

CADOXTON, LLANTRISANT AND ST. FAGANS TO TREFOREST JUNCTION AND TREHAFOD JUNCTION. Up Trains.

Mile Post Mileage from Mwyndy Junction.		Distance.		Distance from Cadoxton, also Mile Post mileage.		Distance from Clarece Road.		STATIONS.	Gradient 1 in	Time allowances for Freight Trains.				B		B
M.	C.	M.	C.	M.	C.	M.	C.			Stop.	Start.	Ex press.	Ordin- ary.	arr. a.m.	dep. a.m.	
1	16	0	68	—	—	—	—	LLANTRISANT	319 R	—	1	—	—	—	—	7.36
1	2	1	8	—	—	—	—	Cowbridge Road Crossing	L	1	3	—	—	—	—	Barry
1	40	1	46	—	—	—	—	Maesrau Junction Ground Frame	400 R	—	—	3	—	—	—	Pontypridd
2	5	2	11	—	—	—	—	CROSS INN	50 R	1	2	—	—	—	—	Pass.
2	47	2	53	—	—	—	—	Common Branch Junction	L	1	1	—	—	—	—	
3	3	3	56	—	—	—	—	Beddau Halt	220 R	1	1	—	—	—	—	
3	0	3	6	—	—	—	—	Cwm Colliery Junction	L	1	1	—	—	—	—	
3	48	3	54	—	—	—	—	LLANTWIT FARDRE	264 F	1	2	—	—	—	—	
4	22	4	26	—	—	—	—	CHURCH VILLAGE	69 F	—	—	—	—	—	—	
—	—	—	—	—	—	—	—	Stop Board	—	—	—	—	—	—	—	
—	—	—	—	—	—	—	—	Cadoxton	400 F	1	1	—	—	—	—	7.49
—	—	—	—	—	—	—	—	WENVOE	400 F	1	1	—	—	—	—	7.53
—	—	—	—	—	—	—	—	Drope Junction	—	—	—	—	—	—	—	
—	—	—	—	—	—	—	—	Peterston Junction	229 F	1	—	—	—	—	—	
—	—	—	—	—	—	—	—	CARDIFF { Clarence Road	—	—	—	—	—	—	—	
—	—	—	—	—	—	—	—	Penarth Curve East	L	—	—	—	—	—	—	
—	—	—	—	—	—	—	—	Ninian Park Platform	—	—	—	—	—	—	—	
—	—	—	—	—	—	—	—	Leckwith Junction	L	—	—	—	—	—	—	
—	—	—	—	—	—	—	—	ELV.	208 R	—	—	—	—	—	—	
—	—	—	—	—	—	—	—	ST. FAGANS	—	—	—	—	—	—	—	
—	—	—	—	—	—	—	—	Tynycaeu Junction	89 R	1	2	—	—	—	—	
—	—	—	—	—	—	—	—	Walnut Tree West	—	—	—	—	—	—	—	
—	—	—	—	—	—	—	—	Penrhos Lower Junction	—	—	—	—	—	—	—	
—	—	—	—	—	—	—	—	CREIGIAU	120 R	1	1	—	—	—	—	8.74
—	—	—	—	—	—	—	—	EFAILL ISAF	1006 F	1	1	—	—	—	—	8.13
—	—	—	—	—	—	—	—	Tonteg Halt	—	—	—	—	—	—	—	
5	20	5	26	—	—	—	—	Tonteg Junction	69 F	—	—	—	—	—	—	8.17
5	28	5	34	—	—	—	—	Treforest Junction	199 R	1	1	—	—	—	—	
6	76	6	20	—	—	—	—	Treforest	277 R	—	—	—	—	—	—	8.23
7	14	7	7	—	—	—	—	Pwllgwan	1466 F	1	1	—	—	—	—	
—	—	—	—	—	—	—	—	Trehafof Junction	220 F	1	1	—	—	—	—	

Down Trains.

RADYR JUNCTION AND PENARTH CURVE.

Week Days only.

STATIONS.	Gradient 1 in	Time allowances for Freight Trains.		J		H	F	C	H	K	J	J	K	F	K	J
		Point-to-Point allowances.		J		H	F	C	H	K	J	J	K	F	K	J
		Stop.	Start.	Ordinary.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.
Radyr Junction	324 F	—	1	—	MX	MX	MX	MX	MX	MX	MX	MX	MX	MX	MX	MX
Radyr Junction Van Siding	324 F	—	1	—	MX	MX	MX	MX	MX	MX	MX	MX	MX	MX	MX	MX
Radyr Quarry Junction	324 F	—	1	—	MX	MX	MX	MX	MX	MX	MX	MX	MX	MX	MX	MX
Waterhall Junction	306 F	1	2	—	MX	MX	MX	MX	MX	MX	MX	MX	MX	MX	MX	MX
Ely Goods Yard	157 F	2	2	—	MX	MX	MX	MX	MX	MX	MX	MX	MX	MX	MX	MX
Ely Paper Mills	L	2	2	—	MX	MX	MX	MX	MX	MX	MX	MX	MX	MX	MX	MX
Canton Storage Sidings	L	2	2	—	MX	MX	MX	MX	MX	MX	MX	MX	MX	MX	MX	MX
Penarth Curve North	L	2	2	—	MX	MX	MX	MX	MX	MX	MX	MX	MX	MX	MX	MX
Penarth Curve South	L	2	2	—	MX	MX	MX	MX	MX	MX	MX	MX	MX	MX	MX	MX
Penarth Curve East	L	2	2	—	MX	MX	MX	MX	MX	MX	MX	MX	MX	MX	MX	MX

STATIONS.	Freight.	J		J		J		J		J		J		J		J	
		arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	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.	a.m.	a.m.	a.m.
Radyr Junction	9:30	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Radyr Junc. Van Sdg	9:35	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Radyr Quarry Junc.	10:30	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Waterhall Junction	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Ely Goods Yard	10:45	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Ely Paper Mills	11:15	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Canton Storage Sdgs.	11:20	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Penarth Curve North	11:55	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Penarth Curve South	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Penarth Curve East	11:55	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

*—Arrive 11.55 a.m.

Week Days.

PENARTH CURVE AND RADYR JUNCTION.

Up Trains.

[illegible]

Week Days—continued.

Sundays.

[illegible]

V—Not advertised.

COMMON BRANCH JUNC. AND WATERHALL JUNC. Single Line—Train Staff and Ticket.

Down Trains.

Week Days only.

STATIONS.	Gra dient 1 in	Time allowances for Freight Trains.				J			J			J	
		Stop.	Start.	Ordinary.		Dowlais Cardiff Works Freight.			4.55 p.m. Cwm Colliery Coal.			Radyr Junc. Stone.	
						arr.	dep.		arr.	dep.		dep.	
						p.m.	p.m.		p.m.	p.m.		RR p.m.	
Common Branch Jct.	50 R	—	—	—	....	—	—	....	5 5P	5 8	....	8 30	....
Creigiau Quarries ..	137 R	1	1	12	..	—	1 25	....	—	—	....	—	....
Pantygored Siding ..	81 F	1	1	3	....	—	—	....	—	—	....	—	....
St. Fagans Road Siding	65 R	2	1	8	....	—	—	....	—	—	....	—	....
Waterhall Junction ..	111 F	1	2	14	...	1 52	2 5	....	5 47	5 50	....	9 0	....
						Y10			Y25			Y10	

YNYSYBWL BRANCH.

Down Trains.

Week Days only.

STATIONS.	Gra- dient 1 in	Time allowances for Freight Trains.				B			B			B	B
		Stop.	Start.	Ordinary.		Auto.			Ponty- pridd Auto.			Auto.	Auto.
						dep.			dep.			dep.	dep.	J dep.
Mynachdy	40 F	—	1	—	..	a.m.	..	..	a.m.	..	..	SO a.m.	SO p.m.
OLD YNYSYBWL HALT	59 F	—	—	—	....	7 33	....	....	8 40	....	....	11 52	1 47
Stop Board	40 F	—	—	—	....	—	....	....	—	....	....	—	—
YNYSYBWL	51 F	2	1	2	..	7 35	....	....	8 42½	....	....	11 54½	1 49½
Robertstown Halt	66 F	—	—	—	....	7 38	....	....	8 45	....	....	11 57	1 52
Ynysybwl (New Rd.) H.	66 F	—	—	—	....	7 40½	....	....	8 47½	....	....	11 59½	1 54½
Windsor Siding	66 F	2	5	3	..	CS	....	....	CS	....	....	CS	CS
Lady Windsor Colliery	—	—	—	—	....	—	....	....	—	....	....	—	—
Stop Board	66 F	—	—	—	....	—	....	....	—	....	....	—	—
Clydach Court Halt ..	47 F	—	—	—	....	7 43	....	....	—	....	....	—	—
Clydach Court Jct. ..	412 F	1	2	9	....	CS	....	....	—	....	....	CS	CS
PONTYPRIDD.	277 F	—	—	—	....	7 48	....	....	—	....	....	12 5	2 0
Stormstown	348 F	—	—	—	....	..	..	..	—	..	..	..	..
ABERCYNON	693 R	—	—	—	....	..	..	..	8 54½	....	....	..	..

STATIONS.	Auto.	dep.	Auto.	dep.	Auto.	dep.	Auto.	dep.	Auto.	dep.	Auto.	dep.	Auto.	dep.
Mynachdy	p.m.	....	WSO	....	p.m.	....	p.m.	....	p.m.	....	SO	....	p.m.	....
OLD YNYSYBWL HALT	2 41	....	4 0	....	5 8	....	5 52	....	7 6	....	8 23	....	9 0	....
Stop Board .....	—	....	—	....	—	....	—	....	—	....	—	....	—	....
YNYSYBWL	2 43½	....	4 2½	....	5 10½	....	5 54½	....	7 8½	....	8 25½	....	9 2½	....
Robertstown Halt ..	2 46	....	4 5	....	5 13	....	5 57	....	7 11	....	8 28	....	9 5	....
Ynysybwl (New Rd.) H.	2 48½	....	4 7½	....	5 15½	....	5 59½	....	7 13½	....	8 30½	....	9 7½	....
Windsor Siding	CS	....	CS	....	CS	....	CS	....	CS	....	CS	....	CS	....
Lady Windsor Colliery	—	....	—	....	—	....	—	....	—	....	—	....	—	....
Stop Board .....	—	....	—	....	—	....	—	....	—	....	—	....	—	....
Clydach Court Halt ..	—	....	—	....	5 19	....	—	....	—	....	—	....	—	....
Clydach Court Jct. ..	CS	....	CS	....	CS	....	CS	....	CS	....	CS	....	CS	....
PONTYPRIDD	2 54	....	4 13	....	5 24	....	6 5	....	7 19	....	8 37	....	9 13	....
Stormstown .....	—	....	—	....	—	....	—	....	—	....	—	....	—	....
ABERCYNON .....	—	....	—	....	—	....	—	....	—	....	—	....	—	....

J—Runs each week-day commencing May 29th, 1950.

WATERHALL JUNC. AND COMMON BRANCH JUNC. Up Trains.

Week Days only.

Distance from Waterhall Junction.		Mile Post Mileage.		STATIONS.	Gradient 1 in	Time allowances for Freight Trains.			J	J	J
M.	C.	M.	C.			Stop.	Start.	Ordinary.	11.30 a.m. Radyr Quarry Emp-ties. dep.	2.25 p.m. Radyr Emp-ties. dep.	7.15 p.m. Radyr Quarry Emp-ties. RR dep.
—	—	2	70	Waterhall Junction...	111 R	—	2	—	p.m. 12 15 CR	p.m. 2 42	SX p.m. 7 30
1	76	4	66	St. Fagans Road Siding	65 F	1	2	10	....	....	....
3	75	6	65	Pantygored Siding ..	81 R	1	1	9	....	....	....
4	45	7	35	Creigiau Quarries ..	137 R	1	1	4	12 40	....	7 55
7	1	9	71	Common Branch Jct.	50 F	1	—	12	Y10	3 17 Y25	Y10

YNYSYBWL BRANCH.

Single Line—Clydach Court Junction and Windsor Siding. } Electric
Stormstown Junction and Windsor Siding. } Train Staff.

Windsor Siding and Old Ynysybwl. Train Staff. One engine in steam.
Old Ynysybwl and end of Branch. Mineral Line only.

Up Trains.

Week Days only.

Mile Post Mileage from Cardiff Docks.		Distance from Pontypridd Passenger Station.		Distance from Stormstown.		STATIONS.	Gradient 1 in	Time allowances for Freight Trains.			B	B
M.	C.	M.	C.	M.	C.			Stop.	Start.	Ordinary.	Auto Pass. dep.	7.55 a.m. Pontypridd Auto. dep.
16	28	3	34	—	—	ABERCYNON	693 F	—	—	—	a.m.	a.m. 8 22
—	—	—	—	—	—	Stormstown	348 F	—	—	—	.. ..	—
12	74	—	—	—	—	PONTYPRIDD	277 R	—	—	—	7 10	....
14	61	1	67	—	—	Clydach Court Jct. ..	412 R	—	1	—	CS	....
14	78	2	4	—	—	Clydach Court Halt ..	47 R	—	—	—	7MX16	....
—	—	—	—	—	—	Lady Windsor Colliery	—	—	—	—	—	....
16	3	3	9	1	29	Windsor Siding	56 R	1	1	10	CS	....
16	7	3	13	1	33	Ynysybwl (New Rd.) Ht.	66 R	—	—	—	7 20½	8 29½
16	42	3	48	1	68	Robertstown Halt	66 R	—	—	—	7 24	8 33
16	67	3	73	2	13	YNYSYBWL	51 R	1	1	4	7 27½	8 36
17	35	4	41	2	61	OLD YNYSYBWL HALT	59 R	1	1	2	7 29½	8 38
17	66	4	72	3	12	Mynachdy	40 R	1	—	1	....	....

STATIONS.	B	B	B	B	4.22 p.m. Pontypridd Auto.		B	B	B	B	B
	Auto. dep.	Auto. dep.	Auto. dep.	Auto. dep.	arr.	dep.	Auto. dep.	Auto. dep.	Auto. dep.	Auto. dep.	Auto. dep.
ABERCYNON	SO a.m.	SO p.m.	p.m.	WSO p.m.	p.m. 4 29	p.m. 4 30	p.m.	p.m.	p.m.	SO p.m.	p.m.
Stormstown	..	..	..	..	—	—	..	..	..	..	..
PONTYPRIDD	11 30	1 25	2 20	3 35	....	....	5 34	6 48	....	8 5	8 41
Clydach Court Jct. ..	CS	CS	CS	CS	..	..	CS	CS	..	CS	CS
Clydach Court Halt ..	—	—	—	—	....	....	—	—	....	—	....
Lady Windsor Colliery	—	—	—	—	....	....	—	—	....	—	....
Windsor Siding	CS	CS	CS	CS	..	CS	CS	CS	..	CS	CS
Ynysybwl (New Rd.) Ht.	11 37½	1 32½	2 27½	3 42½	—	4 37	5 41½	6 55½	..	8 12½	8 48½
Robertstown Halt	11 41	1 36	2 31	3 46	—	4 41	5 45	6 59	..	8 16	8 52
YNYSYBWL	11 44½	1 39	2 34	3 49½	—	4 44	5 48½	7 2½	..	8 19½	8 55½
OLD YNYSYBWL HALT	11 46½	1 41½	2 36½	3 51½	4 47	—	5 50½	7 4½	..	8 21½	8 57½
Mynachdy	..	..	..	..	..	..	..	..	..	..	..

J—Runs each week-day commencing May 29th, 1950.

Single Line.—Aberdare North and Nantmelvyn Lower;—Electric Train Staff, Nantmelvyn Lower and Bwlffa No. 1, Bwlffa No. 1 and Cwmdare, Train Staff.

Week Days.

Suns.

Up Trains.

Week Days.

Suns.

9—H 2

Down Trains.

CARDIFF, PENARTH AND BARRY PIER.

Week Days.

Mile Post Mileage (via Penarth).	Mile Post Mileage (via Dinas Powis).		Distance from Cardiff & Clarence Road (via Penarth).		Distance from Cardiff Clarence Road (via Dinas Powis).		STATIONS.	Gradient 1 in	Time allowances for Freight Trains.			J		G	G	G	D	G	E		G
	M.	C.	M.	C.	M.	C.			Stop.	Start.	Ordin- ary.	arr.	dep.						arr.	dep.		arr.	dep.
1 0	1 0	4 65	—	—	—	—	CLARENCE ROAD Riverside (South) ..	—	mins.	mins.	mins.	MO	MX	2.55	3.10	3.20	4.25	4.30	4.30 a.m. Cardiff Freight.	—	
—	—	—	—	—	—	—	CARDIFF (Queen Street)†	—	—	—	—	—	—	—	—	—	—	—	—	—	
0	0	15	—	—	—	—	CARDIFF (General)† ..	—	—	—	—	—	—	—	—	—	—	—	—	—	
0	0	48	1	56	1	56	Penarth Curve (South)†	—	—	—	—	—	—	—	—	—	—	—	—	—	
0	0	73	2	1	2	1	GRANGEYOUN ..	—	—	—	—	—	—	—	—	—	—	—	—	—	
2	2	29	3	37	3	37	Cogan Junction ..	—	—	—	—	—	—	—	—	—	—	—	—	—	
—	—	—	—	—	—	—	COGAN DINAS POWIS ..	—	—	—	—	—	—	—	—	—	—	—	—	—	
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
0	0	12	3	49	3	49	PENARTH DOCK Dingle Road Halt ..	—	—	—	—	—	—	—	—	—	—	—	—	—	
1	1	3	4	40	4	40	PENARTH ..	—	—	—	—	—	—	—	—	—	—	—	—	—	
1	1	15	—	—	—	—	Stop Board ..	—	—	—	—	—	—	—	—	—	—	—	—	—	
1	1	39	4	52	4	52	Albert Place Halt ..	—	—	—	—	—	—	—	—	—	—	—	—	—	
2	2	53	5	46	5	46	Lower Penarth Halt ..	—	—	—	—	—	—	—	—	—	—	—	—	—	
2	2	59	6	76	6	76	Penarth Cement Co.'s Siding ..	—	—	—	—	—	—	—	—	—	—	—	—	—	
2	2	77	7	70	7	70	LAVERNOK ..	—	—	—	—	—	—	—	—	—	—	—	—	—	
3	3	65	8	83	8	83	Swanbridge Halt ..	—	—	—	—	—	—	—	—	—	—	—	—	—	
4	4	61	—	—	—	—	SULLY ..	—	—	—	—	—	—	—	—	—	—	—	—	—	
5	5	65	9	88	9	88	Biglis Junction ..	—	—	—	—	—	—	—	—	—	—	—	—	—	
6	6	13	10	50	10	50	Cadoxton Junction ..	—	—	—	—	—	—	—	—	—	—	—	—	—	
6	6	18	11	55	11	55	CADOXTON ..	—	—	—	—	—	—	—	—	—	—	—	—	—	
6	6	21	14	58	14	58	Cadoxton (Low Level Junction)	—	—	—	—	—	—	—	—	—	—	—	—	—	
—	—	—	—	—	—	—	Barry Docks Sidings ..	—	—	—	—	—	—	—	—	—	—	—	—	—	
—	—	—	—	—	—	—	Barry Docks ..	—	—	—	—	—	—	—	—	—	—	—	—	—	
—	—	—	—	—	—	—	Barry Goods ..	—	—	—	—	—	—	—	—	—	—	—	—	—	
7	7	5	8	42	8	42	BARRY DOCKS ..	—	—	—	—	—	—	—	—	—	—	—	—	—	
8	8	20	13	57	9	21	BARRY ..	—	—	—	—	—	—	—	—	—	—	—	—	—	
9	9	5	11	57	11	57	BARRY ..	—	—	—	—	—	—	—	—	—	—	—	—	—	
—	—	—	—	—	—	—	BARRY ISLAND D	—	—	—	—	—	—	—	—	—	—	—	—	—	
—	—	—	—	—	—	—	Barry Pier ..	—	—	—	—	—	—	—	—	—	—	—	—	—	

A—From Penarth Curve East. 12 minutes from Penarth Curve South.
B—Biglis Junction to Cadoxton 2 minutes.
C—From Low Level Junction.
D—Barry Island to Barry Pier 38 chains.
E—Queen Street to General 48 chains. General to Penarth Curve South 68 chains.

Down Trains.

CARDIFF, PENARTH AND BARRY PIER.

Week Days.

STATIONS.	D	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B
	C'ches.	5.57 a.m. Merthyr Workmen.	5.56 a.m. Treherbert Workmen.	Pass.	6.11 a.m. Blaenrhondda Pass.	Bridgend Pass.	7.3 a.m. Ystradgynoch Pass.	Auto.	Pass.											
	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	arr.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.
	a.m. 6.50	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.
CLARENCE ROAD, Riverside (South) ...	6.53	6.58	7.11	7.8	7.21	7.24	7.26	7.31	7.36	7.40	7.45	7.45	8.3	8.21	8.26	8.29	8.33	8.37	8.51	8.57
GARDIFF (Queen Street) ...	6.53	7.1	7.15	7.19	7.24	7.26	7.28	7.31	7.36	7.40	7.45	7.45	8.3	8.21	8.26	8.29	8.33	8.37	8.51	8.57
GARDIFF (General) ...	6.53	7.1	7.15	7.19	7.24	7.26	7.28	7.31	7.36	7.40	7.45	7.45	8.3	8.21	8.26	8.29	8.33	8.37	8.51	8.57
PENARTH Curve (South) ...	6.53	7.1	7.15	7.19	7.24	7.26	7.28	7.31	7.36	7.40	7.45	7.45	8.3	8.21	8.26	8.29	8.33	8.37	8.51	8.57
GRANGETOWN ...	6.53	7.1	7.15	7.19	7.24	7.26	7.28	7.31	7.36	7.40	7.45	7.45	8.3	8.21	8.26	8.29	8.33	8.37	8.51	8.57
Cogan Junction ...	6.53	7.1	7.15	7.19	7.24	7.26	7.28	7.31	7.36	7.40	7.45	7.45	8.3	8.21	8.26	8.29	8.33	8.37	8.51	8.57
COGAN ...	6.53	7.1	7.15	7.19	7.24	7.26	7.28	7.31	7.36	7.40	7.45	7.45	8.3	8.21	8.26	8.29	8.33	8.37	8.51	8.57
DINAS POWIS ...	6.53	7.1	7.15	7.19	7.24	7.26	7.28	7.31	7.36	7.40	7.45	7.45	8.3	8.21	8.26	8.29	8.33	8.37	8.51	8.57
PENARTH DOCK ...	6.53	7.1	7.15	7.19	7.24	7.26	7.28	7.31	7.36	7.40	7.45	7.45	8.3	8.21	8.26	8.29	8.33	8.37	8.51	8.57
Dingle Road Halt ...	6.53	7.1	7.15	7.19	7.24	7.26	7.28	7.31	7.36	7.40	7.45	7.45	8.3	8.21	8.26	8.29	8.33	8.37	8.51	8.57
PENARTH ...	6.53	7.1	7.15	7.19	7.24	7.26	7.28	7.31	7.36	7.40	7.45	7.45	8.3	8.21	8.26	8.29	8.33	8.37	8.51	8.57
Stop Board ...	6.53	7.1	7.15	7.19	7.24	7.26	7.28	7.31	7.36	7.40	7.45	7.45	8.3	8.21	8.26	8.29	8.33	8.37	8.51	8.57
Alberta Place Halt ...	6.53	7.1	7.15	7.19	7.24	7.26	7.28	7.31	7.36	7.40	7.45	7.45	8.3	8.21	8.26	8.29	8.33	8.37	8.51	8.57
Lower Penarth Halt ...	6.53	7.1	7.15	7.19	7.24	7.26	7.28	7.31	7.36	7.40	7.45	7.45	8.3	8.21	8.26	8.29	8.33	8.37	8.51	8.57
Penarth Cement Co.'s Siding ...	6.53	7.1	7.15	7.19	7.24	7.26	7.28	7.31	7.36	7.40	7.45	7.45	8.3	8.21	8.26	8.29	8.33	8.37	8.51	8.57
LAVERNOCK ...	6.53	7.1	7.15	7.19	7.24	7.26	7.28	7.31	7.36	7.40	7.45	7.45	8.3	8.21	8.26	8.29	8.33	8.37	8.51	8.57
Swanbridge Halt ...	6.53	7.1	7.15	7.19	7.24	7.26	7.28	7.31	7.36	7.40	7.45	7.45	8.3	8.21	8.26	8.29	8.33	8.37	8.51	8.57
SULLY ...	6.53	7.1	7.15	7.19	7.24	7.26	7.28	7.31	7.36	7.40	7.45	7.45	8.3	8.21	8.26	8.29	8.33	8.37	8.51	8.57
Biglis Junction ...	6.53	7.1	7.15	7.19	7.24	7.26	7.28	7.31	7.36	7.40	7.45	7.45	8.3	8.21	8.26	8.29	8.33	8.37	8.51	8.57
Cadoxton Junction ...	6.53	7.1	7.15	7.19	7.24	7.26	7.28	7.31	7.36	7.40	7.45	7.45	8.3	8.21	8.26	8.29	8.33	8.37	8.51	8.57
CADOXTON ...	6.53	7.1	7.15	7.19	7.24	7.26	7.28	7.31	7.36	7.40	7.45	7.45	8.3	8.21	8.26	8.29	8.33	8.37	8.51	8.57
Cadoxton (Low Level Junction) ...	6.53	7.1	7.15	7.19	7.24	7.26	7.28	7.31	7.36	7.40	7.45	7.45	8.3	8.21	8.26	8.29	8.33	8.37	8.51	8.57
Barry Docks Sidings ...	6.53	7.1	7.15	7.19	7.24	7.26	7.28	7.31	7.36	7.40	7.45	7.45	8.3	8.21	8.26	8.29	8.33	8.37	8.51	8.57
Barry Goods ...	6.53	7.1	7.15	7.19	7.24	7.26	7.28	7.31	7.36	7.40	7.45	7.45	8.3	8.21	8.26	8.29	8.33	8.37	8.51	8.57
BARRY DOCKS ...	6.53	7.1	7.15	7.19	7.24	7.26	7.28	7.31	7.36	7.40	7.45	7.45	8.3	8.21	8.26	8.29	8.33	8.37	8.51	8.57
BARRY ...	6.53	7.1	7.15	7.19	7.24	7.26	7.28	7.31	7.36	7.40	7.45	7.45	8.3	8.21	8.26	8.29	8.33	8.37	8.51	8.57
BARRY ISLAND ...	6.53	7.1	7.15	7.19	7.24	7.26	7.28	7.31	7.36	7.40	7.45	7.45	8.3	8.21	8.26	8.29	8.33	8.37	8.51	8.57
Barry Pier ...	6.53	7.1	7.15	7.19	7.24	7.26	7.28	7.31	7.36	7.40	7.45	7.45	8.3	8.21	8.26	8.29	8.33	8.37	8.51	8.57

Down Trains. CARDIFF, PENARTH AND BARRY PIER. Week Days.

STATIONS	B	B	D	D	D	B	B	B	G	B	C	B	B	D	B	B	E	C	K
	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	pass	dep.	arr.	dep.	arr.	pass	dep.	arr.	dep.
8.2 a.m. Merthyr Auto.	8.2	8.2	9.0	8.25	8.25	8.25	8.25	8.25	8.25	8.25	8.40	8.40	8.40	8.40	8.40	8.40	8.40	8.40	8.40
CLARENCE ROAD	8.2	8.2	9.0	8.25	8.25	8.25	8.25	8.25	8.25	8.25	8.40	8.40	8.40	8.40	8.40	8.40	8.40	8.40	8.40
Riverside (South)	8.2	8.2	9.0	8.25	8.25	8.25	8.25	8.25	8.25	8.25	8.40	8.40	8.40	8.40	8.40	8.40	8.40	8.40	8.40
CARDIFF (Queen Street)	9.12	9.12	9.12	9.12	9.12	9.12	9.12	9.12	9.12	9.12	9.12	9.12	9.12	9.12	9.12	9.12	9.12	9.12	9.12
CARDIFF (General)	9.15	9.15	9.15	9.15	9.15	9.15	9.15	9.15	9.15	9.15	9.15	9.15	9.15	9.15	9.15	9.15	9.15	9.15	9.15
Penarth Curve (South)	9.14	9.14	9.14	9.14	9.14	9.14	9.14	9.14	9.14	9.14	9.14	9.14	9.14	9.14	9.14	9.14	9.14	9.14	9.14
GEANGETOWN	9.18	9.18	9.18	9.18	9.18	9.18	9.18	9.18	9.18	9.18	9.18	9.18	9.18	9.18	9.18	9.18	9.18	9.18	9.18
Cogan Junction	9.22	9.22	9.22	9.22	9.22	9.22	9.22	9.22	9.22	9.22	9.22	9.22	9.22	9.22	9.22	9.22	9.22	9.22	9.22
COGAN	9.22	9.22	9.22	9.22	9.22	9.22	9.22	9.22	9.22	9.22	9.22	9.22	9.22	9.22	9.22	9.22	9.22	9.22	9.22
DINAS POWIS	9.27	9.27	9.27	9.27	9.27	9.27	9.27	9.27	9.27	9.27	9.27	9.27	9.27	9.27	9.27	9.27	9.27	9.27	9.27
PENARTH DOCK	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30
Dingle Road Halt	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30
PENARTH	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30
Skip Board	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30
Albert Place Halt	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30
Lower Penarth Halt	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30
Penarth Cement Co.'s Siding	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30
LAVERNOCK	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30
Swanbridge Halt	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30
SULLY	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30
Biggs Junction	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30
Cadoxton Junction	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30
CADOXTON	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30
Cadoxton (Low Level Junction)	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30
Barry Docks Sidings	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30
Barry Goods	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30
BARRY DOCKS	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30
BARRY	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30
BARRY ISLAND	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30
Barry Pier	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30	9.30

K—Commences May 29th, 1950.

Down Trains.

CARDIFF, PENARTH AND BARRY PIER.

Week Days.

[illegible]

DD—Empty coaches. Runs SO.

W—Starts from Cardiff (General) on Saturdays.

Down Trains.

CARDIFF, PENARTH AND BARRY PIER.

Week Days.

STATIONS.	B	K	B	B	J	B	B	B	C	J	B	B	B	B	B	D	D	D	B	B
Pontypridd Auto.	dep.	7.15 p.m. Pengam Freight.	7.25 p.m. Merthyr Pass.	8.45 p.m. Bridge end Pass.	7.10 p.m. Rogersstone Coal.	8.45 p.m. Porth Pass.	Auto.	Pass.	7.25 p.m. Treherbert Parcels	8.45 p.m. Cardiff Freight	Pass.	Major Pass.	Llan-twit Major Pass.	8.15 p.m. Treherbert	8.15 p.m. Pass.	Rhose Coaches.	9.40 p.m. Porth C'ches.	9.40 p.m. Auto.	Llan-twit Major Pass.	
	arr.	dep.	dep.	dep.	arr.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.
CLARENCE ROAD, Riverside (South) ..	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	SO	SX	SO	p.m.	SO	SO	SX	SO	SX	SO	SO	p.m.	p.m.
CARDIFF (Queen Street) ..	8.27	8.37	8.40	8.45	8.50	8.55	9.00	9.05	9.2	9.5	9.25	9.30	9.35	9.39	9.425	9.43	9.438	9.44	9.50	10.10
CARDIFF (General) ..	8.27	8.37	8.40	8.45	8.50	8.55	9.00	9.05	9.2	9.5	9.25	9.30	9.35	9.39	9.425	9.43	9.438	9.44	9.50	10.10
Penarth Curve (South) ..	8.27	8.37	8.40	8.45	8.50	8.55	9.00	9.05	9.2	9.5	9.25	9.30	9.35	9.39	9.425	9.43	9.438	9.44	9.50	10.10
GRANGETOWN ..	8.27	8.37	8.40	8.45	8.50	8.55	9.00	9.05	9.2	9.5	9.25	9.30	9.35	9.39	9.425	9.43	9.438	9.44	9.50	10.10
Cogan Junction ..	8.27	8.37	8.40	8.45	8.50	8.55	9.00	9.05	9.2	9.5	9.25	9.30	9.35	9.39	9.425	9.43	9.438	9.44	9.50	10.10
GOGAN ..	8.27	8.37	8.40	8.45	8.50	8.55	9.00	9.05	9.2	9.5	9.25	9.30	9.35	9.39	9.425	9.43	9.438	9.44	9.50	10.10
DINAS POWIS ..	8.27	8.37	8.40	8.45	8.50	8.55	9.00	9.05	9.2	9.5	9.25	9.30	9.35	9.39	9.425	9.43	9.438	9.44	9.50	10.10
PENARTH DOCK ..	8.27	8.37	8.40	8.45	8.50	8.55	9.00	9.05	9.2	9.5	9.25	9.30	9.35	9.39	9.425	9.43	9.438	9.44	9.50	10.10
Dingle Road Halt ..	8.27	8.37	8.40	8.45	8.50	8.55	9.00	9.05	9.2	9.5	9.25	9.30	9.35	9.39	9.425	9.43	9.438	9.44	9.50	10.10
PENARTH ..	8.27	8.37	8.40	8.45	8.50	8.55	9.00	9.05	9.2	9.5	9.25	9.30	9.35	9.39	9.425	9.43	9.438	9.44	9.50	10.10
Stop Board ..	8.27	8.37	8.40	8.45	8.50	8.55	9.00	9.05	9.2	9.5	9.25	9.30	9.35	9.39	9.425	9.43	9.438	9.44	9.50	10.10
Alberta Place Halt ..	8.27	8.37	8.40	8.45	8.50	8.55	9.00	9.05	9.2	9.5	9.25	9.30	9.35	9.39	9.425	9.43	9.438	9.44	9.50	10.10
Lower Penarth Halt ..	8.27	8.37	8.40	8.45	8.50	8.55	9.00	9.05	9.2	9.5	9.25	9.30	9.35	9.39	9.425	9.43	9.438	9.44	9.50	10.10
Penarth Cement Co.'s Siding ..	8.27	8.37	8.40	8.45	8.50	8.55	9.00	9.05	9.2	9.5	9.25	9.30	9.35	9.39	9.425	9.43	9.438	9.44	9.50	10.10
LAVERNOCK ..	8.27	8.37	8.40	8.45	8.50	8.55	9.00	9.05	9.2	9.5	9.25	9.30	9.35	9.39	9.425	9.43	9.438	9.44	9.50	10.10
Swanbridge Halt ..	8.27	8.37	8.40	8.45	8.50	8.55	9.00	9.05	9.2	9.5	9.25	9.30	9.35	9.39	9.425	9.43	9.438	9.44	9.50	10.10
SULLY ..	8.27	8.37	8.40	8.45	8.50	8.55	9.00	9.05	9.2	9.5	9.25	9.30	9.35	9.39	9.425	9.43	9.438	9.44	9.50	10.10
Biglis Junction ..	8.27	8.37	8.40	8.45	8.50	8.55	9.00	9.05	9.2	9.5	9.25	9.30	9.35	9.39	9.425	9.43	9.438	9.44	9.50	10.10
Cadoxton Junction ..	8.27	8.37	8.40	8.45	8.50	8.55	9.00	9.05	9.2	9.5	9.25	9.30	9.35	9.39	9.425	9.43	9.438	9.44	9.50	10.10
CADOXTON ..	8.27	8.37	8.40	8.45	8.50	8.55	9.00	9.05	9.2	9.5	9.25	9.30	9.35	9.39	9.425	9.43	9.438	9.44	9.50	10.10
Cadoxton (Low Level Junction) ..	8.27	8.37	8.40	8.45	8.50	8.55	9.00	9.05	9.2	9.5	9.25	9.30	9.35	9.39	9.425	9.43	9.438	9.44	9.50	10.10
Barry Docks Sidings ..	8.27	8.37	8.40	8.45	8.50	8.55	9.00	9.05	9.2	9.5	9.25	9.30	9.35	9.39	9.425	9.43	9.438	9.44	9.50	10.10
Barry Goods ..	8.27	8.37	8.40	8.45	8.50	8.55	9.00	9.05	9.2	9.5	9.25	9.30	9.35	9.39	9.425	9.43	9.438	9.44	9.50	10.10
BARRY DOCKS ..	8.27	8.37	8.40	8.45	8.50	8.55	9.00	9.05	9.2	9.5	9.25	9.30	9.35	9.39	9.425	9.43	9.438	9.44	9.50	10.10
BARRY ..	8.27	8.37	8.40	8.45	8.50	8.55	9.00	9.05	9.2	9.5	9.25	9.30	9.35	9.39	9.425	9.43	9.438	9.44	9.50	10.10
BARRY ISLAND ..	8.27	8.37	8.40	8.45	8.50	8.55	9.00	9.05	9.2	9.5	9.25	9.30	9.35	9.39	9.425	9.43	9.438	9.44	9.50	10.10
Barry Pier ..	8.27	8.37	8.40	8.45	8.50	8.55	9.00	9.05	9.2	9.5	9.25	9.30	9.35	9.39	9.425	9.43	9.438	9.44	9.50	10.10

Down Trains.

CARDIFF, PENARTH AND BARRY PIER.

Week Days.

STATIONS.	B	B	J	B	B	B	B	B	B	J	B	B	G	B	Week Days.
	9.2 p.m. Penarth Pass.	dep.													
CLARENCE ROAD		p.m.													
Riverside (South) ..															
CARDIFF (Queen Street) ..	10 16														
CARDIFF (General) ..	10 19														
Penarth Curve (South) ..	10 27	ar.													
GRANGETOWN ..	10 32														
Cogan Junction ..	10 36														
COGAN															
DINAS POWIS															
PENARTH DOCK	10 39														
Dingle Road Halt ..	10 41														
PENARTH															
Stop Board ..															
Alberta Place Halt ..															
Lower Penarth Halt ..															
Penarth Cement Co.'s Siding ..															
LAVERNOCK															
Swanbridge Halt ..															
SULLY															
Biglis Junction															
Cadoxton Junction															
CADOXTON															
Cadoxton (Low Level Junction)															
Barry Docks Sidings ..															
Barry Goods															
Barry DOCKS															
BARRY															
BARRY ISLAND															
Barry Pier ..															

V—Saturdays only.

R—To set down only.

Down Trains.

CARDIFF, PENARTH AND BARRY PIER.

Sundays.

STATIONS.	J	G	G	G	B	B	D	B	B	C	B	B	B	B	B	C	B	B
	12.15	4.40	4.50	5.0	Aber- thaw a.m. Roger- stone Coal.	4.20	C'ches. Work- men.	Tre- ber- bert Pass.	6.5	C'ches. Work- men.	7.25	Barry Engine	Pass.	Llan- twit Major Pass.	8.30	8.20	8.55	9.15
	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.
CLARENCE ROAD. Riverside (South) ..	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.
CARDIFF (Queen Street)	arr.	4.45	4.55	5.5	5.15	5.30	6.0	7.11	7.14	7.25	7.41	8.45	9.33	9.50	10.5	10.26	10.45	10.5
CARDIFF (General) {	dep.	4.48	4.58	5.8	5.15	5.33	6.5	7.14	7.17	7.28	7.44	8.48	9.36	9.53	10.8	10.29	10.48	10.8
Penarth Curve (South) ..	arr.	Cc	Cd	Ce	5.19	5.33	6.5	7.14	7.17	7.28	7.44	8.48	9.36	9.53	10.8	10.29	10.48	10.8
GRANGETOWN ..	1.12	Cc	Cd	Ce	5.19	5.33	6.5	7.14	7.17	7.28	7.44	8.48	9.36	9.53	10.8	10.29	10.48	10.8
Cogan Junction ..	1.32	Cc	Cd	Ce	5.19	5.33	6.5	7.14	7.17	7.28	7.44	8.48	9.36	9.53	10.8	10.29	10.48	10.8
COGAN ..	—	—	—	—	5.24	5.33	6.5	7.14	7.17	7.28	7.44	8.48	9.36	9.53	10.8	10.29	10.48	10.8
DINAS POWIS ..	—	—	—	—	5.29	5.33	6.5	7.14	7.17	7.28	7.44	8.48	9.36	9.53	10.8	10.29	10.48	10.8
PENARTH DOCK ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Dingle Road Halt ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
PENARTH ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Stop Board ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Alberta Place Halt ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Lower Penarth Halt ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Penarth Cement Co.'s Siding ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
LAVERNOK ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Swanbridge Halt ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
SULLY ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Biglis Junction ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Cadoxton Junction ..	1.50	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
CADOXTON ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Cadoxton (Low Level Junction)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Barry Docks Sidings ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Barry Goods ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
BARRY DOCKS ..	2.10	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
BARRY ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
BARRY ISLAND ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Barry Pier ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

J—Commences May 28th, 1950. N—Extended to Barry Island commencing May 28th, 1950.

Down Trains.

CARDIFF, PENARTH AND BARRY PIER.

Sundays.

[illegible]

N—Extended to Barry Island commencing May 28th, 1950.

Up Trains.

BARRY PIER, PENARTH AND CARDIFF.

Week Days.

[illegible]

Cogan Station to Penarth Curve South 10 minutes. To Penarth Curve East 13 minutes.
Penarth Dock Station to Penarth Curve South 10 minutes. To Penarth Curve East 13 minutes.

Up Trains.

BARRY PIER, PENARTH AND CARDIFF.

Week Days.

[illegible]

N—Arrives two minutes later on Saturdays.

S—Saturdays only.

V—Attach Parcels Vane

Up Trains.

BARRY PIER, PENARTH AND CARDIFF.

Week Days.

[illegible]

W—To Cardiff (General) only on Saturdays.

Up Trains.

BARRY PIER, PENARTH AND CARDIFF.

Week Days.

[illegible]

W—To Cardiff (General) only on Saturdays.

Y—Starts from Bridgend at 2.48 p.m. SO.

Up Trains.

BARRY PIER, PENARTH AND CARDIFF.

Week Days:

[illegible]

Up Trains—Week Days.

[illegible]

Up Trains.

BARRY PIER, PENARTH AND CARDIFF.

Sundays.

[illegible]

KK—Not advertised.

N--Starts from Barry Island commencing May 28th. 1950.

VALE OF GLAMORGAN BRANCH.

TOKEN.

Down Trains.

Week Days.

Distances from Barry, also mile post mileage.		STATIONS.	Ruling Gradient 1 in	Time allowances for Freight Trains. (See page 2.)					B					B
				Point-to-Point allowances.					C'ches.					
M.	C.			Stop.	Start.	Vac.	Ex-press.	Ordinary.	dep.					dep.
—	—	BARRY.....	—	mins.	mins.	mins.	mins.	mins.	a.m.					a.m.
—	44	Barry Sidings	225 R	—	2	—	—	—	5 30	....	....	....	....	5 53
3	26	Rhose.....	81 R	1	1	10	12	15	V	....	....	....	....	6 2
5	5	Aberthaw	164 F	1	1	3	4	5	V	....	....	....	....	6 6
5	37	Aberthaw West	198 F	—	—	—	—	—	V	....	....	....	....	—
6	44	Gileston	83 R	1	1	3	4	5	V	....	....	....	....	6 12
8	33	St. Athan	85 R	—	—	—	—	—	V	....	....	....	....	6 18
9	56	Llantwit Major	85 R	1	2	7	8	9	5 50	....	....	....	....	6 21
11	58	Llandow (Wick Rd.) H.	103 R	—	—	—	—	—	—	....	....	....	....	—
13	26	Llandow Halt	103 R	—	—	—	—	—	—	....	....	....	....	—
15	7	Southerndown Road ..	141 F	2	1	14	16	20	....	....	....	....	....	—
18	35	Cowbridge Road Jct.	103 R	1	2	6	8	10	....	....	....	....	....	—
19	7	BRIDGEND	—	1	1	5†	6†	6†	....	....	....	....	....	—
19	50	Coity South	103 R	—	—	—	—	—	....	....	....	....	....	—
20	20	Coity Junction	277 R	1	—	4†	5†	6†	....	....	....	....	....	—

†—From Cowbridge Road.

Up Trains.

Week Days.

STATIONS.	Ruling Gradient 1 in	Time allowances for Freight Trains. (See page 2)						B				B				Cardiff Clar- ence Road Pass.	
		Point-to-Point Allowances.						C'ches.	C'ches.			C'ches.	C'ches.				
		Stop.	Start.	Vac'm	Ex- press.	Ordinary.											
		Mins.	Mins.	Mins.	Mins.	Mins.		MO a.m.	MX a.m.							a.m.	
Colty Junction	277 F	—	—	—	—	—	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Colty South	113 F	—	1	—	—	—	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
BRIDGEND	—	—	1	—	—	—	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cowbridge Road Jct.	100 F	2	1	3†	3†	4†	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Southerndown Road ..	141 R	1	1	6	8	10	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Llandow Halt	103 F	—	—	—	—	—	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Llandow (Wick Rd.) H. ....	—	—	—	—	—	—	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Llantwit Major	87 F	6†	1	20	25	30	.....	12 20	12 35	.....	.....	.....	.....	.....	.....	6 20	.....
St. Athan, .....	—	—	—	—	—	—	.....	V	V	.....	.....	.....	.....	.....	.....	6 24	.....
Gileston	83 F	2	1	4	5	10	.....	V	V	.....	.....	.....	.....	.....	.....	6 30½	.....
Aberthaw West	198 R	—	—	—	—	—	.....	—	—	.....	.....	.....	.....	.....	.....	.....	.....
Aberthaw	164 R	1	1	3	4	5	.....	—	—	.....	.....	.....	.....	.....	.....	6 34½	.....
Rhose,....	164 F	1	1	4	5	5	.....	V	V	.....	.....	.....	.....	.....	.....	6 39	.....
Stop Board	158 F	2	1	4	5	6	.....	—	—	.....	.....	.....	.....	.....	.....	—	.....
Barry Sidings	81 F	3	1	6	8	10	.....	—	—	.....	.....	.....	.....	.....	.....	—	.....
BARRY	255 F	—	—	—	—	—	.....	12 44	12 59	.....	.....	.....	.....	.....	.....	6 46	.....

V—Calls to pick up and set down railway employees.

†—4 minutes from Bridgend.

†—8 minutes when stopping for water.

VALE OF GLAMORGAN BRANCH.

Down Trains.

Week Days.

STATIONS.	J	B		B	K		B	K		K	
	Emp- ties.	6.20 a.m. C'rdiff (Gen.) Pass.		6.50 a.m. C'rdiff (Gen.) Pass.	Freight.		7.32 a.m. C'rdiff (Gen.) Pass.	Freight		Freight.	
	dep.	dep.		dep.	arr.	dep.	dep.	dep.		arr.	dep.
BARRY.....	a.m.	a.m.		a.m.	a.m.	a.m.	a.m.			a.m.	a.m.
Barry Sidings	6 30	6 48		7 20		7 35	8 0	9 0			9 30
Rhoose.....		6 55		7 28	7 53	8 40	8 8				
Aberthaw				7 32	8 47	9 10	8 12				
Aberthaw West					9 15						
Gileston				7 36			8 16			9 58	10 5
St. Athan				7 42	B 15		8 22				
Llantwit Major				7 45			8 25½	9 37		10 16*	10 50
Llandow (Wick Rd.) H.							8 31				
Llandow Halt							8 35				
Southerndown Road ..							8 39			11 14	11 55
Cowbridge Road Jct.										12 40	12 50
BRIDGEND							8 46½			N Q	
Colty South										1 0	
Colty Junction	7 43	B 18								B 34	

N—Duchy and Lancaster Quarries 12.0 to 12.20 p.m.

Q—Ewenny Quarry CR.

Up Trains.

Week Days.

STATIONS.	B	B		B	J		K		B	K
	Work- men.	Car- diff (Clar- ence Road) Pass.		Car- diff (Clar- ence Road) Pass.	2.30 a.m. Swansea Docks to Cardiff Freight.		Freight		Car- diff (Clar- ence Road) Pass.	Freight
	dep.	dep.		dep.	arr.	dep.	dep.	dep.	dep.	dep.
Colty Junction	a.m.	a.m.		a.m.	M X	a.m.	a.m.	a.m.	a.m.	a.m.
Colty South								8 20		
BRIDGEND					5 58	6 40			9 53	
Cowbridge Road Jct.					6 47	7 0		8 45		
Southerndown Road ..					L				10 1	
Llandow Halt									10 6	
Llandow (Wick Rd.) H.									10 10	
Llantwit Major		7 6		8 3	7 45	*8 20			10 16	
St. Athan		7 10		8 7					10 19½	
Gileston		7 16½		8 13½					10 24	
Aberthaw West										10 15
Aberthaw		7 20½		8 17½	8 36	*8 50		•1025	10 28	
Rhoose.....	7 5	7 25		8 22				•1052	10 32	CR
Stop Board					9 4	P9 9		11P 6		10P36
Barry Sidings					9 23	10 0		11 20		10 50
BARRY	7 13	7 32		8 29	10	2		B13	10 39	B15

VALE OF GLAMORGAN BRANCH.

Down Trains.

Week Days.

STATIONS.	B	D	B		B	B	B		K		B		
	Pass.	Coaches.	Pass.		Pass.	Pass.	Pass.		Freight.		Pass.		
	dep.	dep.	dep.		dep.	dep.	dep.		arr.	dep.	dep.		
BARRY....	p.m. 12 40	SO 12 50	FSO 1 4		p.m. 1 50	p.m. 1 50	p.m. 2 51		p.m. 3 0	p.m. 3 58	p.m. 3 50		
Barry Sidings													
Rhoose....	12 48		1 12		1 58	1 58	2 59		C R	3 58			
Aberthaw	12 52		1 16		2 2	2 2	3 3			4 2			
Aberthaw West									3 23C	R3 38			
Gileston	12 56		1 20		2 6	2 6	3 7			4 6			
St. Athan	1 2		1 26		2 12	2 12	3 13			4 12			
Llantwit Major	1 5 1/2	1 17	1 29		2 15	2 15 1/2	3 16 1/2		3 54	4 5	4 15		
Llandow (Wick Rd.) H.	1 11				2 21	2 21	3 22						
Llandow Halt	1 15	SUS- PEN- DED			2 25	2 25	3 26						
Southern Down Road	1 19				2 29	2 29	3 30		4 27	4 42			
Cowbridge Road Jct.									4 54	5 10			
BRIDGEND	1 26 1/2				2 36 1/2	2 36 1/2	3 37 1/2						
Coity South													
Coity Junction									5 15				
									B 29				

Up Trains.

Week Days.

STATIONS.	B	J			B		B	B	J	K			
	Cardiff (Gen.) Relief Pass.	Cardiff (Pengam) Freight.			Pass.		Pass.	Pass.	Freight	Freight.			
	dep.	arr.	dep.		dep.		dep.	dep.	dep.	arr.	dep.		
Coity Junction	SO p.m.		S X p.m.		p.m.		SX p.m.	SO p.m.	p.m.	2 0		2 15	
Coity South													
BRIDGEND					1 50			2 48					
Cowbridge Road Jct.	SUS- PEN- DED				1 58			2 56		2 40	2 50		
Southern Down Road					2 3			3 1		3 2	3 12		
Llandow Halt					2 8			3 5 1/2					
Llandow (Wick Rd.) H.					2 15		3 10	3 10 1/2		3 45	4 5		
Llantwit Major	1 50				2 20		3 14	3 14 1/2					
St. Athan	1 55				2 25		3 19	3 19					
Gileston	2 0								3 25				
Aberthaw West		2 0								4 20	4 32		
Aberthaw	2 4	2 5	2 15		2 29		3 23	3 23		4 39	4 52		
Rhoose	2 9	2 20	2 50		2 34		3 28	3 28		5 0	5 3		
Stop Board		2 59	P3 2						3P46	5 0	P5 3		
Barry Sidings		3 15	L4 10						4 0	5 15			
BARRY	2 17		4 19 B 15		2 42		3 35	3 35	B13R		B 34		

L—Barry Sidings depart 3.45 p.m., Barry pass 3.50 p.m. on Saturdays only.

VALE OF GLAMORGAN BRANCH.

Down Trains.

Week Days.

STATIONS.	B	B	B		H		J	B		H		B	
	Pass.	Pass.	Pass.		6.5 p.m. Penarth Curve to Llandilo Freight.		Emp- ties.	Pass.		7.5 p.m. Penarth Curve to Llandilo Freight.		Pass.	
	dep.	dep.	dep.		arr.	dep.	dep.	dep.		arr.	dep.	dep.	
BARRY.....	p.m. 4 48	p.m. 5 19	p.m. 6 15		S p.m. 6 55	O p.m. 7 20	p.m. 7 30	p.m. 7 50		S p.m. 7 58	X p.m. 8 30	p.m. 9 5	
Barry Sidings													
Rhoose.....	4 56	5 27	6 23					7 58				9 13	
Aberthaw	5 0	5 31	6 27					8 2				9 17	
Aberthaw West													
Gileston	5 4	5 35	6 31					8 6				9 21	
St. Athan	5 10	5 41	6 37					8 12				9 27	
Llantwit Major	5 13	5 44	6 40 ¹					8 15				9 32	
Llandow (Wick Rd.) H.			6 46									9 38	
Llandow Halt			6 54									9 41	
Southerndown Road ..												9 45	
Cowbridge Road Jct.													
BRIDGEND			7 1 ¹		8 35	9 25				9 45	10 40	9 53	
Coity South													
Coity Junction							8 43 B 40						

Up Trains.

Week Days.

STATIONS.	B	B		B		B	J	J		B		B	
	Pass.	Pass.		Pass.		Cardiff (Gen.) Pass.	6.0 p.m. Tondur to Pen- arth Curve Freight	Freight		Pass.		Pass.	
	dep.	dep.		dep.		dep.	dep.	dep.		dep.		dep.	
Coity Junction	p.m.	p.m.		p.m.		p.m.	p.m. 6 10	p.m. 6 35		p.m.		p.m.	
Coity South													
BRIDGEND		4 40								7 38			
Cowbridge Road Jct.													
Southerndown Road ..		4 48								7 47			
Llandow Halt		4 53								7 52			
Llandow (Wick Rd.) H.		4 58								7 56 ¹			
Llantwit Major	4 28	5 3		5 28		5 55				8 1 ¹		9 10	
St. Athan	4 32	5 7		5 32		5 59				8 4 ¹		9 13	
Gileston	4 36	5 12 ¹		5 37 ¹		6 3				8 9 ¹		9 18 ¹	
Aberthaw West													
Aberthaw	4 40 ¹	5 16 ¹		5 41 ¹		6 7				8 13 ¹		9 22 ¹	
Rhoose	4 45	5 21 ¹		5 45		6 11				8 18		9 27	
Stop Board							P7 25	P7 52					
Barry Sidings							P7 41	8 6					
BARRY	4 52	5 28		5 52		6 19	7 44	B29		8 25		9 35	

VALE OF GLAMORGAN BRANCH.

Down Trains.

Week Days.

STATIONS.	B	B		J	D		B			B	B		B
	Pass.	Pass.			Coaches.		10.10 p.m. Cardiff (General) Passenger.				11.0 p.m. Cardiff (Gen.) Pass.		11.20 p.m. Cardiff (Gen.) Pass.
	dep.	dep.			dep.		arr.	dep.			dep.		dep.
BARRY.....	SX p.m. 9 53	SO p.m. 10 0			SX p.m. 10 10		p.m. 10 34½	p.m. 10 42			SO p.m. 11 33		p.m. 11 53
Barry Sidings													
Rhose.....	10 1½	10 8½			10 17		10 49½	10 50½					12 1
Aberthaw	10 5½	10 12½					10 53½	10 54½					
Aberthaw West													
Gileston	10 11	10 18					10 58½	11 0			11 47		12 9
St. Athan	10 19	10 25					11 5	11 6			11 53		12 15
Llantwit Major	10 21	10 28					11 9				11 56		12 18
Llandow (Wick Rd.) H.													
Llandow Halt													
Southerndown Road ..													
Cowbridge Road Jct. ..													
BRIDGEND													
Coity South													
Coity Junction													

Up Trains.

Week Days.

STATIONS.	B		J		D		D	B		D	B		
	Cardiff (Gen.) Pass.		Freight		C'ches.		Cardiff (Gen.) C'ches.	Barry Pass. SX Cardiff (Gen.) Pass. SO		C'ches.	Pass.		
	dep.		dep.		dep.		dep.	dep.		dep.	dep.		
Coity Junction	SX p.m.		p.m. 9 50		SX p.m.		SO p.m.	p.m.		p.m.	SO p.m.		
Coity South													
BRIDGEND								10 20			11 15		
Cowbridge Road Jct. ..													
Southerndown Road ..			*10 45					10 29			11 24		
Llandow Halt								10 34					
Llandow (Wick Rd.) H.								10 39			11 36		
Llantwit Major					10 30		10 35	10 45		11 25	11 41		
St. Athan	Not adver- tised.							10 50			11 44		
Gileston								10 55			11 50		
Aberthaw West													
Aberthaw								11 0					
Rhose.....	10 25		*12 5					11 5					
Stop Board			P1226										
Barry Sidings			12 40										
BARRY	10 32		B40		10 53		10 58	11 12		11 45	12 5		

VALE OF GLAMORGAN BRANCH.

Down Trains.

Sundays.

STATIONS.	B	B	B		B	B	B	B		B		B	
	5.15 a.m. Cardiff (Gen.) Work- men.	Pass.	Pass.		Pass.	Pass.	4.50 p.m. Cardiff (Queen St.) Pass.	7.35 p.m. Cardiff (Queen St.) Pass.		10.8 p.m. Cardiff (Queen St.) Passenger.		11.5 p.m. Cardiff (Queen St.) Pass.	
	dep.	dep.	dep.		dep.	dep.	dep.	dep.		arr.	dep.	dep.	
BARRY	a.m. 5 45	a.m. 9 25	a.m. 11 40	....	p.m. 1 45	p.m. 3 55	p.m. 5 40	p.m. 8 10	....	p.m. 10 41½	p.m. 10 52	p.m. 11 43	....
Barry Sidings													
Rhose	5 53	9 33	11 48	....	1 53	4 3	5 48	8 18	....	10 59½	11 1	11 51	....
Aberthaw	5 57	9 37	11 52	....	1 57	4 7	5 52	8 22	....	11 4½	11 5½	....	....
Aberthaw West													
Gileston		9 42	11 57	....	2 2	4 12	5 57	8 27	....	11 9	11 11	12 0	....
St. Athan		9 48	12 3	....	2 8	4 18	6 3	8 33	....	11 16½	11 18	12 7	....
Llantwit Major		9 51	12 6	....	2 11	4 21	6 6	8 36	....	11 21	—	12 10	....
Llandow (Wick Rd.) H.													
Llandow Halt													
Southerndown Road													
Cowbridge Road Jct.													
BRIDGEND													
Coity South													
Coity Junction													

Up Trains.

Sundays.

STATIONS.	D	B		B	B	B	B	B	B	B		D	
	C'ches.	C'ches.		Cardiff (Queen St.) Work- men.	Pass.	Cardiff (Queen St.) Pass.	Cardiff (Queen St.) Pass.	Pass.	Cardiff (Queen St.) Pass.	Cardiff (Queen St.) Pass.		C'ches.	
	dep.	dep.		dep.	dep.	dep.	dep.	dep.	dep.	dep.		dep.	
Coity Junction	a.m.	a.m.	....	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	....	p.m.	....
Coity South .....	....	....	....	....	....	....	....	....	....	....	....	....	....
BRIDGEND .....	....	....	....	....	....	....	....	....	....	....	....	....	....
Cowbridge Road Jct. .....	....	....	....	....	....	....	....	....	....	....	....	....	....
Southerndown Road .....	....	....	....	....	....	....	....	....	....	....	....	....	....
Llandow Halt .....	....	....	....	....	....	....	....	....	....	....	....	....	....
Llandow (Wick Rd.) H. .....	....	....	....	....	....	....	....	....	....	....	....	....	....
Llantwit Major	12+15	12 35	....	....	10 50	1 0	2 30	5 20	6 20	8 50	....	11+35	....
St. Athan	—	V	....	....	10 54	1 4	2 34	5 25	6 25	8 54	....	—	....
Gileston	—	V	....	....	10 59	1 9	2 39½	5 30	6 30	8 59	....	—	....
Aberthaw West .....	....	....	....	....	6 15	11 3	1 13	2 43½	5 34	6 34	9 3	....	....
Aberthaw .....	....	....	....	....	6 20	11 8	1 18	2 48	5 38	6 38	9 8	....	....
Rhose .....	....	V	....	....	—	—	—	—	—	—	—	....	....
Stop Board .....	....	....	....	....	—	—	—	—	—	—	—	....	....
Barry Sidings .....	....	....	....	....	—	—	—	—	—	—	—	....	....
BARRY	12+35	12 59	....	6 27	11 15	1 25	2 55	5 45	6 45	9 15	....	11+55	....

V—Calls to pick up railway employees

DOWLAIS (CAE HARRIS) TO NELSON & LLANCAIACH.**Down Trains.****Week Days.**

STATIONS.	Gradient 1 in	Time allowances for Freight Trains. See page 2.			Hengoed (H.L.) Work- men.	B Work- men.	B Work- men.	Ystrad My- nach Pass.	
		Point-to-point allowances.							
		Ordinary Trains.							
		Stop.	Start.	Point- to- point times.					
					dep.	dep.		dep.	dep.
		mins.	mins.	mins.	a.m.	a.m.		a.m.	a.m.
Dowlais (Cae Harris)	dep.	L	—	1	....	5 22	5 40	....	7 42
Dowlais Junction	"	89 F	1	1	....	—	....	....	—
Penydarren Platform .. .. .	"	"	—	—	....	—	5 45	....	—
Cwmbargoed C. Junction	"	66 R	1	1	....	—	....	....	—
CWMBARGOED	"	66 F	1	1	....	5 32	5 50½	....	7 51½
Stop Board	"	40 F	—	—	....	—	....	....	—
Stop Board .. .. .	"	"	—	—	....	—	....	....	—
Nantyllyn	"	66 F	—	1	....	—	5 55½	....	—
Bedlinog Colliery Junction	"	40 F	2	1	....	—	5 59	6 35	—
Bedlinog Workmens Platform ..	"	49 F	—	—	....	—	....	....	—
BEDLINOG	arr.	43 F	2	1	....	5 39	....	6 137	—
Taff Merthyr C. H.	dep.	—	—	—	....	5 42	N.C.B. C'ches.	6 38	7 59
TRELEWIS PLATFORM	arr.	—	—	—	....	—	....	....	—
Ffaldcaich Siding	dep.	—	—	—	....	5 46½	....	6 42½	8 3½
Stop Board	dep.	42 F	—	—	....	5 50	....	6 46	8 7
NELSON & LLANCAIACH	"	220 F	2	1	....	—	....	....	—
	"	"	—	—		—			—
	arr.	—	1	1	....	5 53	....	6 49	8 10
	dep.	—	—	—	....	5V54	....	....	8 11

V—Hengoed (H.L.) arrive 6. 0 a.m.

NELSON & LLANCAIACH TO DOWLAIS (CAE HARRIS).**Up Trains.****Week Days.**

Mile Post Mileage from Pontypool Road.		Distance from Nelson & Llancaiach.		STATIONS.	Gradient 1 in	Time allowances for Freight Trains See page 2.			B	B	B
						Point-to-point Allowances.			4.50 a.m.	Work- men.	Work- men.
						Ordinary Trains.			Rhym- ney. Work- men.		
						Stop.	Start.	Point- to- point times.	dep.		
M.	C.	M.	C.			mins.	mins.	mins.	SX a.m.	SO a.m.	a.m.
13	45			NELSON & LLANCAIACH	←		1		5 43	6 10	....
14	2	0	37	Ffaldcaich Siding ..	..	220 R	1	3			..
14	43	0	78	TRELEWIS PLATFORM	....	42 R	—	—	5 46½	6 13½	..
15	30	1	65	Taff Merthyr C. H. ..	{ arr.	—	—	—	5 50	6 18	N.C.B.
					dep.	—	—	—	5 52	—	C'ches.
17	2	3	37	BEDLINOG	..	43 R	1	17	6 10	—	..
				Bedlinog Workmens Platform	..	—	—	—	—	—	....
17	34	3	69	Bedlinog Colliery Junction	..	49 R	1	3	6 12	6 129	6 25
18	60	5	15	Nantyllyn	....	40 R	1	10	—	—	6 29½
20	35	6	60	CWMBARGOED	{ arr.	66 R	1	10	RR	..	6 34½
					dep.	—	—	—	Sats,	....	6 35½
20	55	7	10	Stop Board	..	—	—	—	..	..	—
20	70	7	25	Cwmbargoed C. Junction	..	66 F	1	2	..	..	—
				Penydarren Platform..	..	—	1	—	..	..	6 39½
22	15	8	50	Dowlais Junction	....	89 R	2	5	..	..	—
22	77	9	32	DOWLAIS (Cae Harris)	arr.	L	1	5	..	..	6 44½

DOWLAIS (CAE HARRIS) TO NELSON & LLANCAIACH.

Down Trains.

Week Days.

STATIONS.		B	D	B	D	B	B	B	B		B
		Pass.	Rhym- ney C'ches.	Work- men.	C'ches.	Rhym- ney Work- men.	Work- men.	Pass.	Work- men.	Work- men.	Rhym- ney Work- men.
		RR	RR	RR	RR	RR	RR	RR	RR	RR	RR
		dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.
Dowlais (Cae Harris) ..	dep.	a.m. 11 32	SO p.m. Starts	SO p.m. 12 20	SO p.m. 12 50	SO p.m. 1 15	SO p.m. 1 32	SO p.m. 1 35	SO p.m. 1 40	SO p.m. 1 45	SO p.m. 1 50
Dowlais Junction ..	"	"	"	"	"	"	"	"	"	"	"
Penydarren Platform ..	"	"	"	"	"	"	"	"	"	"	"
Cwmbargoed C. Junction ..	"	"	"	"	"	"	"	"	"	"	"
CWMBARGOED ..	"	11 41	p.m. 1 15	12 30	"	1 25	1 41	1 45	"	"	"
Stop Board ..	"	"	forms	"	"	"	"	"	"	"	"
Stop Board ..	"	"	forms	"	"	"	"	"	"	"	"
Nantffyn ..	"	"	1.53	12 35	"	"	"	1 50	"	"	"
Bedlinog Colliery Junction ..	"	"	p.m. 12 37	"	"	"	"	1 52	"	"	"
Bedlinog Workmens Platform ..	"	"	Bar	"	"	"	"	"	"	"	"
BEDLINOG ..	arr.	"	good	"	"	1 32	"	"	"	"	"
Taff Merthyr C. H. ..	dep.	11 49	Rhym- ney	N.C.B.	"	1 35	1 35	1 49	2 35	"	3 3
TRELEWIS PLATFORM ..	arr.	"	when	C'ches.	"	1 38	1 38	"	N.C.B.	2 38	3 6
Ffaldcaiaich Siding ..	dep.	11 54	latter	"	"	1 40	1 40	1 54	C'ches.	2 40	3 10
Stop Board ..	"	"	runs.	"	"	1 44	1 44	"	"	2 44	3 14
NELSON & LLANCAIACH ..	arr.	11 57	12 30	"	1 20	1 47	1 48	1 57	"	2 48	3 17

NELSON & LLANCAIACH TO DOWLAIS (CAE HARRIS).

Up Trains.

Week Days.

STATIONS.		B	B	B	B	D	B	B	B	B	B
		6.17 a.m. Hen- goed (H.L.) Work- men.	8.55 a.m. Ystrad (H.L.) My- nach	Pass.	Pass.	C'ches.	Work- men.	Work- men.	Work- men.	Work- men.	Work- men.
		RR	RR	RR	RR	RR	RR	RR	RR	RR	RR
		dep.	arr.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.
NELSON & LLANCAIACH ..	dep.	a.m. 6V35	a.m. 9 0	a.m. 9 35	SO p.m. 12 52	SO p.m. 1 10	SO p.m. 1 40	SO p.m. 1 55	SO p.m. 2 30	SO p.m. 2 55	SO p.m. 3 25
Ffaldcaiaich Siding ..	"	"	"	"	"	"	"	"	"	"	"
TRELEWIS PLATFORM ..	"	6 40	"	9 38	12 55	"	N.C.B. 1 44	2 0	N.C.B. 2 35	2 59	3 2
Taff Merthyr C. H. ..	arr.	"	"	"	"	"	C'ches. 1 47	2 3	C'ches. 2 40	3 5	3 12
BEDLINOG ..	dep.	7 0	"	K 9 46	1 0	1 25	1 50	2 5	2 40	3 12	3 12
Bedlinog Workmens Platform ..	"	7 6	"	"	"	"	1 57	2 12	2 47	3 12	3 12
Bedlinog Colliery Junction ..	"	"	"	"	"	"	"	"	"	"	"
Nantffyn ..	"	"	"	"	"	"	"	"	"	"	"
CWMBARGOED ..	arr.	7 18	"	9 57	1 18	"	1 34	2 8	2 49	3 23	3 24
Stop Board ..	dep.	7 19	"	9 59	1 20	"	1 39	2 9	2 55	3 24	3 24
Cwmbargoed C. Junction ..	"	"	"	"	"	"	1 44	"	2 59	"	"
Penydarren Platform ..	"	"	"	"	"	"	"	"	"	"	"
Dowlais Junction ..	"	"	"	"	"	"	"	"	"	"	"
DOWLAIS (Cae Harris) ..	arr.	7 27	"	10 7	1 28	"	1 49	2 17	3 4	3 32	3 32

K—Calls if required to deliver fish traffic.

V—Arrive 6.23 a.m.

DOWLAIS (CAE HARRIS) TO NELSON & LLANCAIACH.**Down Trains.****Week Days.**

STATIONS.		B			B	D	B	B		B	B	B
		Pass.			Pass.	Ystrad Mynach Coaches.	Ystrad Mynach Pass.	Work- men.		Work- men.	Work- men.	Pass.
		dep.			dep.	dep.	dep.	dep.		dep.	dep.	dep.
Dowlais (Cae Harris) ..	dep.	p.m. 4 15	....	....	p.m. 6 43	SO p.m.	SO p.m.	SX p.m.	....	SX p.m.	SX p.m.	SO p.m.
Dowlais Junction ..	"	....	....	....	....	....	....	....	....	....	....	....
Penydarren Platform ..	"	....	....	....	....	....	....	....	....	9 45	....	....
Cwmbargoed C. Junction ..	"	....	....	....	....	....	....	....	....	....	....	....
CWMBARGOED ..	"	4 24½	....	....	6 52½	....	9 19	9 35	....	9 50½	....	10 59
Stop Board ..	"	....	....	....	....	....	....	....	....	....	....	....
Stop Board ..	"	....	....	....	....	....	....	....	....	....	....	....
Nantyllyn ..	"	....	....	....	....	....	....	....	....	9 55½	....	....
Bedlinog Colliery Junction ..	"	....	....	....	....	....	....	....	....	9 59	....	....
Bedlinog Workmens Platform ..	"	....	....	....	....	....	....	....	....	....	....	....
BEDLINOG ..	arr.	....	....	....	....	....	....	9 42	....	....	....	....
	dep.	4 32	....	....	7 0	....	9 27	9 46	....	N.C.B.	10 30	11 7
Taff Merthyr C. H. ..	arr.	4 35½	....	....	7 3½	....	....	9 49½	....	C'ches.	10 33½	....
TRELEWIS PLATFORM ..	dep.	4 36½	....	....	7 4½	....	....	9 51	....	....	10 35	....
Ffaldcaiaach Siding ..	dep.	4 40	....	....	7 8	....	9 32	9 54½	....	....	10 38½	11 12
Stop Board ..	"	....	....	....	....	....	....	....	....	....	....	....
NELSON & LLANCAIACH ←	arr.	4 43	....	....	7 11	....	9 35	9 58	....	....	10 42	11 15
	dep.	4V45	....	....	7G13	7 20	9 37	....	....	....	....	....

G—To Ystrad Mynach SX.

V—Empty to Ystrad Mynach—(SX).

NELSON & LLANCAIACH TO DOWLAIS (CAE HARRIS).**Up Trains.****Week Days.**

STATIONS.		B	B	B	B	B	B	B	B	B	B
		Pass.	Pass.	Pass.	5.16 p.m. Ystrad Mynach Pass.	8.13 p.m. Ystrad Mynach Passenger.	9.55 p.m. Ystrad Mynach Pass.	Work- men.	Work- men.	Work- men.	Pass.
		dep.	dep.	dep.	dep.	arr.	dep.	dep.	dep.	dep.	dep.
NELSON & LLANCAIACH ←	dep.	SO p.m. 3 20	SX p.m. 3 20	SO p.m. 5 51	SX p.m. 5Y51	p.m. 8 20	p.m. 8 25	SO p.m. 10Z5	SX p.m. 10 5	SX p.m. 10 48	SO p.m. 11 25
Ffaldcaiaach Siding ..	"	....	....	....	....	....	....	....	....	....	....
TRELEWIS PLATFORM ..	arr.	3 23	3 23	5 54	5 54	8 28	10 8	10 9	10 12½	10 52	11 28
Taff Merthyr C. H. ..	dep.	....	3 26	....	5 57½	....	....	....	10 14½	10 55	....
BEDLINOG ..	arr.	3 31	3 35	6 4	6 6	8 36	10 16	10 20	10 14	11 5	11 36
Bedlinog Workmens Platform ..	"	....	....	....	....	....	....	....	....	....	....
Bedlinog Colliery Junction ..	"	....	....	....	....	....	....	....	....	....	....
Nantyllyn ..	"	....	....	....	....	....	....	....	....	....	....
CWMBARGOED ..	arr.	3 42½	3 46½	6 15½	6 17½	8 47½	10 27½	....	....	10 39½	11 16½
Stop Board ..	dep.	3 44	3 48	6 18	6 19	8 49	10 29	....	....	10 40½	11 50
Cwmbargoed C. Junction ..	"	....	....	....	....	....	....	....	....	....	....
Penydarren Platform ..	"	....	....	....	....	....	....	....	....	....	....
Dowlais Junction ..	"	....	....	....	....	....	....	....	....	....	....
DOWLAIS (Cae Harris) ..	arr.	3 52	3 56	6 26	6 27	8 57	10 37	....	....	10 49½	11 26

Y—Arrive 5.20 p.m.

Z—Arrive 10.2 p.m.

LIST OF SIGNAL BOXES.

Distance Box to Box M/C	Name of Box.	TIMES DURING WHICH BOXES ARE OPEN.					Whether provided with switch.
		Week Days.			Sundays.		
		Opened		Closed at	Opened at	Closed at	
		Monday.	Other Days.				
CARDIFF BUTE ROAD TO MERTHYR.							
—	Cardiff Bute Road Station	5.15 a.m.	5.15 a.m.	9.15 p.m.	..	..	No
0 33	Bute Street	6. 0 a.m.	6. 0 a.m.	8.40 p.m.	..	..	Yes
0 34	Cardiff, Queen Street South	—	Continuously.	..	..	..	Yes
0 20	Cardiff, Queen Street North	—	Continuously.	..	..	..	No
0 49	Crookherbtown	5. 0 a.m.	..	..	..	6. 0 a.m.	Yes
0 44	Maindy Bridge	—	Continuously.	..	..	..	No
0 52	Maindy Fuel	7. 0 a.m.	7. 0 a.m.	9.40 p.m.	..	..	Yes
0 48	Roath Branch Junction	6. 0 a.m.	..	..	..	6. 0 a.m.	Yes
3 33	Docks Storage North	6. 0 a.m.	..	..	..	6. 0 a.m.	Yes
0 63	Llandaff Loop Junction	5. 0 a.m.	..	..	..	6. 0 a.m.	Yes
0 66	Radyr Junction	3.25 a.m.	..	..	..	10. 0 p.m.	Yes
1 6	Pentyrch Crossing	6. 0 a.m.	..	..	..	2. 0 a.m.	Yes
0 72	Walnut Tree Junction	4.15 a.m.	..	..	{ 6. 0 a.m.	{ 4. 0 a.m. 8.15 a.m.	{ Yes
0 72	Taffs Well Siding	6. 0 a.m.	..	..	..	2. 0 a.m.	Yes
2 45	Maesmawr	5. 0 a.m.	6.30 a.m.	10.30 p.m.	11. 0 a.m.	6.30 p.m.	Yes
1 10	Treforest Junction	5. 0 a.m.	..	..	{ 10.30 a.m. 8.20 p.m.	{ 6. 0 a.m. 11.45 a.m.	{ Yes
0 75	P. O. & N. Junction (Pontypridd)	5. 0 a.m.	..	..	..	10. 0 p.m.	Yes
0 28	Pontypridd Junction	Continuously.	..	..	{ 3.35 p.m.	{ 1.50 p.m. 11.40 p.m.	{ No
0 10	Pontypridd Northern	4.50 a.m.	..	..	{ 3.25 p.m.	{ 3. 0 a.m. 3.50 p.m.	{ Yes
0 41	Pont Shon Norton	6. 0 a.m.	..	..	..	3. 0 a.m.	Yes
1 0	Glydach Court	5.15 a.m.	7. 0 a.m.	10.45 p.m.	..	..	Yes
1 17	Windsor Passing Siding	7. 0 a.m.	7. 0 a.m.	9.40 p.m.	..	..	No
0 60	Stormstown Junction	6. 0 a.m.	..	..	..	6.40 a.m.	Yes
0 40	Carn Parc	3.30 a.m.	..	..	..	1.40 a.m.	Yes
0 25	Abercynon	3.30 a.m.	..	..	{ 3. 5 p.m.	{ 1.20 p.m. 11.30 p.m.	{ No
1 56	Quaker's Yard (Low Level Jct.)	5.45 a.m.	..	..	..	6.40 a.m.	Yes
2 40	Black Lion	5.55 a.m.	5.55 a.m.	8.35 p.m.	..	..	Yes
2 21	Troedyrhiw	5.35 a.m.	5.35 a.m.	8.35 p.m.	..	..	Yes
0 36	Plymouth Siding	Open as required	Open as required	Open as required	..	..	Yes
1 2	Abercynon Crossing	..	..	..	..	..	Yes
0 47	Brandy Bridge	4. 0 a.m.	..	..	—	8.45 a.m.	Yes
0 47	Merthyr Station	See No. 11.	..	..	..	..	..

CARDIFF EAST DOCK TO RHYMNEY BRIDGE.

—	Stonefield	..	Continuously.	..	..	..	No
0 38	Tyndall Street	6. 0 a.m.	..	..	..	6. 0 a.m. V	No
0 46	Queen Street North	..	..	..	..	..	No
0 64	Orwys	5.30 a.m.	4.45 a.m.	9.30 p.m.	..	..	Yes
1 12	Heath Junction	3.45 a.m.	3.45 a.m.	11.10 p.m.	..	..	Yes
—	Birchgrove	Open	as required	..	..	..	..
2 14	Whitchurch	5.45 a.m.	5.45 a.m.	11. 5 p.m.	..	..	No
1 39	Llanishen	Open	as required	..	..	..	Yes
0 78	Cherry Orchard	4. 0 a.m.	4. 0 a.m.	9. 0 p.m.	..	..	Yes
1 61	Wernddu	9. 0 a.m.	9. 0 a.m.	4.20 p.m. V	..	..	Yes
0 51	Gaeaphilly East	—	Continuously.	..	..	..	No
0 22	Gaeaphilly West	5. 0 a.m.	..	..	—	4. 0 a.m. V	Yes
0 51	Aber Junction	4. 0 a.m.	..	..	..	4. 0 a.m. V	Yes

J—Applies commencing May 28th, 1950.

V—Or after last 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.		Closed at	Opened at	Closed at	
		Mondays.	Other Days.				
CARDIFF EAST DOCK TO RHYMNEY BRIDGE—continued.							
0 55	Beddau Loop Junction	8.25 a.m.	8.25 a.m.	6.25 a.m.	..	..	Yes
0 34	Penrhos Junction	4.20 a.m.	..	..	..	3.0 a.m.	Yes
1 33	Rockwood	Open as required.			..	..	Yes
0 79	Walnut Tree Junction	..	..	..	..	..	Yes
0 40	Penyrheol	5.20 a.m.	5.20 a.m.	11.15 p.m.	..	..	No
1 60	Abertridwr	5.20 a.m.	5.20 a.m.	11.15 p.m.	..	..	No
1 4	Senghenydd	5.25 a.m.	5.25 a.m.	11.10 p.m.	..	..	No
0 28	Energlyn	8.0 a.m.	8.0 a.m.	4.0 p.m. 12.0 noon	SX SO	..	Yes
1 28	Llanbradach	4.30 a.m.	..	..	..	4.0 a.m.	Yes
1 26	Darran-y-Mwrthwl	6.15 a.m.	6.15 a.m.	8.55 p.m.	..	..	Yes
1 19	Ystrad Mynach South	..	Continuously.	..	..	..	No
0 65	Tredomen	As required.	..	..	..	..	Yes
0 54	Penalltau Junction	See No. 11.	..	..	..	..	..
0 46	Ystrad Mynach North	4.30 a.m.	..	..	6.45 a.m. 5.15 p.m.	4.0 a.m. 8.30 a.m. 5.50 p.m.	Yes
1 18	Cylla	6.30 a.m.	6.30 a.m.	6.20 p.m. 4.20 p.m.	SX SO	..	No
0 20	Penrhiwelin	7.15 a.m.	7.15 a.m.	after last train.	..	..	No
0 78	Hengoed Low Level	4.20 a.m.	..	..	..	2.0 a.m.	V
1 22	Pengam (Glam)	5.15 a.m.	5.15 a.m.	3.45 p.m. 11.45 a.m.	SX SO	..	Yes
0 44	Bargoed Pits	8.0 a.m.	8.0 a.m.	10.0 p.m.	..	..	Yes
1 6	Bargoed South	5.5 a.m.	5.5 a.m.	11.55 p.m.	9.30 p.m.	10.45 p.m.	Yes
0 24	Bargoed North	4.30 a.m.	4.30 a.m.	12.15 night	7.30 a.m. 8.10 p.m.	9.0 a.m. 12.5 a.m.	Yes
1 4	Brithdir	6.30 a.m.	6.30 a.m.	10.30 p.m.	..	..	Yes
1 32	Tir Phil	4.25 a.m.	4.25 a.m.	11.45 p.m. 8.25 p.m.	SX SO	8.0 a.m.	9.0 a.m.
2 16	Pontlottyn	..	Continuously	..	..	..	No
0 75	Rhymaney	..	Continuously	..	..	..	No
1 40	Rhymaney Bridge	5.5 a.m.	5.15 a.m.	12.25 p.m. 12.35 p.m.	MO MX	..	No
		2.0 p.m.	2.0 p.m.	9.20 p.m.	..	..	..

ABERCYNON TO ABERDARE.

—	Abercynon	..	..	..	..	..	..
0 75	Pontcynon Junction	3.55 a.m.	..	..	3.5 p.m.	1.15 p.m. 11.45 p.m.	No
1 3	Penrhiwceiber (Lower) Junction ..	1.0 p.m.	1.0 p.m.	8.20 p.m.	..	..	Yes
0 55	Penrhiwceiber (Upper) Junction ..	6.0 a.m.	..	..	..	2.0 a.m.	Yes
0 77	Nixon's Crossing	5.30 a.m.	..	..	7.0 a.m.	1.0 a.m.	Yes
0 21	Mountain Ash	6.30 a.m.	6.30 a.m.	9.10 p.m.	9.20 p.m.	11.0 a.m.	Yes
1 8	Aberowmbol	11.0 a.m.	11.0 a.m.	6.20 p.m.	..	3.0 p.m.	Yes
0 52	Owmbach Junction	8.0 a.m.	8.0 a.m.	12.0 noon	SX SO	..	Yes
0 46	Aberaman	6.0 a.m.	..	..	..	1.0 a.m.	Yes
0 65	Aberdare South	3.50 a.m.	..	..	3.0 p.m.	1.20 p.m. 11.55 p.m.	No
0 16	Aberdare North	3.50 a.m.	..	..	11.30 a.m. 3.45 p.m.	6.10 a.m. 12.0 noon	No
2 16	Nantmelyn Lower	8.0 a.m.	8.0 a.m.	4.0 p.m. 12.0 n'n	SX SO	V	No

A—2.10 p.m. Saturdays.

J—Applies commencing May 28th, 1950.

V—Or after last train.

†—Closes 11.5 p.m. Saturdays, or after last 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		Closed	Opened	Closed	
		Mondays.	Other Days	at	at	at	

PONTYPRIDD TO BLAENCWM.

—	Pontypridd Junction	4.55 a.m.	..	..	..	..	Yes
0 15	Rhondda Cutting	4.35 a.m.	..	..	..	2. 0 a.m.	Yes
0 44	Gyfeillon Lower	..	..	..	..	6. 0 a.m.	Yes
0 45	Gyfeillon Upper	9. 0 a.m.	9. 0 a.m.	{ 5.0 p.m. SX 1.0 p.m. SO }	..	..	Yes
0 14	Trehafod Junction	5.10 a.m.	..	..	..	6. 0 a.m.	Yes
0 26	Elrw Branch Junction	6. 0 a.m.	..	..	..	6. 0 a.m.	Yes
0 68	Cymmer Yard	..	Opened as	required.	..	..	No
0 38	Llwyncelyn	..	Closed.	..	..	..	Yes
0 38	Rhondda Fach Junction South ..	4.35 a.m.	..	..	..	3. 0 a.m.	Yes
0 18	Rhondda Fach Junction North ..	4.15 a.m.	..	..	{ 3. 0 p.m.	1.25 p.m. 12.15 a.m. (Mon.) }	No
0 7	Cymmer Level	5.45 a.m.	4.0 a.m.	{ 10.20 p.m. MO 11.20 p.m. MX 10.20 p.m. MX 11.20 p.m. MO }	..	..	Yes
0 45	Dinas Junction	5.45 a.m.	5.0 a.m.	{ 10.20 p.m. MO 11.20 p.m. MX }	..	..	Yes
0 43	Naval Colliery Junction	5.30 a.m.	..	..	..	1. 0 a.m.	Yes
0 62	Pwlllyrhebog Junction	5. 0 a.m.	..	..	..	6. 0 a.m.	Yes
0 24	Llwynypia Lower	12. 0 noon	12. 0 noon	1.45 p.m.	..	..	Yes
0 40	Llwynypia Upper	5.45 a.m.	5.45 a.m.	7.20 p.m.	5.55 a.m.	9. 0 a.m.	Yes
1 0	Gelli	5.15 a.m.	..	..	..	6. 0 a.m.	Yes
0 55	Maendy	11. 0 a.m.	11. 0 a.m.	6.20 p.m.	..	..	Yes
0 17	Ystrad	5.20 a.m.	..	..	..	6. 0 a.m.	Yes
0 60	Gwmparc	5.30 a.m.	..	..	..	6. 0 a.m.	Yes
0 62	Abergorky	8.30 a.m.	8.30 a.m.	6.30 p.m.	..	..	Yes
0 58	Ynysfelo	..	Opened as	required.	..	..	Yes
0 21	Treherbert South	3.50 a.m.	..	..	{ 2.30 p.m.	1.45 p.m. 12.15 a.m. (Mon.) }	No
0 27	Treherbert North	3.50 a.m.	..	..	{ 2.30 p.m.	1.45 p.m. 12.15 a.m. (Mon.) }	No
0 23	R. & S.B. Junction	5.15 a.m.	..	..	..	4. 0 a.m.	No
1 24	Fernhill	6.45 a.m.	6.45 a.m.	10.45 p.m.	..	..	..
0 60	Blaenrhondda	5.35 a.m.	..	..	..	2. 0 a.m.	Yes
1 3	Blaencwm	5.40 a.m.	After last train	Satur days.	..	..	No

PORTH TO MAERDY.

—	Rhondda Fach Junction North ..	6. 0 a.m.	6. 0 a.m.	10. 0 p.m.	..	..	..
0 36	Ynlsir	6.30 a.m.	6.20 a.m.	10.20 p.m.	..	..	Yes
0 68	National	5.40 a.m.	5.40 a.m.	9.40 p.m.	..	..	Yes
1 17	Tylorstown	8.30 a.m.	8.30 a.m.	3.50 p.m.	..	..	Yes
0 41	Pendyris Lower	6.30 a.m.	6.30 a.m.	9.10 p.m.	..	..	Yes
0 43	Pendyris Upper	..	..	..	..	..	Yes
0 35	Ferndale Lower	..	Closed.	..	..	..	Yes
0 40	Ferndale Upper	7. 0 a.m.	7. 0 a.m.	9.40 p.m.	..	..	Yes
0 33	Maerdy Junction	..	Continuously	..	..	..	No
1 34	Maerdy	..	Continuously	..	..	..	No

TREForest TO COWBRIDGE.

—	Treforest Junction	..	..	..	..	..	..
1 57	Tonteg Junction	..	..	..	..	..	..
1 66	Llantwit	6.50 a.m.	6.50 a.m.	M	..	..	No
1 40	Common Branch Junction	6.45 a.m.	6.45 a.m.	M	..	..	No
7 7	Waterhall Junction	..	..	..	..	..	..

†—Or as ordered by Control.

†—10.0 p.m. on Mondays.

M—After train service is completed.

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		Closed at	Opened at	Closed at	
		Monday.	Other days.				
TREFOREST TO COWBRIDGE—continued.							
1 56	Cowbridge Road Crossing	6.45 a.m.	6.45 a.m.	After last train.	} ..	..	No
0 19	Mwyndy Junction	See No. 7.	..	..		..	..
— —	Llantrisant East	See No. 7.	..	..		..	..
5 30	Cowbridge Junction	6.30 a.m.	6.30 a.m.	10.35 p.m. 9.10 p.m.	} SO SX	..	No

RADYR TO SULLY.

—	Radyr Junction	..	..	..	..	..	..
0 39	Radyr Quarry Junction	5. 0 a.m.	..	..	..	6. 0 a.m.	Yes
2 10	Waterhall Junction	6. 0 a.m.	6. 0 a.m.	8.40 p.m.	..	..	Yes
0 38	Ely Goods Yard	Open when required.	..	..	..	..	Yes
0 65	Ely Paper Mills	8. 0 a.m.	8. 0 a.m.	3.20 p.m.	..	..	Yes
1 7	Penarth Curve North Junction	2. 0 a.m.	..	..	..	6+ 0 a.m.	Yes
—	Penarth Curve North Junction	..	..	..	..	..	..
0 22	Penarth Curve East	6. 0 a.m.	..	..	..	6. 0 a.m.	Yes
—	Penarth Curve North Junction	..	..	..	..	..	..
0 27	Penarth Curve South Junction	..	..	..	..	..	..
—	Clarence Road	6.30 a.m.	6.30 a.m.	D6.30 p.m.	..	..	No
0 8	Riverside South	8.10 a.m.	8.10 a.m.	6.30 p.m.	..	..	Yes
0 30	Riverside North	4.50 a.m.	4.50 a.m.	11.30 p.m.	..	..	Yes
0 42	Cardiff West	See No. 7.	..	..	..	..	..
0 23	Penarth Curve East	..	..	..	..	..	..
0 22	Penarth Curve South	5.30 a.m.	..	..	..	1+ 0 a.m.	Yes
0 26	Grange town Junction	5.30 a.m.	..	..	..	5+30 a.m.	Yes
0 74	Llandough	6. 0 a.m.	6. 0 a.m.	10. 0 p.m.	..	..	Yes
0 45	Ogog Junction	Continuously.	..	..	..	..	No
1 8	Penarth Town	4.40 a.m.	4.40 a.m.	11.45 p.m. 12.25 night	SX 7.30 a.m. SO 3.40 p.m.	3. 0 p.m. 11.30 p.m.	No
1 28	Penarth Cement Works	7.20 a.m.	7.20 a.m.	2.40 p.m.	..	..	Yes
0 42	Lavernock	Opened as required.	..	..	11.0 a.m.	11.50 a.m.	Yes
1 65	Sully	10.45 a.m.	10.45 a.m.	1.10 p.m.	6.45 p.m.	7.40 p.m.	Yes
0 64	Biglis Junction	..	..	..	8.55 p.m.	9.50 p.m.	..

BARRY TO BRIDGEND.

—	Barry Junction	..	..	..	..	..	..
0 40	Barry Sidings	6. 0 a.m.	..	..	..	4+30 a.m.	Yes
2 59	Rhoose	5.35 a.m.	5.35 a.m.	12.35+ a.m.	..	12.35 a.m.	Yes
1 60	Aberthaw East	7. 0 a.m.	7. 0 a.m.	11. 0 p.m.	5.30 a.m.	6.30 a.m.	Yes
0 34	Aberthaw West	Open when required	..	for traffic purposes only.	..	..	Yes
1 12	Gileston	Open when required	..	for traffic purposes only.	..	..	Yes
2 0	St. Athan	Open when required	..	for traffic purposes only.	..	..	Yes
1 1	Llantwit Major	5.20 a.m.	..	..	9.15 a.m.	1+30 a.m. 1. 0 a.m. (Mon.)	Yes
3 61	Llandow	Closed.	..	..	..	..	..
1 55	Southerndown Road	6.40 a.m.	6.40 a.m.	10.40 p.m. 12.40 night	SX SO	..	Yes
0 63	Duchy & Lancaster Quarries ..	Open when required	..	for traffic purposes only.	..	..	Yes
1 5	Ewenny	Open when required	..	for traffic purposes only.	..	..	Yes
1 50	Cowbridge Road Junction	6. 0 a.m.	..	..	..	6+0 a.m.	No
0 35	Bridgend East	See No. 7.	..	..	..	..	..
1 61	Coity Junction	See No. 7.	..	..	..	..	..

D—At 2.50 p.m. on Saturdays. E—Or as required for Pilot. J—Commencing May 28th, 1950.
 †—Or as ordered by Control. ‡—12.5 a.m. Sunday mornings.

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.		Closed at	Opened at	Closed at	
			Monday.	Other Days.				
BARRY PIER TO COGAN.								
—	Barry Pier	Opened as	required for	steamboat	at traffic.	..	No	
0 28	Barry Island East	6.25 a.m.	6.25 a.m.	10.15 p.m.	10.10 a.m.	J 10.15 p.m.	No	
0 12	Barry Island West	Op	en as requi	red.	..	..	Yes	
0 45	Barry Junction	4.50 a.m.	..	..	..	1.30 a.m. M	No	
0 12	Barry Station	..	Contin	uously.	..	..	No	
1 3	Barry Docks Station	6. 0 a.m.	..	..	..	6† 0 a.m.	Yes	
0 58	Cadoxton Low Level Junction ..	5. 0 a.m.	..	..	..	6† 0 a.m.	Yes	
0 9	Cadoxton South	..	Contin	uously.	..	..	No	
0 34	Biglis Junction	6.30 a.m.	6.30 { SX a.m. { SO	11. 0 p.m. 12.25 night	9.50 a.m.	8.50 p.m.	Yes	
1 38	Dinas Powis	5.40 a.m.	..	12.0 a.m. (Sa	ts).	..	Yes	
1 48	Cogan Sidings	6. 0 a.m.	6. 0 a.m.	10. 0 p.m.	..	..	..	
—	Cogan Junction	..	..	..	..	..	..	
CADOXTON TO PENRHOS JUNCTION AND TREHAFOD JUNCTION.								
—	Cadoxton South	..	..	..	..	..	—	
0 39	Cadoxton North	6. 0 a.m.	..	..	..	6† 0 a.m.	Yes	
2 3	Wenvoe	6. 0 a.m.	..	..	..	6† 0 a.m.	Yes	
2 18	Drope Junction	7.20 a.m.	7.20 a.m.	10. 0 p.m. †	..	..	Yes	
0 38	Tynycaseu South	..	Closed.	..	..	..	Yes	
0 34	Tynycaseu North	6 0 a.m	..	..	{ 10.30 a.m. J 8.25 p.m. J	{ 6† 0 a.m. 11.45 a.m.	{ Yes ..	
1 12	St. Fagans	See No. 7.	..	..	..	..	..	
2 58	Pentyrch	9. 0 a.m.	9. 0 a.m.	4.20 p.m.	..	..	Yes	
1 12	Walnut Tree West	Opened as	required.	..	..	..	Yes	
2 28	Penrhos Lower	..	Closed	..	..	..	Yes	
0 46	Penrhos Junction	..	..	..	..	..	..	
3 10	Grelglau	7.30 a.m.	7.30 a.m.	11.30 p.m.	..	..	Yes	
2 34	Efail Isaf	7.40 a.m.	7.40 a.m.	10+20 p.m.	..	..	Yes	
1 10	Tonteg Junction	6. 0 a.m.	..	..	{ 10.30 a.m. J 8.20 p.m. J	{ 6† 0 a.m. 11.30 a.m.	{ Yes ..	
3 7	Pwllgwaun	Open as	required.	..	..	..	Yes	
0 45	Trehafod South	10.30 a.m. {	10.30 a.m. SX 9.0 a.m. SO	6.30 p.m. }	..	..	Yes	
0 55	Trehafod Junction	..	..	..	..	..	..	
NELSON & LLANCAIACH TO DOWLAIS. (Cae Harris.)								
—	Nelson & Llancaiach	See No. 1.	..	..	..	..	—	
0 38	Ffaldcalach Sidings	5.20 a.m.	5.20 a.m.	9.20 p.m.	..	..	Yes	
3 9	Bedlinog Station	9. 0 a.m.	9. 0 a.m.	5. 0 p.m.	..	..	Yes	
0 23	Bedlinog Colliery Junction ..	5.30 a.m.	5.30 a.m.	11.15 p.m. K	..	..	Yes	
3 8	Gwm Bargoed Station	6. 0 a.m.	6. 0 a.m.	10. 0 p.m. †	..	..	Yes	
1 54	Dowlais Junction	6.30 a.m.	6.30 a.m.	10.30 p.m. †	..	..	Yes	
0 50	Dowlais Station	5. 0 a.m.	..	..	..	2. V 0 a.m.	No	

D—11.25 p.m. on Saturdays.

J—Applies commences May 28th, 1950.

K—9.30 p.m. on Saturdays.

M—Monday mornings.

V—Or after last train.

†—Or as ordered by Control.

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

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

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

EXCHANGE OF TRAIN TOKENS AND TICKETS.—At all Stations and places where Train Tokens, Staffs 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 Signalmen. At Stations and places where the Electric Train Token or Staff Exchanging Apparatus is provided, the speed of the Train must in no case exceed 15 miles per hour when passing the Apparatus.

Name of Place.	Direction of Train.		Miles per hour.
	From	To	
Cardiff (Bute Road) and Merthyr.			
Speed of all Up and Down Trains between Cardiff (Bute Road) and Merthyr must not exceed 50 m.p.h. and must be further restricted to lower speed as shewn below:—			
Cardiff (Bute Road)	No. 1 Platform	Up Main	10
"	Down Main	No. 1 Platform	10
"	Down Main	No. 2 Platform	15
"	Up and Down Mains and Down Relief Lines over curves between 0m. 48ch. and 0m. 58ch.		30
Cardiff Queen Street South)	Penarth Bay Single	Down Penarth Branch	10
"	Up Main	Up Relief (adjoining Bridge over S. Wales main line)	10
"	Down Main	Down Penarth Branch	15
"	Up Penarth Branch	Penarth Bay Single	15
"	Down Relief	Down Main (adjoining Bridge over S. Wales main line)	10
"	Up East Branch	Up Relief	10
"	Down Relief	Down East Branch	10
"	Up Relief	Up Main	10
"	Penarth Bay Single	Up Main (adjoining Adam St. Bridge)	15
"	Up Main	Down Main	10
"	Up Main	Up Relief	15
"	Down Relief	Down Main	15
"	Up Main	Penarth Bay Single	10
Cardiff (Queen Street North)	Up & Down Mains over curves at North end of Platform.		15
"	Up Main	Up Rhymney Line	15
"	Down Rhymney Line	Down Main	15
"	Up Relief	Up Rhymney Line	25
"	Down Rhymney Line	Down Relief	25
"	Up and Down Main and Up and Down Relief over curves between 1m. 15ch. and 1m. 34ch.		30
"	Up Main	Up Relief	15
"	Down Relief	Down Main	15
"	Up Docks Branch	Up Relief	15
"	Down Relief	Down Docks Branch	15
"	Up Relief	Up Main	15
"	Down Main	Down Relief	15
Crockherbtown	Up and Down Main Lines over reverse curves between 1m. 66c. and 2m. 3ch.		40
Roath Branch Junction	Up Roath Branch	Up Relief	10
"	Down Relief	Down Roath Branch	10
"	Up Relief	Up Main	10
"	Down Main	Down Relief	10
Near Llandaff	Up and Down Main and Up and Down Relief over curves between 4m. 6ch. and 4m. 26ch.		40
Llandaff	Up and Down Main and Up and Down Relief over curves between 4m. 26ch. and 4m. 35ch.		30
"	Up and Down Main and Up and Down Relief. Under-bridge, 4m. 35ch. and 4m. 44ch.		40
Llandaff Loop Junction	Up Main	Up Relief	10
"	Down Relief	Down Main	10
"	Up Relief	Up Main	10
"	Down Main	Down Relief	10
"	Down Relief	Down Main	10
"	Up Main	Up Relief	10
"	Up Relief	Up Llandaff Loop	10
"	Down Llandaff Loop	Down Relief	10
Radyr Junction	Up Branch	Up Relief	10
"	Down Relief	Down Branch	10
"	Up Relief	Up Main	10
"	Down Main	Down Relief	10
Radyr	Up and Down Main and Up and Down Relief over curves between 5m. 17ch. and 6m. 5ch.		35

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

Name of Place.	Direction of Train.		Miles per hour.
	From	To	
Aberdare Branch (Abercynon to Aberdare)—continued.			
Penrhiwceiber L.L. and Mountain Ash	Up and Down	Trains.	30
Mountain Ash and Abercynon Halt	Up and Down	Trains.	35
Aberaman and Aberdare L.L.	Up and Down	Trains between Aberaman Sta. and 23m. 50c. near Aberdare Station	35
" " " "	Up and Down	Trains between 23m. 50c. and Aberdare Sta.	15
Aberdare North	Up and Down	Trains through Junction.	10
Dare Valley Junction	To and from	Branch.	10
Nantmelyn	Up and Down	Trains between 25m. 22c. and 25m. 24c. ..	10
Ynysybwl Loop.			
Stormtown	Through	Ynysybwl Loop.	10
Stormtown Jct. & Windsor Passing Siding ..	Single between	0m. 0ch. and 1m. 29ch.	25
Ynysybwl Branch.			
Olydach Court	Throughout (except Windsor Passing Siding)	Up and Down	25
Windsor Passing Siding	To and from	Branch.	10
Ynysybwl Station	Over Loop (Down Trains)		10
	Up Main	Down Main	10
Pontypridd and Blaencwm.			
The speed of all Up and Down Trains between Pontypridd and Blaencwm must not exceed 50 m.p.h. and must be further restricted to lower speed as shown below:—			
Pontypridd Junction and Rhondda Cutting ..	Up Trains, Main and Relief	over curves between 13 m.p. and 13½ m.p.	10
" " " "	Down Trains, Main and Relief	over curves between 13 m.p. and 13½ m.p.	10*
Rhondda Cutting Junction	Up and Down	Loop	10
Rhondda Cutting Jct. and Trehafod Jct. ..	Up and Down	Trains, Main and Relief over curves between 13½ m.p. and 13m. 50ch.	15*
" " " "	Up and Down	Trains, Main and Relief over curves between 13m. 50ch. and 14½ m.p.	35
Gyfeillon Lower 13m. 70ch.	Up Relief	Up Main	15
	Down Main	Down Loop	15
Trehafod Junction and Eirw Branch Junction.	Up and Down	Trains, Main and Relief over curves between 14½ m.p. and 15m. 10ch.	30
Eirw Branch Junction	Up Relief between 14½ m.p.	and 15 m.p.	15
" " " "	Up Relief	Branch	15
" " " "	Branch	Down Relief	15
Llwyncelyn	Down Main	Down Relief	15
Eirw Branch Junction and Tonypany ..	Up and Down	Trains, Main and Relief over curves between 15m. 10ch. and 17½ m.p.	35
Rhondda Fach South	Main	Relief	15
" " " "	Relief	Main	15
" " " "	Up Main (opposite Box) ..		25
" " " "	Up Main	Branch Platform Line ..	15
" " " "	Branch Platform Line ..	Down Main and Relief ..	15
Gymmer Level	Up Main	Up Relief	15
Dinas Junction	Up Relief	Up Main	15
Naval Colliery Junction	Main	Relief	15
" " " "	Relief	Main	15
Tonypany	Main	Relief	15
" " " "	Relief	Main	10
Llwynypia, Lower	Down Main	Down Relief	15
" " Upper	Down Relief	Down Main	15
Gelli	Main	Relief	15
" " " "	Relief	Main	15
Maendy Ystrad	Down Relief	Down Main	15
Near Ystrad	Down Trains, Main and Relief	over curves between 20m. 55ch. and 20m. 70ch.	25
" " " "	Up Trains, Main and Relief	over curves between 20m. 55ch. and 20m. 70ch.	35
Owm Parc	Up Main	Loop Siding	10
" " " "	Loop Siding	Up Main	10
" " " "	Down Main	Loop Siding	10
" " " "	Loop Siding	Down Main	10
Abergorkie	Up Main over curves between	22½ m.p. and 22m. 50ch.	25
" " " "	Up Relief	Down Main	15
" " " "	Down Relief	Down Main	15
Ynysfeio	Up Main over curves between	23 m.p. and 23m. 10ch.	25
" " " "	Down Main	Up Relief	15
" " " "	Down Main	Down Relief	15
Treherbert	Down Trains through	Platforms	20
Rhondda and Swansea Bay Junction ..	Blaenrhondda	Treherbert	15
" " " "	Treherbert	Blaenrhondda	15
Rhondda & Swansea Bay Jct. (Fernhill Bch.)	Double Line	Single Line	15

*—Permanent Speed Restriction Indicator provided.

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

Name of Place.	Direction of Train.		Miles per hour.
	From	To	
Maerdy and Porth.			
The speed of all Up and Down Trains between Maerdy and Porth must not exceed 35 m.p.h., and must be further restricted to lower speed as shewn below:—			
Ferndale	To and from Single Line	Junction at 21½ Mile Post	15
Between Ferndale and Tylorstown	Over Curves between 21 Mile Post and 20m. 50c.		30
Tylorstown	Over Curves between 19 Mile Post and Tylorstown		25
Rhondda Fach North	Over Curves between 16½ and 16¼ Mile Posts		30
Rhondda Fach North	To and from Branch		15
Between 16¼ Mile Post and Porth	All Up and Down Trains		20
Cardiff and Rhymney Bridge.			
The speed of all Up and Down Trains between Cardiff (Queen Street) and Llanbradach (inclusive) in both directions, must not exceed 50 miles per hour and must be further restricted to lower speed as shewn below:—			
Cardiff (Queen Street North)	Up Docks Branch	Machine Road	10
" " " "	Up and Down Docks Branch over curves at Newport Road Bridge.	h Lines and Machine Road	10
" " " "	Docks Branch	Grockhertown Loop	15
" " " "	Crockherbtown Loop	Docks Branch	15
" " " "	Rhymney Line	Taff Vale Reliefs	25
" " " "	Taff Vale Reliefs	Rhymney Line	25
" " " "	Main	Rhymney Line	15
" " " "	Rhymney Line	Main	15
" " " "	Up Rhymney Line	Machine Road	10
" " " "	Machine Road over reverse curves North of Signal Box		10
" " " "	Docks Branch	Rhymney Line	15
" " " "	Rhymney Line	Docks Branch	15
" " " "	Machine Road	Up Relief	10
" " " "	Over Lowther Road Bridge	1½ m.p.	35
" (Orwys)	Down Rhymney Line	Down Rhymney Relief	15
Gaerphilly East (Loco. Works Junct.)	To and from Relief Lines (Up and Down)		10
Gaerphilly East	" " " " " "	" " " " " "	25
" West Junct.	Main Line through Junctions (Up and Down)		40
" " " "	To and from Relief Line (Up and Down)		15
Aber Junction	Main Lines through Junctions (Up and Down)		25
Llanbradach (Pwllypant)	To and from Relief Lines (Up and Down)		20
The speed of all Up and Down Trains between Llanbradach (exclusive) and Rhymney Bridge, in both directions, must not exceed 40 m.p.h. and must be further restricted to lower speed as shewn below:—			
Llanbradach and Darran-y-Mwrthwl	Between 11½ m.p. and 12½ m.p. (Up and Down)		35*
Darran-y-Mwrthwl	" " " " " "		35
Ystrad Mynach South	Up and Down Trains to and from Penalltau Junction		15
Gilfach North Junct.	Over curve at 17½ m.p. (Up and Down)		25
Bargoed South	Through Bargoed Loop Junction (Up and Down)		15
Bargoed	Between 18 m.p. and 19 m.p. (Up and Down)		30
Brithdir	Up and Down Trains between 18m. 70ch. and 18m. 72ch.		15
Brithdir and Tirphil	Down Trains between 19m. 58ch. and 19m. 71ch.		5
Sebastopol Curve	Between 21m. 35ch. and 21m. 50ch. (Up and Down)		15*
Pontlottyn	Down Trains over Viaduct		10
Rhymney	Single	Down Line at 23m. 72ch.	15
Rhymney Bridge	Between 24 m.p. and 24½ m.p. (Up and Down)		40
" " " "	Between 24½ m.p. and 25m. 18ch. (Up and Down)		30
Heath Junction and Coryton			
Heath Junction	To and from Branch		20
" " and Coryton Halt	All Up and Down Trains		35
Coryton and end of Branch Rhydyfelin	All Up and Down Trains		15
Aber Branch.			
Aber Junction	All trains between Aber Junction and 9½ m.p.		25
Penyrheol	All trains between 10½ m.p. and Abertridwr Viaduct 11½ m. p.		15
Abertridwr	All trains between Abertridwr and Senghenydd		30
Penalltau Branch.			
Penalltau Junction	Up and Down Trains between 13m. 56ch. and 14m. 11ch.		35
Ystrad Mynach South	Up and Down Trains to and from Penalltau Junction		15
Treforest Junction to Cowbridge.			
Llantrisant Branch	Up and Down throughout		35
Cowbridge Branch	Speed not to exceed 30 miles per hour		
Cardiff and Pontypridd (via St. Fagans).			
Penarth Curve East and Penarth Curve North	Up and Down Trains		15
Penarth Curve North	Main	Leckwith Loop	20
" " " "	Leckwith Loop	Main	20
Leckwith Junction	Main	Branch	20
" " " "	Branch	Main	20
St. Fagan's Junction	Main	Branch	10
" " " "	Branch	Main	10
St. Fagan's	Single Line Junction 0m. 78ch. and 1m. 2ch. Up and Down		20
Tyn-y-seau North	Single Line Junction 0m. 4ch. and 0m. 10ch. Up and Down		20

* Permanent Speed Restriction Indicator provided.

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

Name of Place.	Direction of Train.		Miles per hour.
	From	To	
Cardiff and Pontypridd (via St. Fagans)—continued.			
Tynycaeau North Junction	Main Line	St. Fagan's Branch	20
" " " " " " " " " "	St. Fagan's Branch	Main Line	20
Cadoxton Junction and Trehafod. The speed of all Up and Down trains must not exceed 45 miles per hour, and must be further restricted to lower speed as shewn below :—			
Tynycaeau North Junction	Main Line	Penrhos Branch	20
Efail Isaf " " " " " " " " " "	Penrhos Branch	Main Line	20
" " " " " " " " " "	All Trains through Up	Platform Loop	10
" " " " " " " " " "	Down	" " " " " " " " " "	15
Pontypridd Graig Tunnel	Up and Down Trains between	n 14m. 15ch. and 15m. 0oh.	18
Trehafod Viaduct	Tontog Junction	Porth	10
16m. 38ch. and 16m. 53ch.	Porth	Tontog Junction	10
Tynycaeau North Junction to Penrhos Junction	Penrhos Junction	Pentyrch	25
" " " " " " " " " "	Pentyrch	Penrhos Junction	25
" " " " " " " " " "	Pentyrch	Tynycaeau Junction	35
" " " " " " " " " "	Tynycaeau Junction	Pentyrch	35
Penarth Branch. All trains between Cogan Junction and Biglis Junction via Penarth must not exceed 50 m.p.h. and must be further restricted to lower speeds as shewn below :			
Cogan Junction and Penarth	All trains	" " " " " " " " " "	35
Penarth and Alberta Place Halt	Up and Down trains over curves between 1 m.p. and 1m. 14c.	" " " " " " " " " "	20
Lavernock	Up and Down trains between 2½ and 3½ m.p.	" " " " " " " " " "	40
Sully and Biglis Junction	Up and Down trains between 5¼ m.p. and Biglis Junction	" " " " " " " " " "	40
Biglis Junction	To and from Cadoxton	" " " " " " " " " "	20
Barry and Cardiff.			
Barry Island	All Up and Down Trains	on gradient and curves between Barry Island and Barry Pier Stations	5
Barry Station (Barry Junction)	All up and Down Trains	over curves at Junction and Island Bay Platform Line	10*
Barry Station 8 m.p.	Down Main	Up Main	10
Barry Docks (all Up and Down Trains)	Up Home Signal	East End of Station Platform	15
Cadoxton	All Trains through Junction	ns both ends of Station	10
Biglis Junction	Cadoxton	Penarth	20
" " " " " " " " " "	Penarth	Cadoxton	20
" " " " " " " " " "	Cadoxton	Dinas Powis	35
" " " " " " " " " "	Dinas Powis	Cadoxton	35
Cogan Sidings	All Up and Down Trains	over Curve at Cardiff end of Cogan Tunnel	40
Cogan Junction	All Up and Down Trains	between Cogan Junction and Cogan Station	10*
Grangetown	Through Station Up and Down	" " " " " " " " " "	30
UP LINE.			
Penarth Curve South Junc... .. .	Junction from Relief Line	" " " " " " " " " "	20
" " " " " " " " " "	To Radyr	" " " " " " " " " "	15
" " " " " " " " " "	Between 0m. 53ch. and 0m. 40ch.	" " " " " " " " " "	20
Between Penarth Curve South and Cardiff West	Between 0m. 40ch. near Penarth Curve South Box and Clare Road Bridge 0m. 10ch.	" " " " " " " " " "	25
Between West End of Riverside Station Platforms and Clarence Road Station	All trains	" " " " " " " " " "	20
Clare Road Bridge and West End of Cardiff General Platforms	All diverging Junctions	" " " " " " " " " "	10
Cardiff East and Cardiff (Queen St.) South DOWN LINE	Over curve between 0m. 30ch. and 0m. 42ch.	" " " " " " " " " "	15
Cardiff (Queen St.) South and Cardiff East	Over Curve between 0m. 30ch. and 0m. 42ch.	" " " " " " " " " "	15
" " " " " " " " " "	Down Main	Down Penarth Branch	15
" " " " " " " " " "	0m. 67ch. to 0m. 60ch.	" " " " " " " " " "	10
Cardiff East	Down Taff to No. 4 Platform	Line	10
Between Clarence Rd. Station and West End of Riverside Platforms	All trains	" " " " " " " " " "	20
West End of Cardiff General Station Platforms and Clare Road Bridge	All diverging Junctions	" " " " " " " " " "	10
Between Cardiff West and Penarth Curve South	Between Clare Road Bridge near Penarth Curve South Box	0m. 10ch. and 0m. 40ch.	25
Penarth Curve South Junc... .. .	Between 0m. 40 ch. and 0m. 53ch.	" " " " " " " " " "	20
" " " " " " " " " "	From Radyr.. .. .	" " " " " " " " " "	15
" " " " " " " " " "	Junction to Relief Line	" " " " " " " " " "	20
Cardiff East	No. 6 Platform	Up Taff	10
" " " " " " " " " "	Down Taff	No. 7 Platform	10
" " " " " " " " " "	Crossover between No. 6 Platform Line at East direction	Platform Line and No. 7 End of Platform. Either direction	10

* Permanent Speed Restriction Indicator provided.

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

Name of Place.	Direction of Train.		Miles per hour.
	From	To	
Radyr Branch.			
The Speed of Up and Down trains must not	exceed 30 miles per hour and	must be further restricted as	follows :
	Over Curves at Radyr Junction	on 4m. 30ch. to 4m. 40ch.	15
Barry and Bridgend.			
All trains between Barry, Bridgend and Coity Junction must not exceed	a speed of 40 miles per hour	when	
travelling round curves.			
Barry Station to East Mouth of Porthkerry Tunnel. Between 0m. 0ch. and 0m. 53ch.	All Up and Down Trains	.. .. .	15
Curve West of Porthkerry Tunnel. Between 0m. 77ch. and 1m. 12ch.	All Up and Down Trains	.. .. .	25*
Aberthaw Down Loop	All trains entering and leaving Platform Line	.. .. .	10
Aberthaw Up Loop .. .. .	" .. .. .	.. .. .	10
Llantwit Major Down Loop .. .. .	" .. .. .	.. .. .	10
Llantwit Major Up Loop .. .. .	" .. .. .	.. .. .	10
Southerndown Road Down Loop	All trains entering and leaving Platform Line	.. .. .	10
Southerndown Road Up Loop .. .. .	" .. .. .	.. .. .	10
Cowbridge Road Junction 18m. 35ch. to 18m. 40ch.	{ Bridgend	Barry	15
	{ Barry	Bridgend	15
Between Cowbridge Road Junction and Vale of Glamorgan Terminus, Bridgend 18m. 40ch. to 19m. 0ch.	{ Barry	Bridgend	15
	{ Bridgend	Barry	15
Bridgend East	Barry Line	Main Line	10
"	Main Line	Barry Line	10
Coity Junction	Barry	Tondu	10
"	Tondu	Barry	10

Taff Bargoed Branch.

Speed of all Up and Down Trains between Nelson and Llancaiach and Dowlais (Caeharris) must not exceed 40 m.p.h. and must be further restricted to lower speed as shown below :—

Nelson & Llancaiach	Between 13m. 51ch. and 13m. 55ch.	.. .. .	20
Nelson & Llancaiach	Between 13m. 70ch. and 14m. 15ch.	.. .. .	30
Bedling	Over reverse curves 17m. to 17m. 40ch.	.. .. .	30
Nantyllyn	Between 18m. 50ch. and 18m. 60ch.	.. .. .	35
Nantyllyn and Gwm Bargoed	Between 19m. 60ch. and 20m. 30ch.	.. .. .	30
Dowlais Junction	Between 22m. 15ch. and 22m. 20ch.	.. .. .	15
Dowlais (Caeharris)	Between 22m. 50ch. and 22m. 75ch.	.. .. .	10

The speed of all trains in either direction over the undermentioned lines must not exceed 15 miles per hour :—

Oylla	Bargoed Pits	Llandaff Loop
Pwllyrhebog	New Tredegar	Walnut Tree
Dare Valley	Ogilvie	Drope Junction and Peterston
Roath Docks	Beddau Branch and Loop	Dowlais Pits
Foehriw	Energlyn	Taff Bargoed to Zig-Zag
Eirw	Gwmbach	Waterhall Jct. & Common Bch. Jct.

* Permanent Speed Restriction Indicator provided.

REFUGE SIDINGS AND GOODS RUNNING LOOPS.

From Station or Box.	To Station or Box.	Holding Capacity in Wagons in addition to Engine and Van.			
		Loop.		Refuge Siding.	
		Up.	Down.	Up.	Down.
Mynachdy	—	12	—	—	—
Maesmawr	—	60	67	—	—
Treforest Junction	—	—	90	—	—
Black Lion Crossing	—	50	—	—	—
Penrhiwceiber Upper	—	—	—	50	—
Abercwmboi	Cwmbach Junction	141	—	—	—
Cherry Orchard	—	60	60	—	—
Energlyn North	Energlyn South	47	27	—	—
Darran-y-Mwrthwl	—	60	—	—	—
Ystrad Mynach North	Ystrad Mynach South	—	A	—	—
Brithdir	—	—	55	—	—
Rhondda Cutting	Gyfeillon Lower	79	—	—	—
Rhondda Cutting	Gyfeillon Lower	77	—	—	—
Rhondda Cutting	Gyfeillon Lower	—	82	—	—
Rhondda Cutting	Gyfeillon Lower	—	111	—	—
Cymmer Level	Dinas Junction	114	—	—	—
Naval Colliery Junction	Pwllyrhebog	60	—	—	—
Gelli	—	70	—	—	—
Cwmparc	—	54	—	—	—
Ynysir	—	50	—	—	—
Ynysir	National	—	60	—	—
Pendyris Upper	Ferndale Lower	61	—	—	—
Pendyris Upper	Ferndale Lower	—	57	—	—
Trehafod Junction	Trehafod South	—	150	—	—
Tonteg Junction	—	—	—	61	53
Llantwit (Long Siding)	—	42	—	—	—
Llantwit (Machine Siding)	—	27	—	—	—
Common Branch Junction	—	28	—	—	—
Cowbridge	—	13	—	—	—
Creigiau	—	12	—	—	—
Creigiau	No. 1 Loop	—	40	—	—
Creigiau	No. 2 Loop	—	32	—	—
Efail Isaf	Platform Loops	54	57	—	—
Penrhos Lower	Penrhos Junction	87	57	—	—
Tynycaeau South	Tynycaeau North	—	81	—	—
Tynycaeau South	Tynycaeau North	—	80	—	—
Tynycaeau South	Tynycaeau North	—	84	—	—
Tynycaeau South	Tynycaeau North	74	—	—	—
Tynycaeau South	Tynycaeau North	74	—	—	—
Wenvoe	—	55	52	—	—
Barry	—	66	75	—	—
Rhoose	—	—	—	44	181
Aberthaw	Platform Loops	41	41	—	—
Llantwit Major	Platform Loops	45	42	—	—
Llantwit Major	—	—	—	—	32
Southerndown Road	Platform Loops	31	27	—	—
Penarth Curve East	Penarth Curve South	42	39	—	—

A—Trains of 60 wagons.

WORKING OF LARGE ENGINES.

Large engines of the types shewn below are authorised to work as follows:—

Engine Group.	Indicated on following List by Figure.	Engine Group.	Indicated on following List by Figure.
0-6-2T (56XX and 66XX)	1	2-8-0 (47XX)	9
2-6-0 (26XX, 43XX—73XX)	2	4-6-0 (29XX)	10
2-6-0 (93XX)	3	4-6-0 (40XX)	11
2-6-2T (41XX—61XX)	4	4-6-0 (5000—5099, 4073—4099, 100, 111, 4000, 4016, 4032, 4037)	12
2-6-2T (31XX)	4 (a)	4-6-0 (49XX—59XX—69XX)	13
2-8-0T (42XX—52XX), 2-8-2T (72XX)	5	4-6-0 (68XX)	14
2-8-0 (28XX)	6	4-6-0 (78XX)	15
2-8-0 (30XX)	7	4-6-0 (10XX)	16
	8		

WORKING OF LARGE ENGINES—continued.

Section of Line.	Types of Engines Authorised.	Prohibitions.
Cardiff (General) to Bridgend via Dinas Powis.	All ex G.W.R. engines except 60XX, 2-8-0 "H" 47XX and 0-6-0 (94XX)	The speed of engines in the red classification must not exceed 20 miles per hour between Barry and Bridgend. 2-6-0 (26XX, 43XX—93XX). Penarth Curve (Sidings between East and South Signal Boxes):— East Box End Sidings No. 7. South Box End Sidings Nos. 1, 2, 5 and 7. Private Siding, No. 5. Station Sidings, Down Side. All Sidings. Bay Platform Up Side. Island Bay Line Speed restriction 5 m.p.h. Over Cement Works Siding, 250 yards beyond gate. Beyond Gate, Cement Works Siding Aberthaw West. Milage Yard, Quarry Connection. Connection. Connection. Crossover No. 1 Siding to Machine Mileage Siding. [Road. Beyond Catchpoint, Aberthaw Quarry Junction. National Limestone Quarry Junct. 2-6-2T (31XX), 2-8-0T (42XX—52XX) and 2-8-2T (72XX). Penarth Curve (Sidings between East and South Signal Boxes):— East Box End Siding No. 7. South Box End Sidings 1, 2, 5 and 7. Island Bay Line. Speed restriction 5 m.p.h. Loading Bank Siding. Brickworks Siding. Over Cement Works Siding, 250 yards beyond Gate. Beyond Gate, Cement Work Siding, Aberthaw West. Milage Yard, Quarry Connection. Connection. Connection. Crossover No. 1 Siding to Machine Mileage Siding. [Road. Beyond Catchpoint. Aberthaw Quarry Junction. Brackla Hill Siding. The speed of the above mentioned heavy tank engines, as also the 2-8-0 tender types (47XX Classes excluded), working in the Yard Sidings must not exceed walking pace. Other large engines (except 0-6-2 type) are not authorised in Sidings. 0-6-2T (56XX) Duchy Quarry Connection Lancaster Quarry Connection. 2-8-0T (42XX, 52XX). Barry.—No. 1 Carriage Shed Road. 4-6-0 Classes. These classes must be confined to through running over main lines and crossover roads as they have not been tested over all sidings. 4-6-0 Classes. Penarth Curve Sidings between East and South Signal Boxes:— East Box End No. 7 Siding. South Box End Sidings 1 to 7 inclusive. North and South Ends. Crossover Road. Over lead to Goods Yard. Crossover Road. Barry Bay Platform Road. Engines must not run around the Low Level, Barry Dock, for turning as curves are under 6 chains radius. These engines may work over the platform lines at Aberthaw, Llantwit Major and Southerndown Road. G.W. engines in the "Red" classification are restricted to a speed of 20 miles per hour between Penarth and Biglis Junction. Ex. T.V. and Barry engines may run at booked speeds. 2-6-0—(26XX, 43XX—93XX). Penarth Up and Down Bays. Turntable Road and Goods Yard Sidings. Siding. Middle Siding, absolute. Sidings.
Cogan Junction to Biglis Junction via Penarth.	1, 2, 3.	

WORKING OF LARGE ENGINES—continued.

Section of Line.	Types of Engines authorised.	Prohibitions.
Barry to Barry Island and Pier.	1, 2, 3, 4, 5, 6, 10, 11, 12, 13, 14 & 15	The speed of engines in the red classification must not exceed 20 miles per hour. 2-6-0 (26XX, 43XX—93XX). Barry Pier Station.—No. 1 Platform Road—Beyond a point indicated by a red stripe on the platform coping. No. 2 Platform Road—Prohibited. 4-6-0 (5000-5099, 4073-4099, 100, 111, 4000, 4016, 4032, 4037, 49XX-59XX). Barry Town.—From No. 4 Platform Road to Barry Island (Island Bay Line). Carriage Shed Sidings. Barry Island.—These engines must be confined to Main Lines from Barry Town to Barry Island, but may work to all sidings and platform lines and connecting crossover roads at Barry Island, but speed over spur from Down Main to No. 4 Platform Road not to exceed 4 m.p.h. Barry Pier.—No. 1 Platform Road—Beyond a point indicated by a red stripe on the platform coping. No. 1 Siding—Prohibited. No. 2 Platform Road—Prohibited. 4-6-0 (68XX and 78XX). Barry Town.—Line from No. 4 Platform Road to Barry Island (Island Bay Line) may be used, but speed not to exceed 4 miles per hour. Carriage Shed Sidings. Barry Island.—These engines must be confined to Main Lines from Barry Town to Barry Island, but may work to all sidings and platform lines and connecting crossover roads at Barry Island, but speed over spur from Down Main to No. 4 Platform Road not to exceed 4 m.p.h. Barry Pier Station.—No. 1 Platform Road—Beyond a point indicated by a red stripe on the platform coping. No. 1 Siding—Prohibited. No. 2 Platform Road—Prohibited. 2-6-2T (31XX). Barry Town Over the Crossover at the Stop Block end of No. 1 Bay Platform. Barry Island Over the Coal Roads. Barry Pier Station.—No. 1 Platform Road—Beyond a point indicated by a red stripe on the platform coping. No. 2 Platform Road—Prohibited.
Penarth Curve to Radyr Junction.	All ex G.W.R. engines except 60XX, 47XX and 0-6-0 (94XX)	68XX and 78XX engines are authorised for through running only. The speed of engines in the red classification must not exceed 20 miles per hour. 4-6-0, 2-6-2T, 2-6-0. Canton Sidings (T.V.) Must be confined to the straight road at the nest of Sidings behind Ninian Park Halt; they must not enter any of the turn-out curves. 2-8-0T, 2-8-2T, 2-8-0, 0-6-2T (56XX), 4-6-0. Canton Sidings (T.V.) Must travel slowly when using Sidings 1 to 4 and 6 and 7. Radyr Junction. Care must be exercised when working into Nos. 4, 5 and 6 Bog Sidings, and especially when working in and out of Nos. 19 to 26 New Sidings. 4-6-0 (10XX). Grangetown Up Sidings. Penarth Curve South and Sloper Siding Connection to Siding. Penarth Curve North Connection to South Siding. Ely Paper Mills Siding. Ely Goods Yard Siding. 0-6-2T (56XX). Beyond tip road connections. All other engines are prohibited beyond the boundary board at Grangetown Station.
Penarth Harbour Lines.	1.	
Roath Branch Junction Storage Sidings.	All ex G.W.R. engines except 60XX, 47XX and 0-6-0 (94XX)	Old Loco. Shed Yard All types of heavy engines. Brake Van Road All types of heavy engines. No. 16 New Siding Connection All types of heavy engines. No. 4 New Siding Connection 2-8-0 (28XX). at Cardiff end. 2-8-0 (30XX. R.O.D.) 0-8-2T No. 6 New Siding Connections, both ends. 4-6-0 Classes. 4-4-0 (3200, 3254, 83XX).
Roath Line Junction to Dock Marshalling Sidings.	All ex G.W.R. engines except 60XX, 47XX and 0-6-0 (94XX)	Speed must not exceed 15 m.p.h. at any point. Marshalling Sidings Nos. 1 and 2 Sidings only may be used.
Cardiff (General) to Blaencwm.	All ex G.W.R. engines except 60XX, 47XX and 0-6-0 (94XX)	(a) Unless otherwise specified the speed between Pontypridd and Blaencwm of engines in the red classification must not exceed 40 miles per hour over the Up and Down Main Lines and 20 miles per hour over the Up and Down Relief Lines in the case of engines not confined to Main Lines. (b) The speed of any engine in the "Red" Group must not exceed 20 miles per hour when passing over the bridge at 20m. 78c. near Ystrad Station. (c) On account of the limited head-room, the speed of 4-6-0 or any engine with a chimney or any other projections exceeding 13ft. 3½ ins. in height from rail level, must be reduced to 15 miles per hour when travelling under the following bridges:— Down Main No. 45 (Overbridge) at 12m. 12c. Treforest. Up and Down Main No. 19 (Overbridge) at 19m. 24c. Llwynypia. Up Main No. 26 (Overbridge) at 20m. 79½c. Ystrad. Up and Down Main No. 32 (Footbridge) at 22m. 34½c. Treorchy.

WORKING OF LARGE ENGINES—continued.

Section of Line.	Types of engines authorised.	Prohibitions.
Cardiff (General) to Blaencwm—continued.		Crossovers en route may be used by all Classes of engines, for the purpose of running round trains, or in connection with single line working subject to the following exceptions:— Queen Street South.—Crossover between Up and Down Main Lines, Queen Street end of Viaduct over South Wales Main Lines:— 4-6-0 Engines—prohibited. 2-8-0 Engines—prohibited. All classes of 2-6-0, 2-8-0T, 2-8-2T, and 2-6-2T engines may use the crossover at a speed not exceeding 5 miles per hour. All types of heavy engines prohibited over Crossover between No. 5 Platform Line and No. 6 Down Main at Pontypridd Station. 0-6-2T (56XX and 66XX). Treforest Trading Estate .. May proceed on the Main Road to the Treforest Trading Estate as far as and excluding the Northern Connection with the Austin Company's Private Sidings, where they must stop, but use may be made of the Storage Sidings at the bottom of the incline, excluding Traders' Private Connection. Maritime Colliery, Pontypridd May not pass the stop board on the "full siding" at the entrance to all the sidings. Trains requiring to put off here must keep, attached to the engine, 10 wagons for a destination farther on, such trains to be marshalled accordingly. 2-6-0, 2-6-2T, 2-8-0, 4-6-0. Must be confined to the Up and Down Main Lines. 2-6-0, 2-6-2T, 2-8-0T, 2-8-2T, 2-8-0, 4-6-0. Cardiff (Queen Street). No. 2 Bay Platform .. These engines must not enter the Bay Platform. No. 3 Down Platform .. The speed of engines with outside cylinders must not exceed 10 m.p.h. when passing this platform. 2-6-2-T (31XX, 41XX to 61XX). Cardiff (Queen Street). Cardiff (Queen Street) North Storage Sidings. No. 3 Siding .. Prohibited. No. 5 Siding .. Prohibited when working in from Cardiff (Queen Street) North Signal Box beyond a point immediately opposite a Stop Block in No. 1 Siding. North Storage Ladder of Siding Connections. Prohibited between 1m. 41ch. and 1m. 47ch. Only Junction of Nos. 2 and 4 Sidings in Siding Ladder to be used for running round trains. All other connections prohibited. Cardiff (Queen Street) Carriage Sidings at back of No. 5 Platform No. 3 Siding and Outlet to No. 6 Siding at Rhymney Branch end are prohibited. No. 2 Bay Platform .. Prohibited. 2-8-0T and 2-8-2T. Treforest Tin Works .. Prohibited absolutely. Treforest Junction .. Must not work over the slip road from Coal Stage to Goods Yard. Treforest Goods Warehouse .. Prohibited absolutely. Pontypridd.. .. Prohibited over all Bay Platform Lines and Loading Bay Line at back of new Cattle Pens. Maritime Colliery, Pontypridd May not pass the stop board on the "full siding" at the entrance to all the sidings. Trains requiring to put off here must keep, attached to the engine, 10 wagons for a destination farther on, such trains to be marshalled accordingly. Penrhiw Siding .. These engines are prohibited from passing on to these sidings. Rhondda Cutting—Pontypridd Northern Junction. May not pass through the compound from Up Main to Down Line, Rhondda Cutting, or vice versa at Pontypridd Northern Junction, if the engine propels any vehicle through the Rhondda Cutting (Pontypridd Northern Junction to Rhondda Cutting junction or vice versa). The speed of the engine through the Cutting in either direction must not exceed 6 miles per hour.

WORKING OF LARGE ENGINES—continued.

Section of Line.	Types of engines authorised.	Prohibition.
Cardiff (General) to Blaencwm—continued	Tymawr Siding, North End ..	These engines may not proceed beyond Colliery gate.
	G.W. Colliery Siding—Gyfeillion Upper.	May not proceed beyond Colliery gate.
	G.W. Colliery Siding—Gyfeillion Lower.	May proceed just clear of the crossing of the gullet siding, but not beyond.
	Trehafod.	
	Goods Shed Siding	Absolute.
	Woodfield Colliery Outlet ..	Beyond engine Stop Board.
	Llwynycelyn Colliery—Inlet ..	Beyond engine length just inside catchpoints.
	Llwynycelyn Colliery—Outlet ..	Beyond engine Stop Board.
	Hafod Colliery—Empty Road ..	Beyond point where there is less than 6-foot clearance with Full Roads.
	Hafod Colliery—Full Roads ..	Beyond "E" group engine Stop Board fixed at end of brick wall.
	Elrw Branch.	
	Coedcae Colliery Outlet	Absolute.
	Woodfield Colliery Inlet (which is also Inlet for Coedcae Colliery)	Beyond engine Stop Board.
	Coedcae Gates, Cymmer Colliery, Long Siding	Beyond engine Stop Board.
	Cymmer Colliery—Empty Roads ..	Beyond Overbridge.
	Cymmer Colliery—Coal Roads ..	Beyond engine Stop Board.
	Porth Gas Works Siding	Beyond point where there is less than 6-foot side clearance.
	Porth.	
	Rhondda Fach South, Up Line Siding	Absolute.
	Down Platform	Over crossover extension between Down Relief and Down Main, but may proceed over crossover from Up Main to Down Relief and vice versa.
	Dinas.	
	Dinas Pump House Sidings—Coal Storage Road	Beyond Red Post.
	Tonypandy.	
	Naval Colliery Inlet	Absolute beyond engine Stop Boards beyond gate.
	Llwynypia.	
	Llwynypia Colliery New Outlet ..	Only No. 4 Road prohibited.
	Pwllyrhebog Inlet	2-8-0T engines may enter these Sidings.
	Old Glamorgan Outlet	Beyond engine Stop Board.
	Glamorgan No. 6 Colliery	Beyond engine length just inside catchpoint.
	Llwynypia Colliery Inlet—Llwynypia Upper	Beyond engine Stop Board in Nos. 1, 2, and Pitwood Siding, to usual point for putting off traffic.
	2-8-0T, 2-8-2T engines must not enter Sidings between Llwynypia Upper and Treherbert.	
	Treherbert.	
	2-6-0 (43XX-93XX) may work into Nos. 1, 2 and 3 Carriage Sidings and the Loco. Yard.	
Porth to Maerdy	1, 4, 5 and 6	
	The speed of engines in the red classification must not exceed 20 miles per hour.	
	2-6-2T (81XX-81XX). Authorised for through running only, including use of Crossover Roads between Up and Down Main Lines.	
	Maerdy.	
	Use may be made of Sidings which are ordinarily used for Passenger Train working, including picking up Coaches from the Carriage Cleaning Shed.	
	2-8-0T, 2-8-2T.	
	Ynishir.	
	Lady Lewis Colliery—Inlet	Beyond Gate.
	Outlet	Beyond Gate
	Shunt Up to Down Line at Down Platform	Absolute.
	National Colliery—	
	Empty Road	Beyond Stop Board.
	Full Roads	Beyond Crossing.
	Pitwood Bank	Prohibited.
	Tylorstown.	
	Cynllwynddu Colliery 8 and 9 pits ..	
	Outlet	Beyond engine board on Nos. 1 2 and 3 Sidings, No. 4 Siding beyond points.
	Inlet (Pendyris Lower)	Beyond Catch points.
	Power Station	Absolute.

WORKING OF LARGE ENGINES—continued.

Section of Line.	Types of Engines authorised.	Prohibitions.
Porth to Maerdy—continued.	1, 4, 5 and 6	Tylerstown—continued. Pendryis Lower Outlet 6 and 7 pits Beyond wheel block 30 yards inside gate. Pendryis Upper Inlet 6 and 7 pits Beyond catchpoints. Pendryis Upper Washery Siding Beyond end of Bull Head rail only on No. 1 Road. Nos. 2 to 7 roads Engines may work clear of crossing only. Ferndale. Pitwood Sidings Absolute. Ferndale Colliery Pits No. 1 and 5 Inlet—All Sidings Absolute. Ferndale Colliery Pits Nos. 1 and 5 Outlet Beyond Single line. Ferndale Station Engines must not shunt Up to Down Line between platforms. Ferndale Steam Sheds, Back of Coal Stage Road Absolute. Ffaldau Colliery Absolute. Maerdy. Maerdy Colliery Sidings Absolute. Main Running Line to Maerdy Colliery Absolute. 0-6-2T The speed of engines in the red classification must not exceed 20 miles per hour. National Colliery— Empty Road Beyond Stop Board. Full Road Beyond Crossing. Pitwood Bank Prohibited. Tylorstown. Cynllwynddu Colliery—8 and 9 pits— Outlet Beyond engine board on Nos. 1, 2 and 3 Sidings. No. 4 Siding beyond points. Inlet (Pendryis Lower) Beyond engine Stop Board on all Sidings. Power Station— Inlet Beyond points inside gate. Outlet Beyond points inside gate. Pendryis Lower Outlet—6 and 7 pits Beyond wheel block 30 yards inside gate. Pendryis Upper Inlet to 6 and 7 pits Beyond engine board about 70 yards from gate on each road. Washery Siding Nos. 1 to 7 Sidings—Beyond end of Bull Head rail on each road. Ferndale. Pitwood Sidings Nos. 1, 2 and 3 Beyond crossing on each road. Back Road Beyond points. Ferndale Colliery Pits No. 1 and 5 Inlet—All Sidings Beyond crossing. Ferndale Colliery Pits Nos. 1 and 5 Outlet Beyond Single line. Ferndale Steam Sheds, Back of Coal Stage Road Absolute. Ffaldau Colliery— Nos. 1, 2, 3 and 6 Sidings Beyond catchpoints. Nos. 4 and 5 Sidings May propel wagons over points for wagon shops only. Maerdy. Colliery Main running line, beyond stop board at 220 yards above inlet points to empties siding. Empties Siding May put empties in clear of crossing only. Nos. 1, 2, 3, 4 and Full Sidings Beyond engine board 160 yards inside gate. Barry Road Prohibited beyond crossing both ends.
Pontypridd to Penrhilwceber (L.L.).	1, 6	The speed of engines in the red classification must not exceed 20 miles per hour. 2-8-0T and 2-8-2T Stormstown Junction Must not work to Dowlais (Abercynon) Colliery. Pontcynon Prohibited. Penrhilwceber Upper Prohibited. 2-8-0T and 2-8-2T engines must not work beyond Penrhilwceber Lower (18m. 14ch.). 2-6-0 (26XX) engines may work between Pontypridd and Abercynon.
Penrhilwceber (L.L.) to Aberdare (L.L.).	1.	
Abercynon to Merthyr Tydfil Branch and Loop	1, 6.	The speed of engines in the "red" classification must not exceed 20 miles per hour. 2-8-0T and 2-8-2T

WORKING OF LARGE ENGINES—continued.

Sections of Line.	Types of Engines authorised.	Prohibitions.
Ynysybwl Branch and Loop—continued.		
Lady Windsor Colliery		.. Along the new Full Road beyond a point just clear of the crossing in the Connection. Over the Empty Road and Back Road.
		All types of tank engines, except 4-4-2 T (22XX) and 2-6-2 T (31XX), 51XX and 61XX, may work over the Ynysybwl Branch to Mynachdy (17m. 66ch.), and from the direction of Stormstown over the Ynysybwl Loop; also between Stormstown and Ynysydwr Junction, subject to the speed not exceeding 20 m.p.h. in the case of tank engines in the "Red" classification. Tender engines in the "Red" classification are not authorised to work over the above-mentioned Branches.
Pont Shon Norton Junction to Cilfynydd.	1, 6.	2-8-0T and 2-8-2T
St. Fagans to Tynycaeu Junction	1, 2, 4, 4(a), 5	Albion Colliery Beyond the Colliery Gate. The speed of engines in the red classification must not exceed 20 miles per hour. 2-6-0 (43XX-73XX) and 2-6-2T (31XX-81XX) authorised for through working only.
Cadoxton to Tynycaeu Junction	1, 2.	The speed of engines in the "Red" classification must not exceed 20 miles per hour.
Tynycaeu Junction to Penrhos Junction.	4, 5, 6.	The speed of engines in the "Red" classification must not exceed — 20 miles per hour.
Tonteg Junction to Trehafod Junction.	1, 4, 5, 6.	ditto. 20 miles per hour.
Drope Junction to Petersdon Junction.	1, 6.	ditto. 15 miles per hour.
Tynycaeu Junction to Treforest Junction.	1, 2.	ditto. 20 miles per hour.
Walnut Tree Junction to Penrhos Junction.	1, 2, 4, 4(a), 5, 6.	2-6-0 2-6-2 T
	All ex W.R. engines except 60XX, 47XX and 0-6-0 T (49XX)	The speed of engines in the "Red" classification must not exceed 15 miles per hour. All types except 1 and 6 are authorised for "through" running only.
Aber Jct. to Penrhos Jct. .. Beddau Loop Jct. to Watford Crossing.	All ex W.R. engines except 60XX, 47XX and 0-6-0 (49XX)	Authorised for "through" running only.
Caerphilly West to Penrhos Jct.		
Waterhall Junction to Common Branch Junction.	1, 6, 7.	2-8-0T, 2-8-0 and 2-8-2T Specially authorised for through working only. 0-6-2T (56XX and A.36).
		Waterhall Junction Dead-end spur. Cymric Trading Co.'s Siding, beyond engine Stop Board.
		*Creigiau Quarry Sidings Beyond Siding Gate. *Engines fitted with Automatic Train Control Apparatus are prohibited from working in these Sidings.
Llantrisant to Treforest ..	1, 4, 5 and 6	The speed of engines in the red classification must not exceed 20 miles per hour. 2-6-2 T (31XX-61XX). Authorised for through running only, including use of Crossover roads between Up and Down Main Lines. 2-8-0 T and 2-8-2 T.
		Beddau Platform Wallsend Siding.
		Llantwit Station Foundry Siding beyond engine stop board.
		Cwm Colliery. —May work over the running road to the overbridge and over the siding to a point 20 yards from the converging point at the crossing.
		2-8-0 (28XX) engines may also work from Common Branch to Cwm Colliery, subject to a speed restriction of 20 miles per hour and the same prohibitions applicable to the 2-8-0 T engines.
Cardiff (East Dock) to Cardiff (Queen St.) (exclusive).	1, 2, 3, 4, 5, 6, 7, 8, 13, 14 and 15	All types except Group 1 are authorised for "through" running only.
Cardiff (Queen St.) to Caerphilly (exclusive).	All ex W.R. engines except 60XX, 47XX and 0-6-0 (49XX)	All types except Groups 1 and 6 are authorised for "through" running only. 2-8-0 T and 2-8-2 T. Crwys Sidings. No. 1 Siding Beyond 66 yards from nose of crossing. Nos. 2 to 8 Sidings (inclusive)* Beyond 30 yards from nose of crossing. *Engines to proceed over No. 5 Siding up to 30 yards from nose of crossing at walking pace. Nos. 9 to 20 Sidings (inclusive) Absolute. Cherry Orchard. Upper Yard. No. 4 Siding .. Absolute. All other Sidings can be used subject to the slip roads of the double compound and the turn-out at the North end of No. 3 being negotiated at walking pace. Lower Yard. All Sidings .. Absolute.

WORKING OF LARGE ENGINES—continued.

Section of Line.	Types of engines authorised.	Prohibitions.
Caerphilly to Hengoed (L.L.)	All ex W.R. engines except 60XX, 47XX and 0-6-0 (49XX)	4-6-0 engines must be confined to through running only. 2-8-0 T, 2-8-2 T, 2-6-2 T, and 4-6-0.
		Caerphilly Must not work over :— Slips from Carriage Sidings to Up Relief. Nos. 3 and 4 Down Relief Carriage Sidings. Nos. 1 and 2 Sidings back of No. 5 Bay platform. Up Exchange Sidings East. Engines must only stand clear of main lines from Pontypridd. Wernddu Relief Sidings :— Top End—No. 4 Dead End Siding. Bottom End—No. 3 Relief Siding. Machine Siding—Top and Bottom Ends.
		Aber Junction
		Llanbradach. Warehouse Sidings 1 and 2 (Engines may stand in clear of crossing only). Broker Road.
		Llanbradach Colliery. May work over the Through Road as far as the weighbridge, but are prohibited as follows :— Up Side. All Sidings except No. 6. Down Side. Two back roads.
		2-6-0
		Caerphilly Nos. 1 and 2 Sidings back of No. 5 Bay Platform. No. 5 Bay Platform. Up Exchange Sidings East. Engines must only stand clear of the Main Lines from Pontypridd. Wernddu Relief Sidings :— Top End—No. 4 Dead End Siding. Bottom End—No. 3 Relief Siding.
		Aber Junction Machine Road—Bottom End.
		Llanbradach Goods Platform.
		2-8-0
Hengoed (L.L.) to Rhymney.	1, 4, 5 and 8	Caerphilly Wernddu Relief Sidings :— Top End—No. 4 Dead End Siding. Bottom End—No. 3 Relief Siding. Up Exchange Sidings, Caerphilly East. Engines must only stand in clear of Main Line from Pontypridd. No. 5 Bay Platform. Nos. 1 and 2 Sidings back of No. 5 Bay Platform.
		Llanbradach Coke Ovens Sidings. Machine Road. Back Road.
		Warehouse Sidings. Warehouse Road { Engines must stand in clear of crossings only. Nos. 1 and 2 Sidings
		Broker Road.
		Colliery. Nos. 1, 2, 3 and 4 Sidings. Running Road.
		Ystrad Mynach Up Side. Engines with outside cylinders must not enter the loading dock.
		2-8-0T and 2-8-2T. They may work over the Bargoed Pits Branch to the Colliery, up to the point where this Company's engines work.
		Powell Duffryn Sidings. Brithdir (North) Nos. 3, 4 and 5 Sidings. No. 6 Siding—beyond Bull Head Rail. Cripple Road. Tip Road. Machine Road.
		Brithdir (South) No. 2 Siding—beyond length of 65 yards. No. 3 Siding—beyond length of 65 yards. No. 6 Siding—beyond length of 85 yards.
		McLaren Colliery. Outlet. Nos. 3, 4 and 5 Sidings .. Inside a point 10 yards beyond Crossing. Nos. 1 and 2 Sidings .. Beyond 6-feet Clearance Point at Colliery end. Extension of No. 1 Siding to Inlet Road Absolute.

WORKING OF LARGE ENGINES—continued.

Section of Line.	Types of engines authorised.	Prohibitions.
Hengoed (L.L.) to Rhymney—<i>continued.</i>		Inlet. Slurry Pond Absolute. Manure Sidings Absolute. Loop in direction of Empty Sidings Absolute. Empty Roads Beyond Overbridge. Pitwood Sidings and Lines to Pit Top Absolute. These restrictions will not prevent the disposal of Empties at the Colliery nor the clearance of the loaded traffic. Rhymney Down Side—Sidings Alongside Loading Docks and under load gauge. Up Side—Sidings. Alongside Coal Stage on Coal Stage Road. Old Van Siding. Carriage Sidings beyond B.H. Rail. Turntable Road beyond B.H. Rail. These engines may take water at the column near the Engine Shed. 2-6-2T (31XX-61XX) .. Authorised for through running, including use of Crossovers between Up and Down Main Lines. Rhymney Down Side—Sidings. Alongside Loading Docks and under load gauge. Up Side—Sidings. Back Coal Stage Road. No. 4 Carriage Siding. Speed restriction 5 m.p.h. over all Sidings. These engines must not use crossovers between platforms, except that south of Tirphil Station.
Aber Junction to Senghenydd.	1, 4, 5 and 6	Rhymney Up Side—Sidings. Alongside Coal Stage on Coal Stage Road. Old Van Siding. Carriage Sidings beyond B.H. Rail. Turntable Road beyond B.H. Rail. These engines may take water at the column near the Engine Shed. 2-6-2T (31XX-61XX) .. Authorised for through running, including use of Crossovers between Up and Down Main Lines. Rhymney Down Side—Sidings. Alongside Loading Docks and under load gauge. Up Side—Sidings. Back Coal Stage Road. No. 4 Carriage Siding. Speed restriction 5 m.p.h. over all Sidings. These engines must not use crossovers between platforms, except that south of Tirphil Station.
Aber Junction to Senghenydd.	1, 6.	2-8-0T and 2-8-2T. Abertridwr Windsor Colliery Outlet:— No. 3 Siding beyond points leading to Small Coal Siding. No. 2 Siding. No. 1 Siding beyond Crossing between Nos. 1 and 2. Small Coal Siding. Straight Washery Road beyond Engine Board Stop. Loop Road. Senghenydd Windsor Colliery Inlet:— Top end Junction on to Pitwood Road. Straight Road beyond Engine Board Stop. Empty Roads Nos. 1 and 3 beyond a point 105 yards from gate. Empty Road No. 2. Lewis Merthyr Colliery Outlet beyond entrance gate. Senghenydd Station Carriage Back Siding beyond B.H. rails. Senghenydd Goods Yard .. . Goods Shed Siding beyond B.H. rails near entrance to shed. Short Carriage Siding beyond B.H. rails. No. 2 Goods Siding beyond B.H. rails opposite Goods Shed. Van Siding, Absolute. Penyrheol—Permanent Way Yard. Heavy engines must not enter these Sidings.
Cylla Branch	1, 6.	Speed not to exceed 15 miles per hour.
Ystrad Mynach to Dowlais Junction.	2, 3, 4, 5, 6 7, 8.	2-8-0T, 2-8 2T and 2-6-2T. Authorised for through running only, and must not use crossovers between platforms. Dowlais Junction Bridge at 22 miles, 34 chains. These engines must not in any circumstances work above Dowlais Junction (22 miles, 17 chains), as the Bridge at 22 miles, 34 chains is unsafe for heavy engines. 2-6-0 Ffaldcalach Loading bank. 2-8-0 (28XX and 30XX). Ffaldcalach Van Siding. Bedlinog Bedlinog Colliery Junc. (Down Side). These engines can work into our own Colliery Sidings but not on Messrs. Guest, Keen and Nettlefolds' Siding Roads up to the Colliery. Bedlinog Sidings on Up Side. Cwmbargoed Tarmac Siding—beyond gate. 2-8-0 (28XX). Dowlais (Cae Harris) .. . Crossover Up and Down Main at 22m. 58ch. All other authorised engines 5 m.p.h.
Llantrisant to Cowbridge ..	1.	
Heath Junc. to Whitchurch	1.	

WORKING OF HEAVY ENGINES OVER BARRY DOCK LINES, BRIDGES, ETC.

Engines permitted to travel over :—

Roller Bridges and Commercial Dock Calsson. All "Uncoloured" and "Yellow" engines.

Junction Cut Swing Bridge. All "Red," "Blue," "Yellow" and "Uncoloured" engines.

Bridge to Fuel Works, Sully. All "Uncoloured" engines.

Cadoxton River Bridge. All "Blue," "Yellow" and "Uncoloured" engines.

NOTE.—THE SPEED OF ALL ENGINES permitted to pass over the structures above referred to must not EXCEED 5 MILES PER HOUR.

High Level Gantries. No engines are permitted thereon.

No. 2 Dock.

The following engines, 2-8-0 28XX and 30XX, 2-8-0 T 42XX and 52XX, 2-8-2 T 72XX and 2-6-2 T 31XX are prohibited from working on the undermentioned lines :—

Eastward of No. 31 Hoist Gantry on North side of No. 2 Dock on Low Level.

The above-mentioned engines and the following engines, all ex Rhymney, Taft Vale and G.W. 56XX and G.W. 66XX engines are prohibited from working on the undermentioned lines :—

Curves leading from Running Road to Old No. 21 Hoist Jetty near Barry Graving Dock.

Curves leading from Running Roads to Full Roads of old No. 20 Hoist Jetty near Barry Graving Dock.

Curve leading to Siding known as "Grassy Slope" near old No. 20 Jetty Roads.

Curve leading to the two Sidings on South side of Barry Graving Dock (known as "Left of Float").

Breakwater Road (leading from Ragtime shunt).

Long Breakwater Road.

Curve at Tank end of the Siding known as "Finchey's Road."

All four Sidings at Cross Berth No. 2 Dock.

Curves from Junction Cut Swing Bridge and from East side of Meggitt & Jones' timber yard to No. 1 Rolling Bridge.

Curve on North-west corner of Meggitt & Jones' timber yard (known as the Office Road).

Over the 25-ton Weigh Machine at Barry Goods Yard, and the Central Weighing Machine near Transit Shed.

The following engines ex Barry "B" and "B.1" are prohibited from working on the undermentioned lines :—

Curve from Junction Cut Swing Bridge and from East side of Meggitt and Jones' Timber Yard to No.

Rolling Bridge.

Curve on North-west corner of Meggitt and Jones' Timber Yard (known as the Office Road).

Syndicate Sidings.

All engines except the following types are prohibited from working into the above Sidings :—

0-6-2 T ex Barry "B" and "B.1" types.

0-6-0 T ex Barry "E" and "F" types.

FROM CADOXTON (L.L.) OVER DOCK LINES VIA BARRY GRAVING DOCK AND BARRY GOODS TO BARRY STATION.

For the purpose of turning, in the absence of a turntable at Barry, engines of the 2-6-0 classes may run at a speed not exceeding 5 miles per hour from Cadoxton via Graving Dock Junction, Bay Sidings and Up Switch to Barry station.

Between Cadoxton L.L. Junction and No. 31 Hoist.

Engines of the 2-6-0 classes, also 4-6-0 "Hall," "Grange" and "Manor" classes, may work between the above-mentioned points.

CARDIFF DOCKS.

Working of 2-8-0 Tank Engines. (42XX and 52XX)

2-8-2T 72XX, 2-6-0 and 2-8-0 (28XX and 30XX)

The above types of engine may work at slow speed over the running lines between Roath Basin Junction, North East Junction, and Splott Junction and into the undermentioned Sidings :—

Splott Junction.—New Sidings, Nos. 1-6.

Storage UP Line.

5 Short Roads.

North Side, Roath Dock.—New Sidings, Nos. 1-3.

Running Road.

West Side Road.

North Side Road.

Old Connection.

Down Loop between Stonefield and Splott Junction known as No. 1

Down Line.

Storage North, Roath Dock.—Junction at 3m. 44½chs. Roath Branch, Cardiff Valleys Division.

Tyndall Street High Level, Rhymney Incline, Stonefield Junction, East Moors Road, Grimes Crossing, Under " R " Bridge and across East Wharf Road to L.M.R. Yard."

STANDARD LOADS OF PASSENGER TRAINS FOR ENGINE WORKING PURPOSES.

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

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

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

LOADED VANS CONTAINING OCEAN MAILS AND BAGGAGE.

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

PARCELS AND FISH TRAINS.

Owing to the difference in the weights of loaded and unloaded parcels vans and fish trucks it will be necessary in the case of parcels and fish trains to add to the total of the tare weights 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, a guard in calculating the load of his train, must multiply the number of loaded trucks by these figures and add the resulting figure to the total of the tare weights marked upon the trucks.

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

Milk Tanks:

	Tons.	Tons.
Fixed Milk Tanks ("Miltas")	14	28
Road Rail Milk Trucks ("Rotanks")	18	28

Siphons F. G. H. and BG Vehicles:

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

Siphons J and BG Vehicles:

Tare Weight.
Tare Weight, plus 5 tons.
Tare Weight, plus 10 tons.

Other Vehicles:

Tare Weight.
Tare Weight, plus 3 tons.
Tare Weight, plus 5 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 authorised to be run as "Mixed" Trains, the total weight of the train is to be obtained as follows:—

Tonnage of Passenger Stock.

Tare Weight of Goods Brake Van (where provided).

Tonnage of Freight Vehicles to be calculated as under:—

Class 1 Traffic—16 tons per wagon.

Class 3 Traffic—10 tons per wagon.

Class 2 Traffic—13 tons per wagon.

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

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

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

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

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

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

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

When trains are not numbered the time of the train must be shewn in place of the number viz.:—
11.0 a.m. Paddington five late, etc., etc.

The tonnage loads 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.

STANDARD LOADS OF PASSENGER TRAINS—continued.

SECTION.		CLASS OF ENGINE.									
FROM	TO	10 XX	4003-4072 Except 4016	29 XX, 78 XX	0-6-2 T. "C" Group.	90 XX	0-6-0 & 0-6-0 T.	2-4-0 T. Metro.	0-4-2 T.	Tons	Tons
		100, 111 4000 4016 4032 4037 4073-4099 5,000-5099 70 XX	4032 4037 4073-4099 5,000-5099 70 XX	29 XX, 78 XX 43 XX, 53 XX 63 XX, 73 XX 93 XX 31 XX, 41 XX 51 XX, 61 XX 81 XX 56 XX, 66 XX	0-6-2 T. "C" Group.	90 XX 2200-2299 32 XX 36 XX, 37 XX 46 XX, 57 XX 77 XX, 87 XX 96 XX, 97 XX 94 XX	0-6-0 & 0-6-0 T.	2-4-0 T. Metro.	0-4-2 T.	Tons	Tons
		60 XX					0-6-2 T. "A" Group.				
Cardiff (Butte Road)	Pontypridd	—	—	300	240	220	220	160	140	140	140
Pontypridd	Abercynon	—	—	300	240	220	220	160	140	140	140
Abercynon	Quakers Yard (Low Level)	—	—	216	182	165	135	80	90	90	90
Quakers Yard (Low Level)	Merthyr	—	—	240	182	180	160	110	110	110	110
Merthyr	Pontypridd	—	—	300	240	220	220	160	140	140	140
Pontypridd	Cardiff (Butte Road)	—	—	300	240	220	220	160	140	140	140
Pontypridd	Treherbert	—	—	220	190	170	155	—	—	—	—
Treherbert	Aberavon Town	—	—	200	182	168	150	—	—	—	—
Forth	Ferndale	—	—	188	115	105	96	—	—	—	—
Ferndale	Maerdy	—	—	168	115	75	70	—	—	—	—
Maerdy	Porth	—	—	240	208	130	120	—	—	—	—
Aberavon Town	Treherbert	—	—	200	—	168	160	—	—	—	—
Treherbert	Pontypridd	—	—	280	240	220	200	—	—	—	—
Pontypridd	Ynysybwl	—	—	110	95	90	80	—	—	—	—
Ynysybwl	Pontypridd	—	—	160	145	145	120	—	—	—	—
Abercynon	Aberdare (Low Level)	—	—	245	216	185	170	—	—	—	—
Aberdare (Low Level)	Abercynon	—	—	290	240	220	200	—	—	—	—
Aberdare (Low Level)	Bwllfa Golly.	—	—	85	70	65	60	—	—	—	—
Bwllfa Golly.	Aberdare (Low Level)	—	—	85	70	65	60	—	—	—	—
Tonteg	Llantrisant	—	—	270	216	192	192	—	134	134	134
Llantrisant	Tonteg	—	—	192	160	160	150	—	—	—	—
Llantrisant	Cowbridge	—	—	192	165	160	135	—	—	—	—
Cowbridge	Llantrisant	—	—	192	165	160	135	—	—	—	—
Cardiff (Queen St. or Cl. Rd.)	Penarth Dock	—	392	364	336	280	252	180	180	180	180
Penarth Dock	Penarth Town	—	—	240	208	180	165	100	100	100	100
Penarth Town	Cardiff	—	—	216*	182*	165*	135*	80*	80*	80*	80*
Ogan Junction	Barry Pier†	—	—	264	182	165	135	80	80	80	80
Barry Pier	Cogan Jc. ..	—	392	364	336	280	252	180	180	180	180
Cardiff	Penarth Town	—	—	240	182	165	135	80	80	80	80
Penarth Town	Cardiff (Queen St. or Cl. Rd.)	—	392	364	336	280	252	180	180	180	180

*—Stopping at Penarth Dock or Dingle Road.

†—Via Dinas Powis.

STANDARD LOADS OF PASSENGER TRAINS—continued.

CLASS OF ENGINE.

CLASS OF ENGINE.

SECTION.

FROM

TO

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

Tons

V—Special loads and times for Excursion trains.

*—For Emergency working as shown in Division of Trains Notice. For loads of Through London Express Trains, etc. diverted via Cardiff (Queen Street), and Routh Branch, also via Stonefield Junction, see page 259.

MAXIMUM LOADS FOR AUTO ENGINES.

Gradient.	Auto Engines.		
	2-4-0 T.	0-4-2 T.	0-6-0 T.
1-40	Tons. 72	Tons. 90	Tons. 120
1-50	96	120	150
1-60	120	150	180
1-80	144	180	210
1-100	168	210	

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

MAXIMUM LOADS OF THROUGH TRAINS, WITH SCHOOL PARTIES, RHONDDA VALLEY STATIONS TO PORTHCAWL, VIA CYMMER AFAN.

From	To	CLASS OF ENGINE.					
		31XX 41XX 51XX 61XX 56XX 66XX 29XX	43XX 53XX 63XX 73XX 93XX	0-6-2 T. "C" Group (ex T.V.).	3300-3455, 4400-4410, 4500-4599, 5500-5574, 57XX 77XX 87XX 97XX	3252-3291, 1003-1013, 5251-2280, 0-6-2 T. "B" Group.	0-6-0 and 0-6-0 T. 0-6-2 T. "A" Group.
Treherbert	Cymmer Afan ..	Tons. 200	Tons. 145	Tons. 140	Tons. 130	Tons. 115	
Cymmer Afan ..	Treherbert	Tons. 200	Tons. 145	Tons. 140	Tons. 130	Tons. 115	

The loads set out under the "D" group heading are for 56XX and 66 XX engines only.

MAXIMUM LOADS OF EMPTY PASSENGER STOCK TRAINS, FERNDALE BRANCH.

From	To	CLASS OF ENGINE.				Special conditions respecting timing, etc., if any.
		56XX Engines.	0-6-2 T. "C" Group.	0-6-2 T. "B" Group.	0-6-2 T. "A" Group.	
Porth	Ferndale	Tons. 198	Tons. 145	Tons. 135	Tons. 125	21 minutes.
Ferndale	Maerdy	Tons. 198	Tons. 145	Tons. 105	Tons. 100	11 minutes.

EXCEPTIONAL LOADS FOR EXCURSION AND SPECIAL PASSENGER TRAINS—NELSON & LLANCAIACH AND DOWLAIS (CAEHARRIS).

	56XX Class.	Bulldog Group.	Group "A."	Group 0-6-2 T.
Nelson & Llancaiach to Bedling	Tons. 170*	Tons. 144*	Tons. 110*	Tons. 120*
Bedling to Dowlais (Caeharris)	Tons. 160*	Tons. 130*	Tons. 105*	Tons. 115*
Dowlais (Caeharris) to Nelson & Llancaiach ..	Tons. 220	Tons. 180	Tons. 160	Tons. 170

*—Additional running time required.
Special trains from Cardiff, Barry or Newport direction to take water at Llanbradach to avoid stopping at Ffaldcaich or Nant-y-fryn.

SPECIAL LOADS FOR THROUGH LONDON EXPRESS TRAINS, Etc., DIVERTED IN CASE OF EMERGENCY to run between Cardiff (General) and Pengam Sidings via Roath Branch Junction and Docks Storage North, also via Cardiff (Queen St.) and Stonefield Junction.

From	To	CLASS OF ENGINE.							
		50XX etc.	4003 etc.	29XX etc.	0-6-2 T etc.	3306 etc.	3252 etc.	0-6-0 etc.	2-4-0 T etc.
Cardiff (General) ..	Pengam Sidings	Tons. 455	Tons. 420	Tons. 406	Tons. 352	Tons. 336	Tons. 280	Tons. 252	Tons. 180
Pengam Sidings ..	Cardiff (General)	Tons. 455	Tons. 420	Tons. 406	Tons. 352	Tons. 336	Tons. 280	Tons. 252	Tons. 150

SPECIAL MAXIMUM LOADS FOR EXCURSIONS AND SPECIAL TRAINS.

From	To	43XX etc., and 56XX etc. Engines.		Special conditions respecting timing, etc., if any.
		Tons.	No. of vehicles not to exceed.	
Cardiff	Pontypridd	336	12	22 instead of 20 minutes required.
Pontypridd	Treherbert	312	12	Timing to be easy.
Treherbert	Aberavon T. and Court Sart Junction.	240	—	Slight extra time required for heavy trains. If assisted in rear to Rhondda Tunnel entrance.
		364	—	
Court Sart Junction ..	Treherbert	216	—	Assistance to Blaencwm necessary with heavier loads.
Treherbert	Pontypridd	400	14	
Pontypridd	Cardiff			
Cardiff (Queen St.) ..	Caerphilly	57XX, 77XX and 87XX engines. 180	—	18 minutes to be allowed.

CLASS OF ENGINE.

From	To	29XX, 43XX, 53XX, 63XX 73XX, etc., 56XX and 66XX.	0-6-2 T, "C" Class.	57XX, 77XX, 87XX and 97XX.	0-6-0 T, 0-6-0 T, "A".
		Tons.	Tons.	Tons.	Tons.
Porth	Ferndale	180	130	130	100
Ferndale	Maerdy	168	120	120	85
Maerdy	Porth	364	288	264	240
Cadoxton	Trehafod	336	288	264	200
Trehafod	Cadoxton	364	288	264	240
Tonteg	Llantrisant	300	216	216	192
Llantrisant	Tonteg	216	168	168	144
Queen Street	Rhymney	264	216	180	144
Rhymney	Caerphilly	336	288	264	200
Caerphilly	Queen Street	364	288	264	240
Walnut Tree	Aber Junction	192	144	144	110
Aber Junction	Walnut Tree	336	288	264	200
Merthyr	Pontypridd	364	288	264	240
Abercynon	Aberdare	288	240	216	192
Aberdare	Abercynon	364	288	264	240

Timing to be easy.

It must be understood that these loads do not apply to ordinary trains.

SPECIAL MAXIMUM LOADS OF PASSENGER TRAINS BETWEEN YSTRAD MYNACH AND NELSON & LLANCAIACH.

The following amended maximum loads will apply subject to extra time being allowed as shewn :—

	56XX	0-6-2 T (C Group)	Extra Time required.
	Tons.	Tons.	Mins.
Ystrad Mynach to Nelson & Llancaiach ..	240	208	1½
Nelson & Llancaiach to Ystrad Mynach ..	288	240	1

MINERAL TRAINS.

The Mineral Trains from the various Depots will start at the times shewn in the list given below and work in accordance with the instructions of the Cardiff Controllers.

As a rule Freight and Pick-up Trains will run as shewn in the Service Book unless altered by special notice.

Set No.	Starting Time.	Time Engine to leave Shed Signal.	From	To	Notes.
---------	----------------	-----------------------------------	------	----	--------

ABERCYNON.

J Ballast RR	a.m. —	a.m. 6.45	Abercynon Van Siding	.. As required.	
J. 6	{ 5.45 MX 5.0 MO	{ 5.40 4.55	Abercynon Van Siding	.. Ynysybwl	16 hours
J. 8	{ 7.30 SO 11.30 SX	{ 7.25 11.25	Abercynon Van Siding	.. Maesmawr and Radyr Jct.	
J. 11	p.m. 1.35	p.m. 1.30	Abercynon Van Siding	.. Cadoxton.	
J. 16	4.15	4.10	Abercynon Van Siding	.. Roath Branch Junction.	
J. 20	11.0 SX	10.55	Abercynon Van Siding	.. As required.	
J. 17	6.10	6.5	Abercynon Van Siding	.. W. Mendalgief.	
X. 1	—	—	Treherbert	.. Coke Ovens	Return of 4.45 a.m. ex Coke Ovens.
X. 13	p.m. 2.30	p.m. 2.10	Coke Ovens	.. Llantrisant.	
X. 16	5.0	4.40	Coke Ovens	.. Roath Branch Junction.	
X. 18	11.30 SX	11.10	—	.. Maritime Colliery.	

ABERDARE.

C. d.	a.m. 6.45	—	Aberdare	Cathays.	
A. 12	p.m. 4.10	p.m. 3.55	Dare Valley Junction Van Siding	Cadoxton.	
A. 13	{ 9.50 SX 7.50 SO	{ 9.40 SX 7.40 SO	Dare Valley Junction Van Siding	West Mendalgief.	

BARRY.

B. 5	a.m. 6.20	a.m. 5.55	Cadoxton	Lady Windsor.	
B. 6	7.25	7.0	Cadoxton	Ferndale.	
B. 10	8.40	8.15	Cadoxton	Taff Merthyr Coll.	
B. 16	9.15	8.50	Cadoxton	Rhondda.	
B. 21	10.45	10.20	Cadoxton	Rhondda.	
B. 24	11.25	11.0	Cadoxton	Rhymney Valley.	
B. 25	p.m. 1.35	p.m. 1.10	Cadoxton	Rhymney Valley.	
B. 26	1.0	12.35	Cadoxton	Stormstown.	
B. 30	3.5	2.40	Cadoxton	Taff Merthyr Coll.	
B. 31	3.45	3.20	Cadoxton	Rhondda.	
B. 32	4.10	3.45	Cadoxton	Rhymney Valley SX, Tre-	
				harris SO.	
B. 39	{ 4.35 SO 7.0 SX	{ 4.10 SO 6.35 SX	Cadoxton	Taff Merthyr Coll.	
B. 42	8.35 SX	8.10	Cadoxton	Treharris.	

CARDIFF (EAST DOCK).

D. 2	{ 4.15 MX 4.30 MO	{ 4.5 4.20	Roath Basin Junction	.. Cwm Bargoed	{ Conveys Caerphilly Goods on Mondays.
D. 3 R	11.0	—	Ystrad Mynach	As required.	
D. 7	10.10	10.0	Roath Basin Junction	.. Bargoed Pitts;	
D. 8	p.m. 2.0	p.m. 1.50	Roath Basin Junction	.. Llanbradach.	

MINERAL TRAINS—continued.

Set No.	Starting Time.	Time Engine to leave Shed Signal.	From	To	Notes.
CARDIFF (CATHAYS).					
C. 3	a.m. 5.20	a.m. —	Aberdare	Cathays	Return of 3.20 a.m. ex Cardiff (Queen St.).
C. 6	3.35 MX	3.30	Cathays Van Siding ..	Taff Vale Section	
C. 8	8.15	8.10	Cathays Van Siding ..	Llanbradach.	
C. 10	{ 3.50 MX 5.50 MO	{ 3.45 5.45 }	Cathays Van Siding ..	Taff Vale Section	
C. 12	6.25	6.20	Cathays Van Siding ..	Rhymney Valley.	
C. 13	5.20	5.15	Cathays Van Siding ..	Taff Vale Section.	
C. 14	7. 5	7. 0	Cathays Van Siding ..	Taff Vale Section.	
C. 16	7.40	7.35	Cathays Van Siding ..	Rhymney Valley.	
C. 17	7.15	7.10	Cathays Van Siding ..	Taff Vale Section.	
C. 19	{ 6. 0 MX 7. 0 MO	{ 5.55 6.55 }	Cathays Van Siding ..	Pengam Jct. and Radyr Jct.	2 turns.
C. 22	10. 5	10. 0	Cathays Van Siding ..	Taff Vale Section.	
C. 24	11. 5	11. 0	Cathays Van Siding ..	Rhymney Valley.	
C. 25	p.m. 1. 5	p.m. 1. 0	Cathays Van Siding ..	do.	
C. 28	1.20	1.15	Cathays Van Siding ..	Taff Vale Section.	
C. 29	2. 0	1.55	Cathays Van Siding ..	Rhymney Valley.	
C. 30	2.30	2.25	Cathays Van Siding ..	Taff Vale Section.	
C. 31	4.20	4.15	Cathays Van Siding ..	Rhymney Valley.	
C. 33	5. 5	5. 0	Cathays Van Siding ..	Taff Vale Section.	
C. 34	5.35	5.30	Cathays Van Siding ..	Rhymney Valley.	
C. 36	6. 5	6. 0	Cathays Van Siding ..	Taff Vale Section.	
C. 37	6.30	6.25	Cathays Van Siding ..	Rhymney Valley.	
C. 38	6.50	6.45	Cathays Van Siding ..	Taff Vale Section.	
C. 43	{ 8.55 SX 6.55 SO	{ 8.50 6.50 }	Cathays Van Siding ..	Taff Vale Section.	

DOWLAIS (CAE HARRIS).

K. 1. 16 Hrs.	5.28 a.m.	Dowlais	5.40 a.m. (Workmen's) Dowlais to Bedlinog Colliery and back. To leave Dowlais at 7.15 a.m., thence Control. Remanned at 1.15 p.m. Change trains with K. 4 at Bedlinog, about 2.0 p.m. work train of coal to Aber Junction, then Control.
K. 2. 16 Hrs.	5.10 a.m.	Dowlais	5.22 a.m. (Workmen's) Dowlais to Hengoed and Trips. (Work Goods Ffaldcaiaich to Bedlinog between 11.57 a.m., and 3.20 p.m. SX .) 4.15 p.m. Dowlais to Ystrad Mynach and Trips.
K. 3. 16 Hrs.	6.30 a.m.	Dowlais	Bedlinog Colliery Remanned at 1.0 p.m. Runs 1.15 p.m. SX Dowlais to Nelson and back, thence Control.
K. 4. 16 Hrs.	7.45 a.m.	Dowlais	Shunt Goods Yard, thence to Bedlinog. Run 2.45 p.m. Bedlinog to Dowlais. Remanned at 3.15 p.m. Thence Control and Night Workmen's.
K. 5. SX	9.45 a.m.	Dowlais	Trading Estate and Steel Works.
K. 6.	9.15 a.m.	Dowlais	Barry. SUSPENDED.

FERNDALE.

F. 12	p.m. 2.30	p.m. 2.20	Ferndale Van Siding ..	Cadexton.	
Y. 7	a.m. 8.45	a.m. —	Ferndale	Radyr Junction	Return of 5.20 a.m. ex Radyr.

MINERAL TRAINS—continued.

Set No.	Starting Time.	Time Engine to leave Shed Signal.	From	To	Notes.
RADYR JUNCTION.					
Y. 1 RR	a.m. 12.40 5.25	a.m. 12.30 5.15	Radyr Quarry Junction	As ordered.	
Y. 3 2 turns	—	4.20	Radyr Junction	Aber Junction	Shunting.
Y. 9	5.15	5.10	Radyr Jct. Van Siding	Rhymney Valley	
Y. 10	6.50	6.35	Radyr Quarry Junction	Roath Basin Jct. & Creigieu Quarries.	16 hours.
Y. Bal- last (RR)	—	6.45	Radyr Jct. Van Siding	As required.	
Y. 11	8.20	8. 0	Radyr Quarry Junction	Roath Branch.	
Y. 12	8.55	8.35	Radyr Junction	Treherbert	
Y. 14	—	—	Aberdare	Radyr Junction	Return of 10.45 a.m. ex Radyr Junction.
Y. 15	—	—	Treherbert	Radyr Junction	Return of 10.25 a.m. ex Radyr Junction.
Y. 26	11.50	11.40 a.m.	Radyr Jct. Van Siding	Rockwood Colliery.	
Y. 23	12.10 p.m.	11.55 a.m.	Radyr Jct. Van Siding	Pentyrch & Rhymney Valley.	
Y. 24	1.45 p.m.	1.30 p.m.	Radyr Quarry Jct.	Roath Power Station.	
Y. 25	3. 0	2.50	Radyr Jct.	Cwin Colliery	
Y. 29	—	6. 0	Radyr Jct. Van Siding	Aber Junction	Aber Jct. Shunting.
Y. 33	10.20	10.15	Radyr Quarry Junction	As required.	
RHYMNEY.					
R. 2 3 turns	a.m. —	a.m. 4.15 MX 4.40 MO	Rhymney	Hengoed	Shunts at Hengoed.
			Run 5.37 a.m. Workmen Ystrad Mynach to Fochriw and 6.30 a.m. Fochriw to Ystrad Mynach. Relieved at Hengoed at 11.20 a.m. Works 1.35 p.m. Workmen Ystrad Mynach to Fochriw and back SX. 2.26 p.m. Bargoed to Dowlais (Central) SO, thence Control. Second Relief at Bargoed 4.20 p.m.		
R. Ballast RR	7.10	6.55	Rhymney	As required.	
R. 3 16 hours	7.35	4.55 SX 5.45 SO	Rhymney	Runs 5.10 a.m. Workmen's back (SX) and 6.40 a.m. Rhymney to Bedwas and mney to Bargoed and back (SO). Thence Control.	
R. 4 16 hours	—	7. 0	Rhymney	Runs 7.30 a.m. Bargoed to Dowlais Top, and back. Thence Control.	Relieved at Bargoed 12.45 p.m.
R. 8 16 hours	—	7.30	Rhymney	Bargoed and Pant.	
D.4	p.m. 2.30 SO 4.30 SX	p.m. — 3.15	Rhymney	Cardiff	Return of 6.50 a.m. Goods ex Cardiff.
			Rhymney	Ystrad Mynach	Runs 9.40 p.m. (SX)
			Workmen's Ystrad Mynach to Fochriw and 10.40 p.m. (SX) F		ochriw to Ystrad Mynach.
TREHERBERT.					
T.G.	a.m. 8.45 p.m. 4.30 SO 5.25 SX	— p.m. —	Treherbert	As required.	
T. 12			Radyr Junction	Treherbert	Return of 1.0 p.m. SX 11.50 a.m. SO ex Treherbert.
T. 13	1. 5	12.57	Treherbert Van Siding	Cadoxton.	
T. 16	3. 0	2.52	Treherbert Van Siding	Radyr Junction.	
T. 17	4.30	4.22	Treherbert Van Siding	As required.	
T. 18	6.30	6.22	Treherbert Van Siding	Radyr Junction.	
T. 19	8.30	8.22	Treherbert Van Siding	Cardiff.	

TIME ALLOWANCES FOR FREIGHT TRAINS.

Down Trains.

Up Trains.

(Assisted by Bank Engine).

ABER JUNCTION TO WALNUT TREE JUNCTION.

WALNUT TREE JUNCTION TO ABER JUNCTION.

	Point-to-Point times.	Allow for			Point-to-Point times.	Allow for	
		Stop.	Start.			Stop.	Start.
Aber Junction	—	—	1	Walmart Tree Junction	—	—	2
Beddau Loop Junction	2	1	2	Rockwood Colliery	4	1	2
Penrhos Junction	2	1	2	Penrhos Junction	7	1	1
Penrhos (Stop Board)	2	1	2	Beddau Loop Junction	1	1	1
Rockwood Colliery	9	1	2	Aber Junction	2	1	—
Walnut Tree Junction	5	2	—				

TIME ALLOWANCES FOR FREIGHT AND OTHER BOOKED TRAIN ENGINES FROM SHED.

Train Set No.	Time.	Engine to leave Shed Signal at	From	To	Notes.
ABERCYNON.					
J. a	a.m. 4.10	a.m. 3.40	Abercynon	Merthyr	Mail.
J. 18	p.m. 6.0	p.m. 2.10	Merthyr	Stormstown	Runs 2.57 p.m. Workmen Pontypridd to Merthyr.
		p.m. 2.0			
J. 15	2.30	2.25	Abercynon	Llantrisant.	
X. 1	a.m. 4.45	a.m. 4.15	Coke Ovens	Treherbert Junction.	
X. 2	MX 5.40	5.10			
X. 9	MO 6.30	5.50			
	6.30	6.10	Coke Ovens Yard (Up Side).	Llantrisant.	
				Coedcae and Cwm Colliery.	

ABERDARE					
A. 1	p.m. 11.50	p.m. 11.20	Aberdare (Low Level)	Radyr Junction	
	SX 7.30	7.15			

BARRY.					
B. 9	a.m. 8.30	a.m. 8.0	Cadoxton	Llanharan Colliery.	
B. 36	p.m. 6.35	p.m. 6.15	Barry Goods Yard	Cardiff (Newtown).	
B. 43	SX 5.20	5.0	Barry Goods Yard	Treforest via Radyr Junction.	
	SX 11.15	10.55			
B. 15	a.m. 7.35	a.m. 7.5	Barry Sidings	Aberthaw and Cardiff	16 hours.
B. 13	6.30	6.10	Barry Sidings	Coity Junction	Double trip.
B. —	9.0	8.25	Barry Sidings	Llantwit Major.	
B. 34	9.30	9.10	Barry Sidings	Coity Junction.	
B. 29	p.m. 3.0	p.m. 2.35	Barry Sidings	Coity Junction.	
B. 20	7.30	7.0	Barry Sidings	Coity Junction.	
B. 7	a.m. 4.45	a.m. 4.30	Barry Van Sidings	As ordered.	
	MO 4.5	3.50			
B. 20RR	p.m. 12.30	p.m. 12.15	Barry Van Sidings	As ordered.	
P. 1	a.m. 6.0	5.20	Penarth North Curve	Sully	16 hours.

CARDIFF (CATHAYS).					
H. 18	a.m. 1.35	a.m. 1.5	Cardiff Goods	Radyr Junction	16 hours. MX.
	MX 6.20	5.50			
H. 5	5.50	5.30	Cardiff Goods	Radyr Junction	
	MO 6.30	6.10			
H. 22	p.m. 9.15	p.m. 8.45	Penarth North Curve	Aber Junction.	
	SX 7.55	7.30			

TIME ALLOWANCES FOR FREIGHT AND OTHER BOOKED TRAIN ENGINES FROM SHED—continued.

Train.		Engine to leave Shed Signal at	From	To	Notes.
Set No.	Time.				
CARDIFF (EAST DOCK).					
D. 1	a.m. 3.40	a.m. 3.30	Roath Basin Junction	.. Rhymney.	
D. 3	{ 4.30 5.30	{ 4.20 5.20	Roath Basin Junction	.. Ystrad Mynach.	
D. 4	6.40	6.20	Roath Basin Junction	.. Rhymney.	
D. 5	5.35	5.25	Roath Basin Junction	.. Whitchurch and Nantgarw.	
D. 4R	2.30	—	Hengoed Junction	.. Cardiff.	
D. 9	9.40	9.30	Roath Basin Junction	.. Cherry Orchard.	

MERTHYR.

M. 4	{ a.m. 12.25 MX p.m. 11.5 SO	{ a.m. 12.10 p.m. 10.50	Merthyr	Radyr Junction.	
------	---------------------------------------	----------------------------------	---------------	-----------------	--

RADYR JUNCTION.

Y. 2	a.m. 1.0 MX	a.m. 12.45	Radyr Quarry Junction	.. North Acton.	
Y. 6	2.35 MX	2.20	Radyr Quarry Junction	.. Ycevil.	
Y. 6	2.30 MX	2.10	Radyr Junction	.. Merthyr.	
Y. 5	6.30	6.20	Radyr Quarry Junction	.. Penarth Cement Works.	
Y. 8	7.20	7.10	Radyr Quarry Junction	.. Pengam Sidings.	
Y. 7	9.25	9.10	Radyr Quarry Junction	.. Severn Tunnel Junction	
Y. 15	5.20	5.5	Radyr Junction	.. Maerdy Junction.	
Y. 14	10.25	10.10	Radyr Junction	.. Treherbert Junction.	
Y. 14	10.45	10.30	Radyr Junction	.. Dare Valley Junction.	
Y. 6	p.m. 1.35	p.m. 1.25	Radyr Quarry Junction	.. Grangetown.	
Y. 27	1.15	1.0	Radyr Quarry Junction	.. Severn Tunnel Junction.	
Y. 27	{ 4.25 SX 1.30 SO	{ 4.20 1.15	Radyr Junction	{ Pontypridd and Cardiff (Newtown).	
Y. 27	7.45	7.35	Radyr Quarry Junction	.. Severn Tunnel Junction.	
Y. 27	1.0 Sun.	12.45	Radyr Quarry Junction	.. Old Oak Common.	
Y. 27	3.0 Sun.	3.45	Radyr Quarry Junction	.. Moreton Cutting.	

RHYMNEY.

D. 1	{ p.m. 12.30 SX a.m. 11.25 SO	{ p.m. 12.20 a.m. 11.15	Rhymney Goods Yard	.. Cardiff	Engine of 3.40 a.m. Goods ex Roath Basin Junction.
------	--	----------------------------------	--------------------	------------------	--

TREHERBERT.

T. 8	a.m. 1.10 MX	a.m. 1.2	Treherbert Van Siding	.. Port Tennant.	RR
T. 12	{ 11.50 SO p.m. 1.0 SX	{ 11.35 p.m. 12.45	Treherbert Goods Yard	.. Radyr Junction.	
T. 20	{ 9.5 SX 6.45 SO	{ 8.50 6.30	Treherbert Goods Yard	.. Stormstown Junction.	
T. 22	{ 11.35 SX 10.35 SX	{ 10.52 10.20	Treherbert Van Siding	.. Port Tennant East.	
T. 24	{ 7.45 SO	{ 7.30	Treherbert Goods Yard	.. Radyr Junction.	

INSTRUCTIONS FOR CALCULATING LOADS OF FREIGHT TRAINS.

- (1) The maximum "engine" and "working" loads applicable to the lines referred to in this sectional time table are shewn on pages 275 to 283.
- (2) Loaded wagons will bear labels overprinted with the numerals 1 (coal, coke or patent fuel), 2 (other minerals), 3 (general merchandise), and guards, to arrive at the load of a train, must ascertain the number of wagons of each class of traffic or empty wagons to be conveyed. Wagons conveying empty containers to be counted as loaded Class 3 wagons.
- (3) In order that due allowance may be made for certain heavy traffics in Classes 2 or 3, any wagons (except pitwood), although bearing Class 2 or 3 labels, which are carrying contents weighing 7 tons or over, must be calculated as Class 1 for train loading. Such wagons must, however, be entered on the guards' journals in the same columns as the number overprinted on the label.
- (4) Examples of traffics in Classes 2 or 3 which must be calculated as Class 1 are :—

Ammunition in full train loads

Ballast

Bricks

Cement

China Clay

China Stone

Copper

Dolomite

Granite

Gravel

Lime

Ironstone

Metal Sheets

Pig Iron

Rails

Roadstone

Sand

Steel Bars

Tarmac

Tinplates

- (5) Ammunition not in full train loads (see above), Pitwood, Cogwood and Sugar Beet Traffic bearing Class 3 labels, must, for loading purposes, be calculated as Class 2 traffic.
- (6) The maximum and working loads shewn on pages 275 to 283 apply (with 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,
Two 15/16-tonners = 3 } according to
Two 40-tonners = 7 } traffic involved.

When Empty.

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

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

10 and 12-ton Vehicles .. As one 19-ton loaded Class 2 traffic.

14-tonners 3 = 4 ten-ton wagons when loaded. To be treated as 12 ton wagons when empty.

15-ton Vehicle As one 10-ton loaded Class 1 traffic.

20-ton Vehicle As one 12-ton loaded Class 1 traffic.

NOTE.—Wagons of 20, 21 and 22-ton capacity are shewn in special tables on page 269.

- (7) Special class wagons, such as "Crocodiles," "Borails," "Oil Tanks," etc., when loaded and empty are to be calculated as shewn in tables on pages 267 and 268.
- (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 271 for calculating Mixed Loads.
- (10) With certain exceptions, all engines are classified into 5 Groups—A, B, C, D and E. The Group letter of the engine is painted in a circle on both sides of the engine, just above the engine number.
- (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" Headlamps.
- (12) Class 1 and 2 traffic, former private owner's 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" Headlamps.
- (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).

CLASSIFICATION OF SPECIAL WAGONS, EMPTY AND LOADED.

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

Code.	Description.	Maximum Length over Buffers of Vehicle.	Maximum Carrying Capacity of Vehicle.	Maximum Tare of Vehicle.	EQUALS.	
					When empty. A	When loaded. B
					Loaded Class 3 Wagons.	
		Ft. Ins.	Tons.	Tons. Cwts.		
Aero	Air-Screw Wagon	20 6	12	5 18	X	2
Asmo†	Covered Motor Car Truck	36 4	10	11 5	1	2
Bobol A	Bolster Wagon	38 0	30	16 0	2	5
Bobol A	Bolster Wagon	38 0	25	14 3	1	4
Bobol C	Bolster Wagon	48 0	30	15 6	2	5
Bocar A (8 wheels)	Motor Car Body Truck	50 11	5	16 5	2	2
Bocar B (4 wheels)	Motor Car Body Truck	36 5	5	8 6	1	1
Borail B	Bolster Wagon	48 0	30	19 9	2	5
Borail C	Bolster Wagon	73 0	30	21 4	2	5
Borail D	Bolster Wagon	48 0	40	23 0	2	6
Borail F	Bolster Wagon	65 0	40	22 3	2	6
Carfit	Carriage Truck	21 0	12	6 10	X	2
Cartruck	Carriage Truck	21 0	12	5 9	X	2
Cartruck A	Carriage Truck	24 3	10	7 4	X	2
Cone	Gunpowder Van	19 6	10	8 2	1	2
Coral	Glass Wagon	23 5	12	6 2	X	2
Coral A	Glass Wagon	24 6	12	7 9	X	2
Crocodile	Well Trolley	37 0	15	8 6	1	2
Crocodile A	Well Trolley	50 0	25	16 8	2	4
Crocodile B	Well Trolley	53 0	15	15 1	2	3
Crocodile C	Well Trolley	56 0	25 or 40	18 15	2	4 or 6
Crocodile E	Well Trolley	65 0	20 or 35	24 19	2	4 or 6
Crocodile F	Well Trolley	57 0	25 or 40	19 19	2	4 or 6
Crocodile G	Well Trolley	50 0	35	23 8	2	6
Crocodile H	Well Trolley	45 6	65	23 12	2	9
Crocodile J	Well Trolley	57 0	50	28 6	3	8
Crocodile K	Well Trolley	49 0	10	17 2	2	3
Crocodile L	Well Trolley	89 6	120	82 2	8	20
Crocodile M	Well Trolley	65 6	12 or 20	21 3	2	3 or 4
Damo A†	Covered Motor Car Truck	33 4	10	11 2	1	2
Damo B*	Covered Motor Car Truck	23 4	10	8 19	1	2
Double	Bolster Wagon	28 6	14	8 18	1	2
Flatcase	Flat Wagon fitted with 2 Bolsters and Chains	19 6	12	5 18	1	2
Gane (Engineering Dept.)	Rail and Timber Wagon	48 0	40	18 0	2	6
Gane A (Engineering Dept.)	Rail and Timber Wagon	65 0	40	22 5	2	6
Grain Van	Grain Hopper	24 6	20	12 16	1	3
Grano	Grain Hopper Wagon (covered)	22 6	20	10 5	1	3
Hydra	Well Truck	28 11	8	7 13	X	2
Hydra C	Well Truck	34 6	5	7 10	X	1
Hydra D	Well Truck	31 11	15	8 10	1	2
Hytwin	High-sided Twin Bolster Wagons	39 3	26	15 0	2	4
Loriot B308	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	3
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
Loriot P	Well Trolley	33 0	25	13 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 11	1	5
Pollen D	Girder Wagon	41 3	40	15 16	2	6
Pollen E	When used as gun wagons 4 per set	85 6	100	51 5	5	15
Pollen E	When used as girder wagons 2 per set	46 6	60	21 12	2	8
Rectank	Rectank Flat-top with ramp at each end	37 0	38	14 10	1	5
Roll Wagon	10-ton to 15-ton	23 0	15	9 11	1	2
Roll Wagon	30-ton (21999)	29 11	30	15 16	2	5
Signal Dept. Wagon	10-ton	23 0	10	5 11	X	2
Signal Dept. Wagon	14-ton	28 0	12	6 11	X	2
Single	Bolster Wagon	19 6	12	5 18	X	2
Sleeper (chaired wagon)	18-ton	35 5	18	11 16	1	3
Sleeper Wagon	10 ton to 14-ton	31 6	14	7 17	X	2
Sleeper Wagon	Fall-down Sides	34 6	14	8 12	1	2
Totem	Armour-plate Wagon	37 0	45	18 16	2	6

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

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

CLASSIFICATION OF SPECIAL WAGONS, EMPTY AND LOADED—continued.

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

Code.	Description.	Maximum Length over Buffers of Vehicle.	Maximum Carrying Capacity of Vehicle.	Maximum Tare of Vehicle.	EQUALS.	
					When empty. A	When loaded. B
					Loaded Class 3 Wagons.	
		Ft. Ins.	Tons.	Tons. Cwts.		
Totem A	Armour-plate Wagon	25 1	50	17 19	2	7
—	10-ton to 14-ton Tank	20 6	14	10 0	1	2
—	20-ton Tank	24 6	20	12 10	1	3
—**	40-ton (Ministry of Food) Tank	33 10	25 to 40	24 0	2	4 or 6
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

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

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

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 shewn in column B.

For every Ten Tons or fraction of ten 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.

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

EXAMPLE: Borail D carrying load of sixteen tons, load equals two Class 3 traffic—

Vehicle when empty column A equals two Class 3 traffic.

Total load to be calculated as four Class 3 traffic.

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

Loaded.

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		

N.B.—All 12 ton wagons formed in trains, the loads of which have been calculated from this Table, must be counted as shewn in the Service Time Books, viz., 5 Loaded 12 Tonners = 6 Loaded 10 Tonners.

Example—Scheduled Maximum in 20 ton loaded wagons for Group "D" engine from Nine Mile Point to Park Junction is 38 wagons.

There are only 12 loaded 20 Tonners available. To ascertain how many 10 ton loaded wagons may be attached to make up the scheduled maximum, make the following calculations:—

Scheduled maximum .. 38 wagons
20 Ton loaded wagons available .. 12
Deficiency = 25 wagons to be made up with 10 Ton loaded wagons.

25 Loaded 20 Tonners = 46 Loaded 10 Tonners. Therefore the maximum engine load can be made up as follows:—

Loaded Wagons:—20 ton wagons = 12.
10 ton wagons = 46.

PITWOOD IN 20-TON WAGONS. CALCULATION OF LOADS.

Pitwood is equal to Class 2 for loading purposes (vide paragraph 5 of "Instructions for Calculating Loading of Freight Trains").

The following example shows how pitwood in these wagons should be reckoned:—

Nine 20-ton wagons loaded with pitwood on a train.

The "20-ton wagons loaded table" shews:— 9 = 17 Class 1 Ten-ton wagons. Count these as Class 2 wagons.

The "Ready Reckoner" shews:— 17 Class 2 = 14 Class 1
17 Class 2 = 21 Class 3
17 Class 2 = 28 Empties } Ten-ton wagons.

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

Empty.

Equivalent loads in 20/21 and 10-ton EMPTY wagons for the purpose of computing Empty 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

Example—Scheduled Maximum in 20 ton empties for Group "E" engine from Maesglas to Rogerstone = 80 wagons. There are only 39 twenty ton empties available. To ascertain how many empty 10 ton wagons may be attached to make up the scheduled maximum, make the following calculations:—

Scheduled maximum .. 80 wagons
20 ton empties available .. 39

Deficiency = 41 wagons to be made up with 10 ton empties.

41 empty 20 tonners = 54 empty 10 tonners. Therefore the maximum engine load can be made up as follows:—

Empty Wagons:—39 empty 20 ton wagons.
54 empty 10 ton wagons.

Empty 14-ton wagons to be counted as empty 12-ton wagons.

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

COACHING STOCK ON FREIGHT TRAINS.

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

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

DIMENSIONS OF 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	C C T	31	0½	Parcels Vans	31	11
B	51	1	C C T	32	1	Pasfruits C	25	5
B	51	7	C C T	33	11	Pasfruits D	31	11
B G	43	1	Giants	53	7	S C V	29	5
B G	60	0	Hydras	29	2	Siphons	31	0½
B G	60	1	Hydras C	34	2	Siphons C	32	1
B G	60	6½	Hydras D	31	11	Siphons F	43	7
B G	63	4½	Insixfish	34	5	Siphons G	53	7
B G	60	6½	Monsters	53	7	Siphons H	53	7
B G	63	6½	Monsters	53	8	Siphons J	53	7
Bloaters	31	11						

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.		
	Ft.	Ins.			When Empty.	Loaded with One Tank.	Loaded with Two Tanks.
" Rectank "	37	0	38	14 10	2=3	See below.	See below.
" Warflat "	43	10½	50	20 8	2	" 6"	" "
" Warwell "	47	0	50	26 15	3		

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

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 275 to 283, the latter must be strictly adhered to.

BANKING, PILOT AND SHUNTING ENGINES.

Station.	Engine Set No.	Starting Time.	Time Engine Leaves Shed Signal.	Authorised Hours							Total hours per week.	Particulars of Work.
				Mon.	Tues.	Wed.	Th.	Fri.	Sat.	Sun.		
Abercynon	J.P.1	6. 0 a.m.	6. 0 a.m.	17	23	23	23	23	23	5	137	Banking trains on Main Incline and marshalling traffic at Abercynon and Stormstown. To Shed 9.0 p.m. to 10.0 p.m.
Aberdare (Low Level)	A.P.1R.	6. 0 p.m.	—	5½	5½	5½	5½	5½	5½	—	33	Shunting at Aberdare (L.L.) and Robertstown Siding.
Bargoed	R.4	6.30 a.m.	—	½	½	½	½	½	½	—	3	Shunting.
	D.7	12.30 p.m.	—	2½	2½	2½	2½	2½	2½	—	15	Shunting Bargoed Pits.
Barry	—	—	—	—	—	—	—	—	—	—	—	Various train engines.
Caerphilly	C.P.4.	6. 0 a.m.	5.20 a.m.	1½	1½	1½	1½	1½	1½	—	7½	Shunting Goods Yards.
	N—	7.30 a.m. (SX)	—	1½	1½	1½	1½	1½	1½	—	60	Shunting Caerphilly Goods
	C.P.9	7. 5 a.m. (SO)	—	—	—	—	—	—	5	—	—	—
	Y.3	8.15 a.m.	—	2	2	2	2	2	2	—	12	Shunting Aber Jct.
	Y.3 R.	11.40 a.m.	—	7	7	7	7	7	7	—	35½	Shunting Goods Yard.
	Y.3 R.	12. 0 noon	—	—	—	—	—	—	8	—	8	Shunting Aber Jct.
	Y.29	6.30 p.m.	—	5½	6	6	6	6	6½	—	36	Shunting Factory. Engine of 6.55 a.m.
	C.P.9	9. 0 a.m.	6.15 a.m. (SX)	8½	8½	8½	8½	8½	—	—	42½	Workmen's Train ex Cardiff (SX). Shunts Salisbury Road, Adam Street and Crwys Siding.
Cardiff (Gaul Lane) ..	C.P.14	7. 0 a.m.	6.55 a.m.	8	8	8	8	8	8	—	48	Shunts Salisbury Road, Adam Street and Crwys Siding.
	C.P.14.R	4.40 p.m. (SX)	—	7	7	7	7	7	7	—	42	Shunting Salisbury Road, Adam Street
		2.40 p.m. (SO)	—	—	—	—	—	—	—	—	—	Crwys Sidings, and trip to Roath Basin Junction.
Cardiff (Bute Road) ..	C.P.6	6.40 a.m.	6.10 a.m.	13	13	13	13	13	11	—	76	Marshalling traffic in Terminus Yard and Sidings.
Cardiff (Crwys Sidings)	C.P.8	6.10 a.m. (MX) 7.10 a.m. (MO)	6. 0 a.m. (MX) 7. 0 a.m. (MO)	8	8	8	8	8	8	—	48	Shunting and running trips between Crwys Sidings, Gaul Lane and Roath Basin Jct. Leave Crwys at 7.30 a.m. for Roath Basin Jct.
Cathays	C.P.7	5. 0 a.m.	4.55 a.m.	11	11	11	11	11	11	—	66	Shunting for Carriage and Wagon Dept., Engineers' Dept., Sheets Shops, etc.
	C.P.8 R.	3. 0 p.m. (SX)	—	7	7	7	7	7	8	—	43	Shunting Local Works and trips to Roath Basin Jct.
	C.P.8 R.	2.10 p.m. (SO) 10.15 p.m. (SX)	—	1½	8	8	8	8	8	6½	48	Shunting and Trips.
Coke Ovens	X.P.3	6. 0 a.m.	5.40 a.m.	17½	22½	22½	22½	22½	22½	—	135	Marshalling wagons at Coke Ovens Yard, and working Coal and Empties to and from Maritime Colliery as required. To also marshal traffic for 9.50 a.m. Porth to Pontypool Road Goods and traffic brought out from Interchange. Engine to Shed for relief 1.30 p.m. to 2.0 p.m. and at 5.0 a.m.
	X.P.2	5.50 a.m.	5.40 a.m.	—	—	—	—	—	—	—	—	Runs Trip to Pontypridd at 6.10 a.m. and Glyntaff at 8.30 a.m.

BANKING, PILOT AND SHUNTING ENGINES

—continued.

Station.	Engine Set No.	Starting Time.	Time Engine Leaves Shed Signal.	Authorised Hours.							Total Hours per Week.	Particulars of Work.
				Mon.	Tues.	Wed.	Thur.	Fri.	Sat.	Sun.		
Coke Ovens—contd.	F.P.5 R.	12.25 a.m. (MX) 11.15 p.m. (SX)	—	—	5	5	5	5	5	—	25	Shunting.
	X.P.6	3.45 p.m. (SX) 1.45 p.m. (SO)	3.15 p.m. (SX) 1.15 p.m. (SO)	8	8	8	8	8	8	—	48	Work traffic to Pwll-gwaun and Trehafod. Perform domestic shunting at Pwll-gwaun and Craig-y-rhesq and clear outgoing traffic from Pontypridd Goods to Coke Ovens. Thence as ordered by Control.
Cardiff (Queen St.) ..	—	—	—	—	—	—	—	—	—	—	—	Various train engines.
Dowlais (Caeharris) ..	K.4	7.45 a.m.	—	½	½	½	½	½	½	—	3	Shunting Dowlais Yard.
Ferdale	F.P.6 A	8.0 a.m.	—	12	12	12	12	12	12	—	72	Shunting and trips.
	F.P.1	7.45 a.m.	7.35 a.m.	16	16	16	16	16	16	—	96	Shunting, banking and trips.
	F.P.5	2.30 p.m. (SX) 2.0 p.m. (SO)	2.30 p.m. (SX) 2.0 p.m. (SO)	1	1	1	1	1	1	—	6	Shunting at Ferdale and Maerdy Jct.
Grangetown	No. 14	7.0 a.m.	6.45 a.m.	17	23	23	23	23	23	6	138	Shunting Grangetown, Ferry Road and East Curve, Shunting Penarth Harbour, Grangetown and East Curve. Work trip to Pengam Coal Yard at 2.0 a.m.
	P.1 R.	2.30 p.m.	—	5½	5½	5½	5½	5½	5½	—	33	Shunting North Curve.
	P.D. 2	5.45 a.m.	5.30 a.m.	24	24	24	24	24	16	—	136	Penarth Harbour Pilot.
	P.3	9.0 a.m. (SX) 7.0 a.m. (SO)	8.45 a.m. (SX) 6.45 a.m. (SO)	8	8	8	8	8	8	—	48	Shunting Penarth North Curve, Grangetown and Penarth Dock. Runs trips to Dinas Powis and Penarth Branch.
	No. 9	6.0 a.m.	5.45 a.m.	18	22	22	22	22	16	—	122	Shunting East Curve. Trips on Riverside Branch and shunting Canton Mileage Yard.
	H.5	6.0 a.m. (MX) 6.45 a.m. (MO)	—	2½	3	3	3	3	3	—	17½	Shunting Penarth Curve North.
	—	6.0 a.m.	—	16	22	22	22	22	22	6	132	Shunting Penarth Curve North and Transfer Pilot. To Shed 8.0 p.m. to 10.0 p.m.
Llantwit Major	B	11.15 a.m. SX 8.55 a.m. SO	—	4½	4½	4½	4½	4½	3½	—	27½	Shunting and trips.
Merthyr (Plymouth Street Goods)	M.P.1	5.50 a.m.	5.50 a.m.	16	16	16	16	16	16	—	96	Shunting Merthyr (Plymouth Street Goods) and B. & M. Jct. Trip to Quaker's Yard at 11.0 a.m.
Mountain Ash (Oxford Street)	A.P.4	—	7.30 a.m.			As	re	qu	i	r	e	Marshal outwards traffic at Abercwmboi Sidings.
	J.6	6.28 p.m.	—	1½	1½	1½	1½	1½	1½	—	7½	Shunting.
Nelson & Llancaiach ..	R.1	6.50 a.m. 7.20 a.m.	4.25 a.m. SX 6.45 a.m. SO	7½	7½	7½	7½	7½	7½	—	45	Shunting for Newport Division. Engine of 4.50 a.m. Rhymney to Taff Merthyr Workmen's Train SX, 5.15 a.m. Rhymney SO

BANKING, PILOT AND SHUNTING ENGINES

—continued.

Station.	Engine Set No.	Starting Time.	Time Engine Leaves Shed Signal.	Authorised Hours.							Total Hours per Week.	Particulars of Work.
				Mon.	Tues.	Wed.	Thur.	Fri.	Sat.	Sun.		
Penarth	P.1	6.45 a.m.	5.30 a.m.	7½	7½	7½	7½	7½	7½	—	43½	Shunting Goods Yard and Trips.
Pengam (Glam.) ..	R.2	8.20 a.m.	4.30 a.m.	2½	2½	2½	2½	2½	2½	—	13½	Shunting Goods Yard.
Pontypridd	X.P.1	5.30 a.m.	5.15 a.m.	8	8	8	8	8	8	—	96	Shunting Pontypridd Goods Yard, Passenger Station and Glyn-taff. Trips as required.
	X.P.1 R.	3.30 p.m. (SX) 1.30 p.m. (SO)	—	8	8	8	8	8	8	—		
Porth	F.P.4	7.15 a.m.	6.20 a.m.	7	7	7	7	7	7	—	42	Shunting Goods Yard and Tynnewydd Yard
	F.P.5	4.30 p.m. (SX) 4.0 p.m. (SO)	—	7½	7½	7½	7½	7½	—	—	41½	Trip to Trealaw. Shunting Goods Yard and Tynnewydd Sid-ing.
Pwllyrhebog	P.H.1	7.30 a.m.	7.30 a.m.	8	8	8	8	8	8	—	48	Working traffic on Incline. Shunting at top and bottom of Incline and trips to from Clydach Vale Colliery.
	P.H.2	7.30 a.m.	7.30 a.m.	8	8	8	8	8	8	—	48	
Quaker's Yard ..	J.P.4	6.0 a.m.	5.45 a.m.	15½	15½	15½	15½	15½	7½	—	85½	Shunting and trips for Newport Division.
Radyr Junction ..	Y.P.1	7.0 a.m.	7.0 a.m.	16	16	16	16	16	16	—	96	Banking Taffs Well Branch and Shunting Taffs Well.
	Y.P.2	6.0 a.m.	6.0 a.m.	18	24	24	24	24	24	6	144	Marshalling Goods and Empties on Up Side.
Radyr Quarry Junction	Y.P.4	5.0 a.m. (M) 7.0 a.m. (M)	O — X —	17	24	24	24	24	24	7	144	Marshalling Down Trains.
Rhymney	D.1	8.15 a.m.	—	4	4	4	4	4	3	—	23	Shunting.
Roath Basin Junction	D.P.2	6.0 a.m.	6.0 a.m.	18	24	24	24	24	24	6	144	Rhymney Yard Pilot.
Trealaw	T.P.4	6.0 a.m.	5.52 a.m.	5	5	5	5	5	5	—	30	Shunting. Leave Tre-alaw at 12.30 p.m. with traffic for Treherbert.
Treforest	T.P.6	3.0 p.m.	—	3½	3½	3½	3½	3½	3½	—	22½	Shunting.
	X.P.2	10.0 a.m.	5.40 a.m.	14	16	16	16	16	16	2	96	Shunting at Maesmawr and Treforest. Bank-ing and trips as required.
Treforest (Trading Estate)	X.10	10.15 a.m.	9.0 a.m.	6	6	6	6	6	6	—	36	Shunting Traders' Sidings.
Treherbert	T.P.3	7.50 a.m.	5.27 a.m.	12½	12½	12½	12½	12½	12½	—	73½	Work traffic between Treherbert and Blaencwm and Bank trains as required.
	T.P.3 C.	11.0 p.m. (MX)	11.0 p.m. (SX)	1	8	8	8	8	7	—	40	
Treorchy	T.P.	10.30 p.m.	—	2½	2½	2½	2½	2½	—	—	12½	Banking. Shunting. Trips on Blaenrhondda Branch.
	T.P.4 R.	3.35 p.m.	1.50 p.m.	1½	1½	1½	1½	1½	—	—	7	
	T.P.1	6.25 a.m.	6.18 a.m.	8	8	8	8	8	8	—	48½	
	T.P.7.	3.0 p.m.	2.52 p.m.	8	8	8	8	8	8	—	48½	
	T.P.7 R.	9.0 p.m.	—	8	8	8	8	8	8	—	48	
	T.P.6	6.25 a.m.	6.12 a.m.	4½	4½	4½	4½	4½	4½	—	31½	
Treorchy	T.P.6	11.55 a.m.	—	1	1	1	1	1	1	—	6	Shunting.
	T.P.4 R.	5.0 p.m. (SX) 4.30 p.m. (SO)	—	4½	4½	4½	4½	4½	3½	—	27	Shunting.
Whitchurch	D.5	7.5 a.m.	—	3	3	3	3	3	3	—	18	Shunting Goods Yard and Works. Trips to Glanllyn and Nant-garw as required.
Ystrad	T.P.6	10.50 a.m.	—	1	1	1	1	1	1	—	6	Shunting.
Ystrad Mynach ..	D.3	6.25 a.m. (MX) 7.25 a.m. (MO)	—	4	4	4	4	4	4	—	24	Shunting.

MAXIMUM LOADS FOR FREIGHT TRAINS.

SECTION:		WORKING LOADS.		MAXIMUM ENGINE LOADS																	
From	To	Maximum number of wagons to be conveyed except for specially provided for in the Service Book or by arrangement.			For Group A Engines.			For Group B Engines.			For Group C Engines.			For Group D Engines.			For Group E Engines.				
		Class 1 Traffic.	Class 2 Traffic.	Class 3 Traffic.	Emples.	Class 1 Traffic.	Class 2 Traffic.	Class 3 Traffic.	Emples.	Class 1 Traffic.	Class 2 Traffic.	Class 3 Traffic.	Emples.	Class 1 Traffic.	Class 2 Traffic.	Class 3 Traffic.	Emples.	Class 1 Traffic.	Class 2 Traffic.	Class 3 Traffic.	
CARDIFF DOCKS. Roath Basin Jct. (via Roath Dock Swing Bridge)	East Side Roath Basin	—	40	48	55	60	45	54	60	65	50	60	65	70	50	60	65	70	—	—	—
	TREHERBERT.																				
	Cathays	70	29	35	44	46	35	42	53	70	35	42	53	70	43	52	65	86	60	75	100
	Taffs Well	70	24*	29	36	48	28*	34	42	56	28*	34	42	56	40*	48	60	80	58	73	96
	Pontypridd	70	22	26	33	45	25	30	38	50	27	32	41	55	33	40	50	66	39	47	78
	Treherbert Junction	70	40	—	—	—	50	—	—	—	—	50	—	—	—	—	—	—	—	—	—
	Gyffellon Lower	70	22	26	33	45	25	30	38	50	27	32	41	55	33	40	50	66	39	47	78
	Pontypridd	70	40	—	—	—	50	—	—	—	—	50	—	—	—	—	—	—	—	—	—
	Treherbert Junction	70	50*	60	60	60	50*	60	75	80	50*	60	75	80	60*	66	83	100	84	100	100
	Pontypridd	70	55*	60	60	60	55*	66	75	80	55*	66	75	80	60*	66	83	100	72	90	100
Treforest Junction	70	55*	60	60	60	55*	66	75	80	55*	66	75	80	60*	66	83	100	84	100	100	
Radyr Junction	70	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80
Queen Street North	70	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80
Queen Street North	70	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80	80
RHONDDA FACH.	Yniskir	60	16	19	24	32	18	22	27	36	20	24	30	40	26	31	39	52	32	38	48
	Tylorstown	60	13	16	20	26	15	18	23	30	15	18	23	30	19	23	29	38	22	26	33
	Maerdy Junction	60	10	12	15	20	11	13	17	22	11	13	17	22	15	18	23	30	20	24	30
	Maerdy Colliery Junction	60	9	11	14	18	10	12	15	20	10	12	15	20	13	16	20	26	19	24	32
	Maerdy Colliery	60	9	11	14	18	10	12	15	20	10	12	15	20	14	17	21	28	18	22	27
	Pendyris Colliery	60	9	11	14	18	10	12	15	20	10	12	15	20	14	17	21	28	18	22	27
	Pendyris Upper Junction	60	30*	36	45	60	30*	36	45	60	30*	36	45	60	40*	48	60	80	48*	58	73
	Maerdy Colliery Junction	60	50*	60	60	60	50*	60	75	80	50*	60	75	80	60*	66	83	100	84	100	100
	Pendyris Upper Junction	60	35*	42	53	60	35*	42	53	60	35*	42	53	60	50*	60	75	100	55*	66	83
	National Colliery	60	50*	60	60	60	50*	60	75	80	50*	60	75	80	60*	66	83	100	84	100	100
Pendyris Upper Junction	60	50*	60	60	60	50*	60	75	80	50*	60	75	80	60*	66	83	100	84	100	100	
National Colliery	60	50*	60	60	60	50*	60	75	80	50*	60	75	80	60*	66	83	100	84	100	100	

* See page 288.

† Double loads.

A Subject to higher group engine leading.

B In unfavourable weather to be assisted away from Radyr Quarry if necessary.

C Seventy from Docks area via East Dock Junction.

D Via Main Line or Llandaff Loop.

MAXIMUM LOADS FOR FREIGHT TRAINS.

SECTION.		WORKING LOADS.	MAXIMUM ENGINE LOADS.																			
From	To		For Group A Engines.				For Group B Engines.				For Group C Engines.				For Group D Engines.				For Group E Engines.			
		Maximum number of wagons to be conveyed except for Trains specially provided for in the Service Book or by arrangement.	Class 1 Traffic.	Class 2 Traffic.	Class 3 Traffic.	Empties.	Class 1 Traffic.	Class 2 Traffic.	Class 3 Traffic.	Empties.	Class 1 Traffic.	Class 2 Traffic.	Class 3 Traffic.	Empties.	Class 1 Traffic.	Class 2 Traffic.	Class 3 Traffic.	Empties.	Class 1 Traffic.	Class 2 Traffic.	Class 3 Traffic.	Empties.
EIRW BRANCH.																						
Eirw Junction		60A	25	30	38	45	27	32	41	55	27	32	41	55	35	42	53	70				
Cymmer Colliery		60	50*	60	60	60	50*	60	75	80	50*	60	75	80	55*	66	88	100				
PWLLYRHEROG INCLINE. —See Special Instructions in Appendix x.																						
Pwllrherog Incline Top		17	6	7	9	15	—	—	—	—	—	—	—	—	—	—	—	—				
Clydach Vale		17	17	17	17	17	—	—	—	—	—	—	—	—	—	—	—	—				
TREHERBERT JUNCTION AND BLAENGWYM.																						
Treherbert Junction		50	8	10	12	16	9	11	14	20	9	11	14	20	12	14	18	26				
Blaenrhondda Colliery		50	35	42	53	60	40	48	60	80	40	48	60	80	45	54	68	80				
Treherbert Junction		50	50	—	—	—	50	—	—	—	50	—	—	—	50	—	—	—				
Treherbert Junction		50	50	—	—	—	50	—	—	—	50	—	—	—	50	—	—	—				
Treherbert Junction		50	22	26	33	45	27	32	38	50	27	32	41	55	33	40	50	66				
Treherbert Junction		45	11	13	17	22	12	14	18	24	14	17	21	28	18	22	27	36				
Blaencwm Sidings		60	35	42	53	60	40	48	60	80	40	48	60	80	50	60	75	100				
TONTAG JUNCTION AND COW BRIDGE.																						
Tontag Junction		55	16	19	24	32	18	22	27	36	20	24	30	40	26	31	39	52				
Llantwit		50	35	42	53	60	35	42	53	60	35	42	53	60	40	48	60	80				
Llantrisant		50	15	18	23	30	17	19	24	34	17	19	24	34	23	28	35	46				
Llanharry		50	10	12	15	20	11	13	17	22	11	13	17	22	15	18	23	30				
Ystradowen		50	30	36	45	60	35	42	53	60	35	42	53	60	40	48	60	80				
Cowbridge Junction.																						
																			</			

A. Trains for Cymmer Colliery must not exceed 50 wagons. B. Subject to higher group engine leading. N. Guards of trains conveying these loads to be assisted in applying wagon brakes at the Stop board. If no assistance available the load not to exceed 35 Class 1 traffic or the equivalent thereof, except that "E" engines may convey 40 Class 1 between Llantwit and Llantrisant. * See page 283. † Double loads. ‡ See special instruction. § Double load, 50 Class 1.

MAXIMUM LOADS FOR FREIGHT TRAINS.

SECTION		WORKING LOADS.	MAXIMUM ENGINE LOADS.											
			For Group A Engines.			For Group B Engines.			For Group C Engines.			For Group D Engines.		
			Class 1 Traffic.	Class 2 Traffic.	Class 3 Traffic.	Class 1 Traffic.	Class 2 Traffic.	Class 3 Traffic.	Class 1 Traffic.	Class 2 Traffic.	Class 3 Traffic.	Class 1 Traffic.	Class 2 Traffic.	Class 3 Traffic.
From	To	Maximum number of wagons to be conveyed except for specially provided for in the Service Book or by arrangement.	Class 1 Traffic.	Class 2 Traffic.	Class 3 Traffic.	Class 1 Traffic.	Class 2 Traffic.	Class 3 Traffic.	Class 1 Traffic.	Class 2 Traffic.	Class 3 Traffic.	Class 1 Traffic.	Class 2 Traffic.	Class 3 Traffic.
COWBRIDGE AND TONTEG JUNCTION.														
Cowbridge Junction	Ystradowen	30	12	14	24	17	17	21	14	17	21	28	18	36
Ystradowen	Llanharry	50	35	42	53	42	42	53	35	42	53	60	54	68
Llanharry	Llantrisant	50	46	54	60	54	54	60	46	54	60	60	54	68
Llantrisant	Maesrall Junction	50	22	26	33	22	26	33	22	26	33	33	30	36
Maesrall Junction	Common Branch Junction	50	10	12	15	11	13	17	11	13	17	15	18	23
Common Branch Junction	Gwyn Colly	50	12	14	18	14	17	21	15	18	23	30	24	29
Gwyn Colly	Llantwit	50	30 [‡]	36	45	35 [‡]	36	45	35 [‡]	36	45	60	40	48
Llantwit	Tonteg Junction	—	N45	54	60	N45	54	68	N45	54	68	85	N55	100
WATERHALL JUNCTION AND COMMON BRANCH JUNCTION.														
Waterhall Junction	Common Branch Junction	50	16	19	24	18	22	27	18	22	27	36	23	28
Common Branch Junction	Waterhall Junction	50	25	30	38	29	33	44	31	37	47	60	40	53
RADYR JUNCTION AND BARRY.														
Radyr Junction	Llandough	70	55 [*]	60	60	55 [*]	62	78	55 [*]	62	78	80	67 [*]	80
Llandough	Penarth Dock	60	10	12	15	11	13	17	11	13	17	22	15	18
Penarth Dock	Penarth Town	60	35	42	53	40	48	60	40	48	60	80	50	60
Penarth Town	Cement Works	60	12	14	18	14	17	21	14	17	21	28	17	20
Cement Works	Lavernock	60	45	54	60	52	62	78	52	62	78	80	67	80
Lavernock	Cadoxton	60	18	22	27	21	25	32	22	26	32	44	32	41
Barry Pier	Barry (via Dinas Powis)	65	45 [*]	54	60	52 [*]	62	78	52 [*]	62	78	80	60 [*]	72
Cogan Junction	Barry Sidings	—	‡23	—	—	‡25	—	—	‡27	—	—	—	‡33	—
Penarth Curve	—	—	—	—	—	—	—	—	—	—	—	—	—	—

N Guards of trains conveying these loads to be assisted in applying wagon brakes at the Stop board. If no assistance available the load not to exceed 35 Class 1 traffic or the equivalent thereof. * See page 283.

‡ 20-ton Shipment Coal wagons. § Double load, 50 Class 1.

MAXIMUM LOADS FOR FREIGHT TRAINS

MAXIMUM ENGINE LOADS.

SECTION

WORKING LOADS.

Maximum number of wagons to be conveyed except for specially provided for in the Service Book or by arrangement.

For Group A Engines.

For Group B Engines.

For Group C Engines.

For Group D Engines.

For Group E Engines.

maximum number of wagons to be conveyed except for Trans specially provided for in the Service Book or by arrangement.	From	To	For Group A Engines.			For Group B Engines.			For Group C Engines.			For Group D Engines.			For Group E Engines.											
			Class 1 Traffic.	Class 2 Traffic.	Class 3 Traffic.	Empty.	Class 1 Traffic.	Class 2 Traffic.	Class 3 Traffic.	Empty.	Class 1 Traffic.	Class 2 Traffic.	Class 3 Traffic.	Empty.	Class 1 Traffic.	Class 2 Traffic.	Class 3 Traffic.	Empty.								
RADYR JUNCTION AND BARRY—continued.	Barry Pier ..	..	18	22	27	36	60	43*	21	25	32	42	22	26	33	44	27	32	41	54	36	43	54	72		
	† Barry ..	..	40*	48	60	60	V48	45*	16	19	24	32	16	19	24	V68	55*	66	83	100	66*	79	99	100		
	Barry ..	..	65	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	V80	—	—	—	—		
	Barry ..	..	60	14	17	21	28	16	19	24	32	42	24	29	36	48	21	25	32	42	24	29	36	48		
	Cadoxton ..	..	60	35	42	53	60	40	48	60	80	80	40	48	60	80	52	62	78	92	60	72	92	100		
	Cement Works ..	..	60	11	13	17	22	12	14	18	25	12	14	18	25	16	21	25	32	42	24	29	36	48		
	Cement Works ..	..	60	30	36	45	60	33	40	48	60	80	40	48	60	80	52	62	78	92	60	72	92	100		
	Penarth Town ..	..	50	30	36	45	60	33	40	48	60	80	40	48	60	80	52	62	78	92	60	72	92	100		
	Penarth Dock ..	..	60	29	35	44	60	33	40	48	60	80	40	48	60	80	52	62	78	92	60	72	92	100		
	Penarth Dock ..	..	60	29	35	44	60	33	40	48	60	80	40	48	60	80	52	62	78	92	60	72	92	100		
	Penarth North Curve ..	..	60	35	42	53	60	40	48	60	80	40	48	60	80	52	62	78	92	60	72	92	100			
	Penarth East Curve ..	..	60	23	28	35	46	26	31	39	52	29	35	44	58	38	46	57	76	100	40	55	69	92		
	Penarth North Curve ..	..	60	23	28	35	46	26	31	39	52	29	35	44	58	38	46	57	76	100	40	55	69	92		
	Cardiff (Riverside) ..	..	45	35	42	53	70	40	48	60	80	40	48	60	80	52	62	78	92	60	72	92	100			
	Clarence Road ..	..	60	21	25	32	42	24	29	36	48	26	31	35	44	58	38	46	57	76	100	40	55	69	92	
	Clarence Road ..	..	60	21	25	32	42	24	29	36	48	26	31	35	44	58	38	46	57	76	100	40	55	69	92	
	ND ABERDARE (L.L.)			35	42	53	60	40	48	60	80	40	48	60	80	52	62	78	92	60	72	92	60	72	92	100
	PONTYPRIDD, MERTHYR AND ABERCYNON	..	..	35	42	53	60	40	48	60	80	40	48	60	80	52	62	78	92	60	72	92	60	72	92	100
	Pontypridd ..	..	..	10	12	15	20	11	13	17	22	12	14	18	24	16	21	25	32	42	24	29	36	48	100	
	Abercynon ..	..	..	55	—	—	52	—	—	52	—	—	—	—	—	52	—	—	—	—	—	—	—	—	—	
Abercynon ..	..	..	30	36	45	60	35	42	53	65	35	42	53	65	45	54	68	80	54	65	81	100	100			
Quaker's Yard (L.L.) ..	..	..	10	12	15	20	11	13	17	22	12	14	18	24	16	21	25	32	42	24	29	36	48	100		
Brandy Bridge ..	..	..	27*	32	41	55	30*	36	45	60	30	36	45	60	30	36	45	60	30	36	45	60	80	100		
Abercynon ..	..	..	70A	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
Gwmbach Junction ..	..	..	60	30	36	45	60	35	42	53	65	35	42	53	65	45	54	68	80	54	65	81	100	100		
Quaker's Yard (L.L.) ..	..	..	55*	60	70	80	55*	66	75	80	55*	66	75	80	55*	66	75	80	55*	66	75	80	100	100		
Mardy Junction ..	..	..	30	36	45	60	35	42	53	65	35	42	53	65	45	54	68	80	54	65	81	100	100			
Quaker's Yard (L.L.) ..	..	..	60	30	36	45	60	35	42	53	65	35	42	53	65	45	54	68	80	54	65	81	100	100		
Quaker's Yard (L.L.) ..	..	..	60	30	36	45	60	35	42	53	65	35	42	53	65	45	54	68	80	54	65	81	100	100		
Aberdare (L.L.) ..	..	..	60*	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
Gwmbach Junction ..	..	..	55	60	70	80	55	66	75	80	55	66	75	80	55	66	75	80	55	66	75	80	100	100		
Stornestown Junction ..	..	..	50B	60	70	80	55	66	75	80	55	66	75	80	55	66	75	80	55	66	75	80	100	100		

A. Restricted to 65 wagons for places above the gates at Aberdare. B. For trains starting from Abercynon Sidings only. Aberdare to Pontypridd loads to be taken when assistance provided. * See page 283.

† These loads only apply to Main Line trains starting from the Docks and not to trains working within the Docks area. ‡ Assisted loads. § When assisted by Group "B" or "C" Engine.

V 20-ton Shipment Coal wagons.

MAXIMUM LOADS FOR FREIGHT TRAINS.

SECTION		MAXIMUM ENGINE LOADS.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																		
		WORKING LOADS.			For Group A Engines.			For Group B Engines.			For Group C Engines.			For Group D Engines.			For Group E Engines.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
		Maximum number of wagons to be conveyed except for specially provided for in the Service Book or by arrangement.	Class 1 Traffic.	Class 2 Traffic.	Class 3 Traffic.	Empties.	Class 1 Traffic.	Class 2 Traffic.	Class 3 Traffic.	Empties.	Class 1 Traffic.	Class 2 Traffic.	Class 3 Traffic.	Empties.	Class 1 Traffic.	Class 2 Traffic.	Class 3 Traffic.	Empties.	Class 1 Traffic.	Class 2 Traffic.	Class 3 Traffic.	Empties.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																														
From	To																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
GILFYNYDD.		Pont-shon-Norton ..	..	..	..	..	40	48	60	60	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54	68	80	45	54</

* See page 283.

†—Double loads.

‡—Load not to exceed equal to 55 10-ton wagons.

A—60* via Llandaff Loop. V—Ten or twelve ton wagons mixed. To be assisted away from Roath Line junction when necessitated by unfavourable weather conditions. W—Local trains and pilots only.

MAXIMUM LOADS FOR FREIGHT TRAINS.

SECTION.		MAXIMUM ENGINE LOADS.																	
WORKING LOADS.		For Group A Engines.			For Group B Engines.			For Group C Engines.			For Group D Engines.			For Group E Engines.					
From	To	Empty.			Empty.			Empty.			Empty.			Empty.					
		Class 1	Class 2	Class 3	Class 1	Class 2	Class 3	Class 1	Class 2	Class 3	Class 1	Class 2	Class 3	Class 1	Class 2	Class 3			
PONTYPRIDD, CAERPHILLY, Penrhos Junction	MACHEN, Penrhos Junction	80	40	48	60	60	45	53	60	80	45	53	60	80	55	66	80	100	100
		60	45	54	60	60	50	60	75	80	50	60	75	80	60	72	90	100	100
Interchange Siding	Caerphilly	60	30	36	45	60	35	42	53	70	37	44	56	74	45	54	68	90	100
CARDIFF EAST DOCK AND NANTYBWCH	Road Basin Junction	80	25	30	38	50	29	35	44	58	31	37	47	62	41	49	62	80	80
	Queen Street North	90	30	36	45	60	32	38	48	65	35	42	53	75	40	48	60	80	80
	Crwys Sidings	76	17	20	26	36	19	23	29	40	21	25	32	45	24	29	36	50	50
	Tunnel South	50	14	17	21	28	16	20	24	32	17	21	26	35	22	29	35	50	50
	Up Trains working into Cherry Orchard	76	25	30	38	50	29	35	44	58	31	37	47	62	43	52	65	86	86
	Tunnel South	80	25	30	38	50	29	35	44	58	31	37	47	62	43	52	65	86	86
	Aber Junction	80	25	30	38	50	29	35	44	58	31	37	47	62	43	52	65	86	86
	Llanbadrach	80	24	29	36	48	28	34	42	56	30	36	45	60	40	48	60	80	80
	Ystrad Mynach	80	21	25	32	42	24	29	36	48	26	31	39	52	31	37	47	62	62
	Tir Phil	80	17	20	26	36	16	20	24	32	17	21	26	35	24	29	36	50	50
	Rhymney	Rhymney	50	8	10	12	16	9	11	14	18	9	11	14	18	10	12	15	21
	Nantybwy	Nantybwy	50	15	18	23	30	20	24	30	40	20	24	30	40	22	26	33	44
Rhymney	Rhymney	80	45	54	60	60	45	54	68	80	45	54	68	80	45	54	68	100	100
Tir Phil	Tir Phil	80	50	60	60	60	55	66	80	92	55	66	80	92	55	66	80	100	100
Llanbadrach	Llanbadrach	80	40	48	60	80	46	55	69	92	50	60	75	100	70	84	100	100	100
Llanbadrach C.O.S.	Llanbadrach C.O.S.	80	45	54	68	90	50	60	75	100	55	66	83	100	65	78	98	100	100
Llanbadrach Coll. Sidings	Llanbadrach Coll. Sidings	80	45	54	68	90	50	60	75	100	55	66	83	100	65	78	98	100	100
Aber Junction	Aber Junction	80	45	54	68	90	45	54	68	90	45	54	68	90	45	54	68	98	100
Aber Junction	Aber Junction	80	40	48	60	80	40	48	60	80	40	48	60	80	40	48	60	98	100
Aber Junction	Aber Junction	80	45	54	68	90	45	54	68	90	45	54	68	90	45	54	68	98	100
Aber Junction	Aber Junction	80	40	48	60	80	40	48	60	80	40	48	60	80	40	48	60	98	100
Crwys	Crwys	80	45	54	60	60	55	66	80	92	50	60	75	100	65	78	98	100	100
Queen Street North	Queen Street North	80	45	54	60	60	55	66	80	92	50	60	75	100	65	78	98	100	100
Road Basin Junction	Road Basin Junction	80	45	54	60	60	55	66	80	92	50	60	75	100	65	78	98	100	100

A—Loads for ex-T.V., B.R. and R.R. engines.

B—Loads for G.W. Engines.

Z—Trains which do not stop at Llanbadrach may convey these loads through to Aber Junction.

†—Via Beddau Loop.

‡—Via Main Line.

*—See page 283.

MAXIMUM LOADS FOR FREIGHT TRAINS.

SECTION.		WORKING LOADS.	MAXIMUM ENGINE LOADS.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									
			For Group A Engines.						For Group B Engines.						For Group C Engines.						For Group D Engines.						For Group E Engines.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
			Class 1 Traffic.	Class 2 Traffic.	Class 3 Traffic.	Empties.	Class 1 Traffic.	Class 2 Traffic.	Class 3 Traffic.	Empties.	Class 1 Traffic.	Class 2 Traffic.	Class 3 Traffic.	Empties.	Class 1 Traffic.	Class 2 Traffic.	Class 3 Traffic.	Empties.	Class 1 Traffic.	Class 2 Traffic.	Class 3 Traffic.	Empties.	Class 1 Traffic.	Class 2 Traffic.	Class 3 Traffic.	Empties.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																		
From	To																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											</

A. Not to exceed 50 wagons if train has to be looped at Abertridwr. B. Load to be conveyed when no Shunter available to assist Guard. W. A. post, 8 feet high, painted white and carrying a white light during darkness, has been fixed on the Up Side of the Branch Line between Tirphil and McLaren Colliery, about 1 mile beyond Tirphil. The post is to indicate to trainmen the point at which the train is to be divided if consisting of more than the prescribed load. X. Not to exceed 55 wagons if train has to be looped at Abertridwr. "D" engines. 55* for G.W. "D" engines.

* See page 283.

MAXIMUM LOADS FOR FREIGHT TRAINS.

BRANCH.		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 specially provided for in the Service Books or by arrangement.	Class 1 Traffic.	Class 2 Traffic.	Class 3 Traffic.	Empties.	Class 1 Traffic.	Class 2 Traffic.	Class 3 Traffic.	Empties.	Class 1 Traffic.	Class 2 Traffic.	Class 3 Traffic.	Empties.
TAFF BARGOED.																
Ffaldcaich ..	..	..	Bedlnoğ ..	60	9	11	14	22	10	12	15	24	10	12	15	24
Bedlnoğ ..	..	..	Cwm Bargoed ..	60	8	10	12	20	9	11	14	22	9	11	14	22
Fochrlw Colliery ..	..	..	Cwm Bargoed ..	—	30	36	45	45	35	42	45	45	35	42	45	45
Cwm Bargoed ..	..	..	Dowlais or Furnace Top ..	80	30	36	45	60	35	42	53	70	40	48	68	80
Dowlais or Furnace Top																
Cwm Bargoed ..	..	..	Cwm Bargoed ..	45	10	12	15	24	11	13	17	26	11	13	17	26
Cwm Bargoed ..	..	..	Ffaldcaich ..	70	30	36	45	60	35	42	53	70	35	42	53	70
Cwm Bargoed ..	..	..	Fochrlw Colliery ..	—	20	24	30	40	22	26	33	44	25	30	38	45
The load for a small engine descending the Incline from Cwm Bargoed to Ffaldcaich, or from Cwm Bargoed to Dowlais to be limited to 30 loaded or 60 empty 10-ton wagons or equivalent thereto exclusive of the Brake Van. These loads may be increased by equal to 5 loaded for each additional engine, but not to exceed 45 loaded, or 70 empties or 70 mixed wagons.																
STEEL WORKS.																
Dowlais Junction ..	..	..	Ffosyfran ..	28	10	12	15	28	10	12	15	28	10	12	15	28
Ffosyfran ..	..	..	Steel Works ..	28	8	10	12	16	9	11	14	18	10	12	15	22
Ffosyfran ..	..	..	Dowlais Junction ..	28	8	10	12	16	9	11	14	18	10	12	15	22
Ffosyfran ..	..	..	Dowlais Junction ..	28	8	10	12	16	9	11	14	18	10	12	15	22
Hengoed and YSTRAD MYN ACH.																
Ystrad Mynach ..	..	..	Hengoed (High Level) ..	80	14	17	21	30	16	19	24	34	17	20	26	36
Hengoed (High Level) ..	..	..	Ystrad Mynach ..	80	35	42	53	60	40	48	60	80	40	48	60	80
CARDIFF RAILWAY.																
Heath Junction ..	..	..	Whitchurch ..	80	18	22	27	40	21	25	32	42	22	26	33	44
Whitchurch ..	..	..	Heath Junction ..	80	40	48	60	60	46	55	69	92	50	60	75	100

*—See page 283. †—Where trains are worked by more than one engine, an additional wagon of Class 1 traffic may be conveyed for each assistant engine in lieu of Brake van.

