOR BANK ENGINES RETURNING LIGHT.

Warminster to Westbury	11 mins.	Wootton Bassett Incline to Trowbridge ..	43 mins.
Upton Scudamore to Westbury	8 "	Trowbridge to Westbury	9 "
Brewham to Westbury	28 "	Westbury to Trowbridge	9 "
Brewham to Castle Cary	14 "	Savernake (Low Level) to Westbury ..	55 "
Bincombe Tunnel to Weymouth	10 "	Devizes to Holt Junction	18 "
Thingley Junction to Trowbridge	25 "	Trowbridge to Bradford-on-Avon	8 "
Wootton Bassett Station to Trowbridge ..	47 "	Evershot to Yeovil	22 "
		Andoversford to Charlton Kings	13 "

MAXIMUM LOADS FOR AUTO ENGINES

The tonnage loads shown in the "Standard Loads Table," do not apply when Auto-Car services are being worked by engines of the 14XX, 54XX and 64XX classes, the authorized loads for which are specially laid down separately, in accordance with the instructions in Clause 19, page 130, of the General Appendix, viz:

GRADIENT.	AUTO ENGINES.		
	2-4-0T	0-4-2T	0-6-0T
	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

CLASSIFICATION OF SPECIAL WAGONS, EMPTY AND LOADED. SHEWING THEIR RELATIONSHIP IN WEIGHT TO A CLASS 3 LOADED WAGON.

CODE.	DESCRIPTION.	Maximum Length over Buffers of Vehicle.		Maximum Carrying Capacity of Vehicle.	Maximum Tare of Vehicle.		EQUALS.		
		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	
Bobol A	Bolster Wagon	38	0	30	16	0	2	5	
Bobol A	Bolster Wagon	38	0	25	14	3	1	4	
Bobol C	Bolster Wagon	48	0	30	15	6	2	5	
Bocar A (8 wheels)	Motor Car Body Truck	50	11	5	16	5	2	2	
Bocar B (4 wheels)	Motor Car Body Truck	36	5	5	8	6	1	1	
Borail 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	9	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	3	9	
Crocodile J	Well Trolley	57	0	50	28	6	3	8	
Crocodile K	Well Trolley	49	0	10	17	2	2	3	
Crocodile L	Well Trolley	89	6	120	82	2	8	20	
Crocodile M	Well Trolley	65	6	12 or 20	21	3	2	3 or 4	
Damo A†	Covered Motor Car Truck	33	4	10	11	2	1	2	
Damo B*	Covered Motor Car Truck	23	4	10	8	19	1	2	
Double	Bolster Wagon	28	6	14	8	18	1	2	
Flatcase	Flat Wagon fitted with two bolsters and chains	19	6	12	5	18	1	2	
Gane (Engineering Dept.)	Rail and Timber Wagon	48	0	40	18	0	2	6	
Gane A (Engineering Dept.)	Rail and Timber Wagon	65	0	40	22	5	2	6	
Grain Van	Grain Hopper	24	6	20	12	16	1	3	
Grano	Grain Hopper Wagon (covered)	22	6	20	10	5	X	3	
Hydra	Well Truck	29	2	8	7	13	X	2	
Hydra C	Well Truck	34	2	5	7	10	1	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 B, 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	4	
Loriot P	Well Trolley	33	0	25	13	0	1	4	
Loriot R	Well Truck	43	0	25	16	17	2	4	
Loriot W	Well Trolley	34	0	20	12	10	1	3	
Loriot Y	Well Trolley	35	0	25	14	0	1	4	
Mogo*	Covered Motor Truck	20	6	12	7	14	X	2	
Morel	Propeller Wagon	28	0	25	10	12	1	4	
Morel A	Propeller Wagon	28	0	20	10	14	1	3	
Parrot	—	63	0	20	18	14	2	4	
Pollen A	Girder Wagon	52	1	40	16	16	2	6	
Pollen B	Girder Wagon	52	11	60	24	10	2	8	
Pollen C	Girder Wagon	42	6	40	14	14	1	5	
Pollen D	Girder Wagon	41	3	40	15	16	2	6	
Pollen E	When used as Gun Wagons, 4 per set	85	6	100	51	5	5	15	
Pollen E	When used as Girder Wagons, 2 per set	46	6	60	21	12	2	8	
Rectank	Flat-top with ramp at each end	37	0	38	14	10	1	5	
Roll Wagon	10-ton to 15-ton	23	0	15	9	11	1	2	
Roll Wagon	30-ton (21999)	29	1‡	30	15	16	2	5	
Signal Dept. Wagon	10-ton	23	0	10	5	11	X	2	
Signal Dept. Wagon	14-ton	28	0	14	6	11	X	2	
Single	Single Bolster Wagon	19	6	12	5	18	1	2	
Sleeper (Chaired Wagon)	18-ton	35	5	18	11	16	X	3	
Sleeper Wagon	10-ton to 14-ton	31	6	14	7	17	1	2	
Sleeper Wagon	Fall-down Sides	34	6	14	8	12	X	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 Wagons short-coupled in pairs	37	2	18	12	0	1	3	
Vanfit	Large Covered Goods Van	31	6	10	9	10	1	2	
—†	10-ton to 14-ton Tank Car	20	6	14	10	0	1	2	
—	20-ton Tank Car	24	6	20	12	10	1	3	
—**	40-ton (Ministry of Food) Tank Car	33	10	25 to 40	24	0	2	4 or 6	

For Notes see next page.

CLASSIFICATION OF SPECIAL WAGONS, EMPTY AND LOADED—continued.

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 ft. over buffers in order to conform with the maximum length of train over sections which the train works. See also Clause 13, "Instructions for Calculating Loads of Freight Trains," (page 186).

**—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 : Borail 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.

TABLE FOR COMPUTING MAXIMUM ENGINE LOAD 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.

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 173 to 178.
- (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,	China Clay,	Granite,	Metal Sheets,	Sand,
Ballast,	China Stone,	Gravel,	Pig Iron,	Steel Bars,
Bricks,	Copper,	Lime,	Rails,	Tarmac,
Cement,	Dolomite,	Ironstone,	Roadstone,	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 173 to 178 apply (with a few exceptions specially indicated) to ordinary freight wagons. Wagons of larger dimensions must be calculated as under:

WHEN LOADED.

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

WHEN EMPTY.

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

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.

20-ton vehicle:

As one 12-ton loaded Class 1 traffic

14-tonners:

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

15-ton vehicle:

As one 10-ton loaded Class 1 traffic.

Note.—Wagons of 20, 21 and 22-ton capacity are shown in special tables on page 185.

- (7) Special class wagons such as "Crocodiles," "Borails," "Oil Tanks," etc., when loaded and empty are to be calculated as shown in tables on pages 184 and 185.
- (8) Mixed loads should be calculated upon the basis of the traffic which forms the greatest proportion of the train, e.g.

A Train composed of:	Traffic forming greatest proportion of train.	Equivalent load of train in Class 3 traffic.
10 wagons Class 1 5 wagons Class 2 25 wagons Class 3 4 wagons empty	Class 3	10 wagons Class 1 equal 15 Class 3 5 wagons Class 2 equal 6 Class 3 25 wagons Class 3 equal 25 Class 3 4 empty wagons equal 3 Class 3 Total 49 Class 3

- (9) A Ready Reckoner is given on page 187 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, authorized for engines of the 43XX, 78XX, 29XX, 49XX, 59XX, 40XX, 68XX, 47XX, and "Castle" types in the table shown on page 179 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, former 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" Head Lamps.
- (12) Class 1 and 2 traffic; former 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 "D" Head Lamps.
- (13) In addition to the foregoing, when calculating the load of Freight Trains, allowance must be made for all wagons which are longer than ordinary wagons, i.e., exceeding 21 feet over buffers, and train advices must include the following information:
 - (a) Total number of wagons.
 - (b) Equal to(No.) of Class (1, 2 or 3).
 - (c) Length (on ordinary wagon basis, 21 feet over buffers).
 - (d) Class of Engine and Engine number.

Examples:

38 equal 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.Vs.) BY RAIL. CALCULATION FOR FREIGHT TRAIN LOADING PURPOSES

Vehicle.	Dimensions.		Maximum Capacity.	Tare Weight.		Equivalent to following Class 3 traffic.		
						When Empty.	Loaded with 1 Tank.	Loaded with 2 Tanks.
	Ft.	Ins.	Tons.	Tons.	Cwts.			
Rectank	37	0	38	14	10	2-3	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 1 Tank.	Loaded with 2 Tanks.	Loaded with 1 Tank.	Loaded with 2 Tanks.
Tetrarch	3	3	3	4
"U.S." Locust	3	3	3	4
Harry Hopkin	3	4	3	4
Stuart M.1	3	4	4	5
Stuart M.2	3	5	4	5
Stuart M.5	3	5	4	5
Valentine, Valentine, D.D., "U.S." Chaffee, Covenanter, Crusader	—	—	4	6
Matilda	—	—	5	8
Over 26T. 10C. in weight..	—	—	6	—

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

Codes of Vehicles.	Maximum length over buffers.	Codes of Vehicles.	Maximum length over buffers.	Codes of Vehicles.	Maximum length over buffers.
	ft. in.		ft. in.		ft. in.
B	43 1	CCT	31 0½	Parcels Vans	31 11
B	51 1	CCT	32 1	Pasfruits C	25 5
B	51 7	CCT	33 11	Pasfruits D	31 11
BG	43 1	Giants	53 7	SCV	29 5
BG	60 0	Hydras	29 2	Siphons	31 0½
BG	60 1	Hydras C	34 2	Siphons C	32 1
BG	60 6½	Hydras D	31 11	Siphons F	43 7
BG	63 4½	Insixfish	34 5	Siphons G	53 7
BG	60 6½	Monsters	53 7	Siphons H	53 7
BG	63 6½	Monsters	53 8	Siphons J	53 7
Bloaters	31 11				

READY RECKONER. SHOWING RELATIONSHIP OF DIFFERENT CLASSES OF TRAFFIC TO EACH OTHER

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

The above table is for the guidance of staff in computing the equivalent of mixed loads to Class 1, 2, or 3 Traffic or Empties. Where variations occur between calculations obtained by the Ready Reckoner and the Maximum Loads shown on pages 173 to 178, the latter must be strictly adhered to.

REFUGE SIDINGS AND LOOPS.

STATION.	Refuge Sidings.	Running Loops.	No. of 10-ton Wagons Siding or Loop holds in addition to Engine and Van.	STATION.	Refuge Sidings.	Running Loops.	No. of 10-ton Wagons Siding or Loop holds in addition to Engine and Van.
DOWN.				UP.			
Theale	1	—	47	Evershot	1	—	48
Ufton Crossing	—	1	290	Castle Cary	1	—	39
Bulls Lock	—	1	80	Castle Cary	—	1	80
Newbury	—	2	156	Witham	—	1	88
Hungerford	—	1	80	Westbury	—	1	193
Savernake (L.L.)	1	—	40	Wilton	1	—	30
Woodborough	—	1	80	Wylve	1	—	57
Thingley Junction	1	—	51	Codford	—	1X	68
Lacock	—	1Z	65	Heytesbury	1	—	44
Freshford	—	1	85	Freshford	—	1	95
Trowbridge	—	1	174	Lacock	—	1	62
Westbury	1	—	50	Lavington	—	1	80
Westbury	—	1	74	Woodborough	—	1	89
Heytesbury	1	—	33	Savernake (L.L.)	1	—	42
Codford	—	1Y	67	Hungerford	1	—	39
Wylve	1	—	57	Enborne Junction	—	1	97 (c)
Wilton	1	—	39	Newbury Race Course	—	1	80
Frome North	1	—	68	Thatcham West	—	1	111
Witham	—	1	91	Aldermaston	—	1	290
Bruton	1	—	60	Theale	1	—	100
Castle Cary	—	1	60	CHELTENHAM SPA, SWINDON & ANDOVER JUNCTION			
Sparkford	1	—	47	Withington*	—	1 (a)	60
Yetminster	1	—	45	Foss Cross*	—	1 (a)	60
Evershot	1	—	34	Cirencester W.*	—	1 (a)	60
Maiden Newton	1	—	40	South Cerney	—	1 (a)	60
Dorchester	1	—	35	Cricklade	—	1 (a)	60
CHELTENHAM SPA, SWINDON AND ANDOVER JCT.				Rushey Platt	—	1	60
Grafton	1	—	60	Swindon Town	—	1 (a)	67 (b)
Ludgershall	1	—	38	Chiseldon	—	2 (d)	— (d)
Weyhill	1	—	40	Ogbourne	—	1 (a)	65
BASINGSTOKE BRANCH				Marlborough	—	1 (a)	57
Pound Green	—	1	80	Savernake H.L.	1	—	42
				Grafton South	1	—	28g
				Collingbourne	1	—	35
				Ludgershall	1	—	15

(a) Crossing Loops. (b) One Loop for Up or Down Trains.

(c) 80 wagons only for trains off Branch.

(d) Up Platform Loop 28, Up Loop 37, both Up Loops combined 79.

g—Via Savernake (Low Level).

X—Sherrington Crossing to Codford.

Y—Codford to Sherrington Crossing.

Z—On Up Side. *Length of each Loop 400 yards.