

PENZANCE AND

Up Trains.

STATIONS.	6.55 p.m. Tavistock S.R. Passenger.		Tavistock Motor.	4.40 p.m. Penzance to Manchester Pass. F.O. June 24th to Sept. 23rd (inclusive).		5.24 p.m. Falmouth Passenger.		Auto.	Manchester Passenger.		5.50 p.m. Ferryport Empty Stock SO		Ashburton Auto.
	arr.	dep.	dep.	arr.	dep.	arr.	dep.	dep.	arr.	dep.	arr.	dep.	SO dep.
PENZANCE (Pass.)	p.m.	p.m.	p.m.	p.m.	4 40	p.m.	p.m.	p.m.	p.m.	4 45	p.m.	p.m.	p.m.
Ponsandane	..	..	..	..	Not	..	..	..	..	..	..	..	..
Penzance (Goods)	..	..	..	..	advised.	..	..	..	..	..	..	..	..
Long Rock	..	..	..	..	..	..	..	..	..	..	..	..	..
Marazion	..	..	..	..	..	..	..	..	4 49	4 51	..	..	..
St. Erth	..	..	..	4 50	4 53	..	..	..	4 58	5 1	..	..	..
Hayle	..	..	..	..	..	..	..	..	5 4	5 6	..	..	..
Gwinear Road	..	..	..	5 3	5 4	..	..	..	5 14	5 16	..	..	..
Camborne	..	..	..	5 9	5 12	..	..	..	5 21	5 24	..	..	..
Roskear Junction	..	..	..	..	..	..	..	..	..	..	..	..	..
Dolcoath Siding	..	..	..	..	..	..	..	..	..	..	..	..	..
North Crofty Junction	..	..	..	SUS-	..	..	..	..	..	..	..	..	..
Carn Brea	..	..	..	PEN-	DE	..	..	..	..	..	..	..	..
Carn Brea Yard	..	..	..	..	..	..	..	..	..	..	..	..	..
Redruth Junction	..	..	..	..	..	..	..	..	..	..	..	..	..
Redruth	..	..	..	5 19	5 21	..	..	..	5 31	5 33	SUS-	..	..
Drum Lane	..	..	..	..	..	..	..	..	..	..	PEN-	DE	..
Scorrier	..	..	..	..	..	..	..	..	5 37	5 38	..	..	..
Wheal Busy Siding	..	..	..	..	..	..	..	..	..	..	..	..	..
Chacewater	..	..	..	..	..	..	..	..	5 42	5 44	6 15	..	..
Baldhu	..	..	..	..	..	..	..	..	..	..	..	..	..
Penwithers Junction	..	..	..	6 36	..	CS	..	..	6 51	..	..	..	..
TRURO	..	..	..	5 38	5 48	5 56	..	..	5 53	6 1	6 25	..	..
Probus	..	..	..	..	..	..	..	..	..	..	..	..	..
Probus & Ladock Pftm.	..	..	..	..	..	..	..	..	..	6 9	..	..	..
Grampound Road	..	..	..	..	..	..	..	..	..	..	..	..	..
Burngullow	..	..	..	..	..	..	..	..	..	..	..	..	..
Trenance Siding	..	..	..	..	..	..	..	..	..	..	..	..	..
Trenance Junction	..	..	..	..	..	..	..	..	..	..	..	..	..
St. Austell	..	..	..	6 12	6 15	..	..	..	6 27	6 29	..	..	..
Par Harbour	..	..	..	..	..	..	..	..	..	..	..	..	..
Par	..	..	..	6 22	6 25	..	..	..	6 36	6 39	..	..	..
Treverrin	..	..	..	..	..	..	..	..	..	..	..	..	..
Lostwithiel	..	..	..	6 34	6 36	..	..	..	6 48	6 50	..	..	..
Bodmin Road	..	..	..	6 43	6 45	..	..	..	6 57	6 59	..	..	..
Largin	..	..	..	..	..	..	..	..	..	..	..	..	..
Doublebois	..	..	..	..	..	..	..	..	7 13	7 14	..	..	..
Tremabe	..	..	..	..	..	..	..	..	..	..	..	..	..
Liskeard	..	..	..	7 3	7 6	..	..	..	7 19	7 21	..	..	..
Menheniot	..	..	..	..	..	..	..	..	..	..	..	..	..
Trevel	..	..	..	..	..	..	..	..	..	..	..	..	..
St. Germans	..	..	..	..	..	..	..	..	..	..	..	..	..
Wearde	..	..	..	..	..	..	..	..	..	..	..	..	..
Saltash	..	..	..	7 26	7 27	..	..	7X30	7 41	7 42	..	..	..
Royal Albert Bridge	..	..	..	CS	..	..	..	CS	..	..	..	..	..
St. Budeaux West	..	..	..	..	..	..	..	..	..	..	..	..	..
St. Budeaux Platform	..	..	..	..	..	..	..	7 34	..	..	..	..	..
St. Budeaux East	..	..	..	..	..	..	..	..	..	..	..	..	..
Keyham	..	..	..	..	..	..	..	7 37	..	..	..	..	..
Ford Halt	..	..	..	..	..	..	..	..	..	..	..	..	..
Dockyard Halt	..	..	..	..	..	..	..	7 40	..	..	..	..	..
Devonport	..	..	..	7 34	7 36	..	..	7 42	7 49	7 51	..	..	..
Devonport Junction	7 34	..	..	7 38	..	..	..	7 44	7 53	..	..	..	..
Cornwall Junction	..	..	..	..	..	..	..	Transfer.	..	..	..	..	..
PLYMOUTH	..	..	..	..	..	..	..	..	..	..	..	..	..
Cornwall Junction	..	..	..	..	..	..	..	arr. dep.	..	..	..	..	..
NORTH ROAD	7 36	7 37	7 40	7 41	7 55	..	..	7 47	7 54	8 6	..	..	..
Mannam	..	..	..	..	..	..	..	p.m.	..	..	..	..	..
Lipson Junction	7 41	..	..	7 59	..	..	..	..	7 56	8 10	..	..	..
Laira Junction	..	..	..	..	..	..	..	..	7 55	..	..	..	..
Tavistock Junction	..	..	7 45	..	..	8 0	..	..	8 10	..	..	..	..
Plympton	..	..	..	..	..	..	..	..	..	..	..	..	..
Hemerdon	..	..	..	8 11	..	..	..	..	..	8 21	..	..	..
Cornwood	..	..	..	..	..	..	..	..	..	..	..	..	..
Ivybridge	..	..	..	..	..	..	..	..	..	..	..	..	..
Bittaford Platform	..	..	..	..	..	..	..	..	..	..	..	..	..
Wrangaton	..	..	..	..	..	..	..	..	7 52	..	..	..	..
Brent	..	..	..	8 29	..	..	..	..	p.m.	8 35	8 39	..	..
Rattery	..	..	..	8 33	..	..	..	..	..	..	..	..	..
Stop Board 226m. 9 3c.	..	..	..	..	..	..	..	..	..	..	..	..	..
Tigley	..	..	..	..	..	..	..	..	..	..	..	..	..
Totnes	..	..	..	8 41	..	..	..	..	8 50	8 53	..	..	..
Ashburton Junction	..	..	..	8 42	..	..	..	..	8 54	..	..	..	9 5
NEWTON ABBOT	..	..	..	8 57	9 5	..	..	..	9 9	9 17	..	..	..

Z—When this engine requires assistance beyond Hemerdon, the assistant engine to go through to Newton Abbot Station.

†—Conveys traffic for "C" Headlamp trains and 12.50 a.m. Tavistock Junction to Hanwell Bridge.

ASHBURTON JUNCTION.

Week Days.

STATIONS.	C		K	D	C		B	G	B		A	
	Paddington Freight.		New-ham Freight	Empty Stock.	Carn Brea Yard Milk.		6.30 p.m. Fal-mouth Pass.	Light Engine to St. Blazey	Passenger.		Paddington Postal.	
	arr.	dep.	SX	SO	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.
PENZANCE (Pass.)	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Ponsandane												
Penzance (Goods)		2 50										
Long Rock												
Marazion	2 55	3 15							6 14	6 15	6 43½	
St. Erth	3 23	3 38							6 22	6 24	6 50	
Hayle									6 27	6 29	6 53	6 56
Gwinear Road	3 51*	4 17							6 37	6 38		
Camborne						5 35			6 43	6 45		
Roskear Junction												
Dolcoath Siding					5 39	5 50						
North Crofty Junction												
Carn Brea					5 55				6 49	6 50	7 8	
Carn Brea Yard												
Redruth Junction												
Redruth									6 54	6 57	7 11	
Drump Lane	4 32	5 20							7 1	7 2	7 14	
Scorrier									7 6	7 7	7 17	
Wheal Busy Siding												
Chacewater												
Balduh												
Penwithers Junction												
TRURO	5 40	6 15	6 45						7 14		7 24	
Probus									7 16		7 26	7 34
Probus & Ladock Ptm.												
Grampound Road												
Burngallow												
Trenance Siding												
Trenance Junction												
St. Austell	6 46	7 5										
Par Harbour												
Par												
Treverrin												
Lostwithiel												
Bodmin Road												
Largin												
Doublebois												
Tremabe												
Liskeard												
Menheniot												
Trerule												
St. Germans												
Wearde												
Saltash												
Royal Albert Bridge												
St. Budeaux West												
St. Budeaux Platform												
St. Budeaux East												
Keyham												
Ford Halt												
Dockyard Halt												
Devonport												
Devonport Junction												
Cornwall Junction												
PLYMOUTH.												
Cornwall Junction												
NORTH ROAD												
Mannamano												
Lipson Junction												
Laira Junction												
Tavistock Junction												
Plympton												
Hemerdon												
Cornwood												
Ivybridge												
Bittaford Platform												
Wrangaton												
Brent												
Rattery												
Stop Board 226m. 9½c.	9 56P	9 58										
Tigley												
Totnes												
Ashburton Junction												
NEWTON ABBOT												

H—Mailbags are exchanged by means of the apparatus at Liskeard.

J—All concerned must give special attention to the working of the 6.40 p.m. Mail Train from Penzance, and everything must be done to ensure strict punctuality.

Y—Two minutes Tavistock Junction to Hemerdon for BE purposes Plympton Loop, and pass Plympton 9/28.

§—Par depart 7/25 p.m., St. Blazey arrive 7/28 p.m.

PENZANCE AND

Up Trains.

STATIONS.	C				B				K		K		C	
	Oxley Sidings Freight.		8.32 p.m. Tavistock S.R. Passenger		7.10 p.m. Falmouth Passenger.		Launceston Pass.		Laira Freight.		Trans-fer.		Kensington Milk.	
	arr.	dep.	arr.	dep.	arr.	dep.	SO dep.		arr.	dep.	SO RR dep.		arr.	dep.
PENZANCE (Pass.)	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.		p.m.	p.m.	p.m.	p.m.		p.m.	p.m.
Pensandane														6 20
Penzance (Goods)														
Long Rock														
Marazion		5 5	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Erth	5 13	5 25	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	6 33	7 0
Hayle														
Gwinear Road	5 39	6 0	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Carnborne													7 14	.....
Roskear Junction														
Dolcoath Siding														
North Crofty Junction														
Carn Brea														
Carn Brea Yard													7 18	7 30
Redruth Junction														
Redruth														
Drump Lane		6 15	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Scorrier														
Wheal Busy Siding														
Chacewater														
Baldhu														
Penwithers Junction					CX S	.....	.....	.....	.....	.....	.....	.....	.....	.....
TRURO	6 33	7 5	.....	.....	7 38	.....	.....	.....	.....	2 30	.....	.....	7 50C	D7 55
Probus														
Probus & Ladock Ptm.														
Grampound Road									2 53	3 38	.....	.....	.....	.....
Burngullow									3 51	4 21	.....	.....	.....	.....
Trenance Siding														
Trenance Junction														
St. Austell									4 29	4 49	.....	.....	.....	.....
Par Harbour														
Par		7 42	.....	.....	.....	.....	.....	.....	5 1	5 26	.....	.....	.....	8 25
Treverrin														
Lostwithiel										CR	.....	.....	8 33	8 47
Bodmin Road		7 59	.....	.....	.....	.....	.....	.....	.....	5 49	.....	.....	.....	.....
Largin														
Doublebois														
Tremabe														
Liskeard		8 23	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Menheniot									6 18	8 47	.....	.....	.....	9 10
Trerule														
St. Germans														
Wearde														
Saltash		8 41S	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Royal Albert Bridge		C SX	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Budeaux West														
St. Budeaux Platform														
St. Budeaux East														
Keyham		U	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ford Halt														
Dockyard Halt														
Devonport														
Devonport Junction		8 56	.....	9 10	.....	.....	.....	.....	.....	.....	.....	.....	.....	9 36
Cornwall Junction														
PLYMOUTH														
Cornwall Junction														
NORTH ROAD		8 58	.....	9 12	9 14	9 15	9 20	.....	.....	.....	.....	.....	9 38	10 5
Mannamoad														
Lipson Junction		9 3	.....	9 18	.....	9 24	.....	.....	.....	.....	.....	.....	.....	.....
Laira Junction														
Tavistock Junction	9 10E	T10 0	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Plympton						9 28	9 29	.....	.....	.....	.....	.....	.....	.....
Hemerdon		10 36	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cornwood						9 40	9 40 1	.....	.....	.....	.....	.....	.....	10 23
Ivybridge							9 45	.....	.....	.....	.....	.....	.....	.....
Bittaford Platform							9 49 1	.....	.....	.....	.....	.....	.....	.....
Wrangaton							9 53	.....	.....	.....	.....	.....	.....	.....
Brent		10 50	.....	.....	.....	9 56	9 57	.....	.....	.....	.....	.....	.....	10 39
Rattery														
Stop Board 226m. 9 1/2	10 57	P1059	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Tigley														
Totnes														
Ashburton Junction	11 13	PBE11 11	.....	.....	.....	10 8	10 10	.....	.....	.....	.....	.....	.....	10 54
NEWTON ABBOT	11 33	.....	.....	.....	.....	10 27	.....	.....	.....	.....	.....	.....	1110C	T1118

M—Plympton Loop 10.5 p.m. * 10.24 p.m.

U—Must not delay 6.40 p.m. Postal Penzance to Paddington; if necessary, to be looped at Keyham for this train.

ASHBURTON JUNCTION.

Week Days.

STATIONS.	B	K	C		7.58 p.m. Exeter (Central) S.R. Passenger.		B	B		Engine and Van ex Devon- port S.R. SX	B	S.R. En- gine.
	Auto.	Trans- fer.	Bristol Freight.				7.45 p.m. Fal- mouth Pass.	Passenger.			Auto.	SX
	dep.	dep.	arr.	dep.	arr.	dep.	arr.	arr.	dep.	arr.	dep.	pass
PENZANCE (Pass.)	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	7 20	p.m.	p.m.
Ponsandane	...	...	...	...	...	...	...	...	...	...	...	...
Penzance (Goods)	...	...	...	...	...	...	...	...	...	...	...	...
Long Rock	...	...	...	...	...	...	...	...	...	...	...	...
Marazion	...	...	...	...	...	...	...	7 24	7 25	...	...	...
St. Erth	...	...	...	...	...	...	...	7 32	7 34	...	...	...
Hayle	...	...	...	...	...	...	...	7 37	7 39	...	...	...
Gwinear Road	...	...	...	...	...	...	...	7 47	7 49	...	...	...
Camborne	...	...	...	...	...	...	...	7 54	7 57	...	...	...
Roskear Junction	...	...	...	...	...	...	...	...	...	...	...	...
Dolcoath Siding	...	...	...	...	...	...	...	...	...	...	...	...
North Crofty Junction	...	...	...	...	...	...	...	...	...	...	...	...
Carn Brea	...	...	...	...	...	...	...	8 1	8 2	...	...	...
Carn Brea Yard	...	...	...	...	...	...	...	...	...	...	...	...
Redruth Junction	...	...	...	...	...	...	...	8 6	8 9	...	...	...
Redruth	...	...	...	...	...	...	...	...	...	...	...	...
Drum Lane	...	...	...	7 18	...	...	...	...	...	...	...	...
Scorrier	...	...	...	...	...	...	...	8 13	8 14	...	...	...
Wheal Busy Siding	...	...	...	...	...	...	...	...	...	...	...	...
Chacewater	...	...	...	...	...	...	...	8 18	8 19	...	...	...
Baldhu	...	...	...	...	...	...	...	...	...	...	...	...
Penwithers Junction	...	...	...	7 34	...	...	CS	8 28	8 36	...	...	...
TRURO	...	...	7 37	8 10	...	...	8 14	...	...	...	...	...
Probus	...	...	...	...	...	...	...	...	...	...	...	...
Probus & Ladock Ptfm.	...	...	...	...	...	...	...	...	...	...	...	...
Grampound Road	...	...	...	...	...	...	...	8 49	8 50	...	...	...
Burngullow	...	...	...	...	...	...	...	...	...	...	...	...
Trenance Siding	...	...	...	...	...	...	...	...	...	...	...	...
Trenance Junction	...	...	...	...	...	...	...	...	...	...	...	...
St. Austell	...	...	...	...	...	...	...	9 2	9 5	...	...	...
Par Harbour	...	...	...	...	...	...	...	...	...	...	...	...
Par	...	...	...	8 48	...	...	...	9 12	9 17	...	...	...
Treverrin	...	...	...	...	...	...	...	...	...	...	...	...
Lostwithiel	...	...	...	...	...	...	...	9 26	9 28	...	...	...
Bodmin Road	...	...	...	...	...	...	...	9 35	9 39	...	...	...
Largin	...	...	...	...	...	...	...	...	...	...	...	...
Doublebois	...	...	...	...	...	...	...	9 52	9 53	...	...	...
Tremabe	...	...	...	...	...	...	...	...	...	...	...	...
Liskeard	...	...	...	9 29	...	...	...	9 58	10 2	...	...	...
Menheniot	...	...	...	...	...	...	...	10 8	10 9	...	...	...
Trerule	...	...	...	...	...	...	...	...	...	...	...	...
St. Germans	...	...	...	...	...	...	...	10 17	10 18	...	...	...
Wearde	...	...	...	...	...	...	...	...	...	...	...	...
Saltash	9 40	...	...	CS 55S	...	...	...	10 26	10 27	...	10 45	...
Royal Albert Bridge	CXS	...	...	CS	...	...	...	CS	...	...	CS	...
St. Budeaux West	...	...	...	...	...	...	...	...	...	...	...	...
St. Budeaux Platform	9 44	...	...	...	...	...	...	...	10 31	...	10 49	...
St. Budeaux East	...	...	...	...	...	...	...	...	...	...	...	...
Keyham	9 47	...	...	...	...	...	...	...	...	...	10 52	...
Ford Halt	...	...	...	...	...	...	...	...	...	...	...	...
Dockyard Halt	9 50	...	...	...	...	...	...	...	...	...	10 54	...
Devonport	9 52	...	...	...	...	...	...	...	...	...	10 56	...
Devonport Junction	9 54	...	10 5	...	10 16	...	...	...	10 36	10 48	10 58	11 2
Cornwall Junction	...	...	...	...	...	...	...	...	...	...	...	...
PLYMOUTH	...	...	...	...	...	...	...	...	...	10 56	...	...
Cornwall Junction	...	...	...	...	...	...	...	...	...	...	...	...
NORTH ROAD	9 56	...	10 8	...	10 18	10 20	...	10 38	...	...	11 0	11 3
Mannamend	...	...	...	...	...	...	...	...	...	...	...	...
Lipson Junction	...	...	10 13	...	10 24	...	...	...	...	...	...	11 7
Laira Junction	...	10 45	...	...	...	...	...	...	...	...	...	...
Tavistock Junction	...	10 50	10 18	11 10	...	...	...	...	...	...	...	...
Plympton	...	...	Y	...	...	...	...	...	...	...	...	...
Hemerdon	...	...	11 23	...	...	...	...	...	...	...	...	...
Cornwood	...	...	...	...	...	...	...	...	...	...	...	...
Ivybridge	...	...	...	...	...	...	...	...	...	...	...	...
Bittaford Platform	...	...	...	...	...	...	...	...	...	...	...	...
Wrangaton	...	...	...	...	...	...	...	...	...	...	...	...
Brent	...	...	11 37	...	...	...	...	...	...	...	...	...
Rattery	...	...	...	...	...	...	...	...	...	...	...	...
Stop Board 226m. 9½c	...	...	11 44	11 46	...	...	...	...	...	...	...	...
Tigley	...	...	...	...	...	...	...	...	...	...	...	...
Totnes	...	...	1155PBE1158	...	...	...	...	...	...	...	...	...
Ashburton Junction	...	...	12 0	...	...	...	...	...	...	...	...	...
NEWTON ABBOT	...	...	12 23	...	...	...	...	...	...	...	...	...

Y—Includes two minutes Tavistock Junction to Hemerdon for BE purposes, Plympton Loop.

PENZANCE AND

Up Trains.

STATIONS	B		E		K		B		B		A		A		B		B	
	7.45 p.m. New-quay Motor.		Tavistock Junction Common User Empties.		8.10 p.m. Falmouth Freight		Passenger		8.55 p.m. Falmouth Pass.		Paddington Passenger.		Paddington Passenger.		Empty Auto.		9.18 p.m. Per-ran-orth Motor.	
	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.
PENZANCE (Pass.)	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Pensandane	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Penzance (Goods)	—	—	5 40	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Long Rock	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Marazion	—	—	—	—	—	—	8 19	8 20	—	—	8 19	8 20	—	—	—	—	—	—
St. Erth	5 54	6 4	—	—	—	—	8 27	8 29	—	—	8 27	8 29	8 54	8 57	—	—	—	—
Hayle	6 10	6 40	—	—	—	—	8 32	8 34	—	—	8 32	8 34	—	—	—	—	—	—
Gwinear Road	6 53	7 17	—	—	—	—	8 42	8 43	—	—	8 42	8 43	9 7	9 9	—	—	—	—
Camborne	7 25	7 33	—	—	—	—	8 48	8 49	—	—	8 48	8 49	9 14	9 16	—	—	—	—
Roskear Junction	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Dolcoath Siding	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
North Crofty Junction	—	—	—	—	—	—	—	—	—	—	SU	S-	—	—	—	—	—	—
Carn Brea	—	—	—	—	—	—	—	—	—	—	PEN	DED	—	—	—	—	—	—
Carn Brea Yard	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Redruth Junction	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Redruth	—	—	—	—	—	—	8 56	8 58	—	—	8 56	8 58	9 23	9 25	—	—	—	—
Drump Lane	7 45	8 19	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Scorrier	—	—	—	—	—	—	9 3	9 4	—	—	9 3	9 4	—	—	—	—	—	—
Wheat Busy Siding	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Chacewater	8 42	—	—	—	—	—	9 8	9 9	—	—	9 8	9 9	—	—	—	—	—	9 46
Baldhu	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Penwithers Junction	8 49	8 37	—	—	CXS	9 17	—	—	CS	9 17	—	—	9 39	—	—	—	—	9 53
TRURO	8 51	8 40	9 0	—	9 6	9 19	—	—	9 25	9 19	9 35	—	9 41	9 50	—	—	—	9N55
Probus	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Probus & Ladoek Ptm.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Grampound Road	—	9 19	—	—	—	—	—	—	—	—	9 47	—	—	—	—	—	—	—
Burngullow	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Trenance Siding	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Trenance Junction	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
St. Austell	—	—	—	—	—	—	—	—	—	—	9 59	10 1	10 14	10 17	—	—	—	—
Par Harbour	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Par	9 45C	T9 50	—	—	—	—	—	—	—	—	10 8	10 14	10 24	10 27	—	—	—	—
Treverrin	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Lostwithiel	—	—	—	—	—	—	—	—	—	—	—	—	10 36	10 38	—	—	—	—
Bodmin Road	—	—	—	—	—	—	—	—	—	—	10 28	10 31	10 45	10 48	—	—	—	—
Largin	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Doublebois	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Tremabe	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Liskeard	—	10 36	—	—	—	—	—	—	—	—	10 48	10 51	11 5	11 8	—	—	—	—
Menheniot	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Trerule	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
St. Germans	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Wearde	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Saltash	—	C11 6S	—	—	—	—	—	—	—	—	C11 11S	—	C11X 2S	—	11 33	—	60 p.m.	—
Royal Albert Bridge	K	CS	—	—	—	—	—	—	—	—	CS	—	CS	—	11 33	—	Waterloo	—
St. Budeaux West	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	S.R.	—
St. Budeaux Platform	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	Pass.	—
St. Budeaux East	Trans-fer.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Keyham	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Ford Halt	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Dockyard Halt	SX	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Devonport	dep.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Devonport Junction	—	11 15	—	—	—	—	—	—	—	—	11 18	—	11 35	—	11 41	—	—	—
Cornwall Junction	p.m.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
PLYMOUTH	11 5	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Cornwall Junction	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
NORTH ROAD	11 10	11 17	—	—	—	—	11 20	11 45	—	—	11 20	11 45	11 37	12 0	11 45	—	—	—
Mannamend	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Lipson Junction	11 15	11 21	—	—	—	—	11 49	—	—	—	11 49	—	12 4	—	11 49	—	—	—
Laira Junction	11 20	—	—	—	—	—	—	—	—	—	—	—	—	—	11 52	—	—	—
Tavistock Junction	—	11 27	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Plympton	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hemerdon	—	—	—	—	—	—	12 0	—	—	—	12 0	—	12 15	—	—	—	—	—
Cornwood	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Ivybridge	—	Forms the 2.30 a.m. Tavistock Junction to Avonmouth.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Bittaford Platform	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Wrangaton	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Brent	—	—	—	—	—	—	12 14	—	—	—	12 14	—	12 29	—	—	—	—	—
Rattery	—	—	—	—	—	—	12 16½	—	—	—	12 16½	—	12 31½	—	—	—	—	—
Stop Board 226m. 9½c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Tigley	—	Tuesdays to Sundays (inclusive).	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Totnes	—	—	—	—	—	—	12 22½	—	—	—	12 22½	—	12 37½	—	—	—	—	—
Asliburton Junction	—	—	—	—	—	—	12 23	—	—	—	12 23	—	12 38	—	—	—	—	—
NEWTON ABBOT	—	—	—	—	—	—	12 37	12 45	—	—	12 37	12 45	12 52	1 2	—	—	—	—

U—First Part of 8.45 p.m. Penzance to Paddington, running via Somerton and Lavington. Not advertised.
V—Calls at North Road to set down spare Guard only.

ASHBURTON JUNCTION.

Week Days.

STATIONS.	K	B	A		J		B	K	D	J		J	
	9.40 p.m. Fal-mouth Engine and Van. dep.	10.0 p.m. Fal-mouth Pass. arr.	Paddington Sleeping Cars. arr. dep.		10.35 p.m. St. Blazey to Tavistock Junction Freight. arr. dep.		9.30 p.m. New-quay Motor. dep.	10.15 p.m. Fal-mouth Engine and Van. SX dep.	10.130 p.m. Fal-mouth Empty SO arr.	Plymouth Freight. arr. dep.		Laira Freight. arr. dep.	
PENZANCE (Pass.)	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	a.m.	p.m.
Ponsandane	.....	.....	.....	9 30	.....	.....	.....	.....	.....	.....	.....	.....	.....
Penzance (Goods)	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	7 30	.....	.....
Long Rock	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marazion	.....	.....	.....	.....	.....	.....	.....	.....	Also runs	.....	.....	.....	.....
St. Erth	Commen-	.....	9 40	9 43	.....	.....	.....	.....	Thurs-	7 43	7 55	.....	.....
Hayle	ces	.....	9 53	9 55	.....	.....	.....	.....	day,	8 1	8 11	.....	.....
Gwinear Road	April	.....	10 0	10 2	.....	.....	.....	.....	April	8 25	8 50	.....	.....
Camborne	1950.	.....	.....	.....	.....	.....	.....	.....	6th.	C R	.....	.....	.....
Roskear Junction	3rd,	.....	SU S-		.....	.....	.....	.....	and	.....	.....	.....	.....
Dolcoath Siding	1950.	.....	PEN DED		.....	.....	.....	.....	Fri-	.....	.....	.....	.....
North Croft Junction	.....	.....	.....		.....	.....	.....	.....	days	.....	.....	.....	.....
Carn Brea	.....	.....	.....		.....	.....	.....	.....	com-	.....	.....	.....	.....
Carn Brea Yard	.....	.....	.....		.....	.....	.....	.....	menc-	.....	.....	.....	.....
Redruth Junction	.....	.....	.....		.....	.....	.....	.....	ing	.....	.....	.....	.....
Redruth	.....	.....	10 9	10 11	.....	.....	.....	.....	May	.....	.....	.....	.....
Drum Lane	.....	.....	.....		.....	.....	.....	.....	26th,	9 8	9 47	.....	.....
Scorrier	.....	.....	.....		.....	.....	.....	.....	1950.	.....	.....	.....	.....
Wheal Busy Siding	.....	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	.....
Chacewater	.....	.....	10 48		.....	.....	10 21	.....	.....	.....	.....	.....	.....
Baldhu	.....	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	.....
Penwithers Junction	CS	CS	10 25		.....	.....	10 31	CS	CS	.....	.....	.....	.....
TRURO	10 18	10 30	10 27	10 37	.....	.....	10 33	10 50	11 10	10 12	10 32	.....	11 15
Probus	.....	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	.....
Probus & Ladock Ptfm.	.....	.....	.....		.....	.....	B	B	.....	C R	.....	.....	.....
Grampond Road	.....	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	.....
Burngullow	.....	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	.....
Trenance Siding	.....	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	.....
Trenance Junction	.....	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Austell	.....	.....	11 1	11 4	.....	.....	Empty	Empty	.....	11 12	11 26	.....	.....
Far Harbour	.....	.....	.....	.....	.....	.....	Auto.	Auto.	.....	.....	.....	.....	.....
Far	.....	.....	11 11	11 15	10 40	.....	SO	SO	.....	11 38	11 52	12 5	12 20
Treverrin	.....	.....	.....	.....	.....	.....	WTh	dep.	.....	.....	.....	.....	.....
Lostwithiel	.....	.....	11 24	11 26	.....	.....	O	night	.....	.....	.....	.....	.....
Bodmin Road	.....	.....	11 33	11 36	.....	.....	dep.	12 10	.....	.....	.....	.....	.....
Largin	.....	.....	.....		.....	.....	night	12 16	.....	.....	.....	.....	.....
Doublebois	.....	.....	.....		.....	.....	12 5	.....	.....	12 44	1 0	.....	1 11
Tremabe	.....	.....	11 53	11 56	11 32	11 39	.....	.....	.....	.....	.....	.....	.....
Liskeard	.....	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	.....
Menheniot	.....	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	.....
Trerule	.....	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Germans	.....	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	.....
Wearde	.....	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	.....
Saltash	.....	.....	C 12	16S	C 12	14S	C 12 26S	C 12 36S	.....	C 1 35S	C 1 46S	.....	.....
Royal Albert Bridge	.....	.....	CS	CS	CS	CS	CS	CS	.....	CS	CS	.....	.....
St. Budeaux West	.....	.....	.....		.....	.....	.....	.....	S.R.	.....	.....	.....	.....
St. Budeaux Platform	.....	.....	.....		.....	.....	.....	.....	Engi-	.....	.....	.....	.....
St. Budeaux East	.....	.....	.....		.....	.....	.....	.....	SO	.....	.....	.....	.....
Keyham	.....	.....	.....		.....	.....	.....	.....	pass	.....	.....	.....	.....
Ford Halt	J		.....		.....	.....	.....	.....	.....	.....	.....	.....	.....
Dockyard Halt	.....		.....		.....	.....	.....	.....	.....	.....	.....	.....	.....
Devonport	.....		.....		.....	.....	.....	.....	.....	.....	.....	.....	.....
Devonport Junction	Bristol (West Depot) Freight.		12 23		12 25	12 34	12 46	12 52	.....	1 46	.....	1 57	.....
Cornwall Junction	.....		.....		.....	.....	.....	.....	.....	.....	.....	.....	.....
PLYMOUTH	.....		.....		.....	.....	.....	.....	.....	1 53	.....	.....	.....
Cornwall Junction	.....		.....		.....	.....	V	V	.....	.....	.....	.....	.....
NORTH ROAD	arr.	dep.	12 25	12 45	12 28	12 38	12 50	12 53	.....	.....	.....	2 0	.....
Mannamend	.....	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	.....
Lipson Junction	night	night	12 50		12 32	12 42	12 54	12 57	.....	.....	.....	2 4	.....
Laira Junction	.....	11 55	.....		.....	.....	.....	.....	.....	.....	.....	.....	.....
Tavistock Junction	12 1	E 12 22	.....		12 81	.....	12 44	12 56	.....	.....	.....	.....	.....
Plympton	Y	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	.....
Hemerdon	12 40	.....	1 1		.....	.....	.....	.....	.....	.....	.....	.....	.....
Cornwood	.....	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	.....
Ivybridge	.....	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	.....
Bittaford Platform	.....	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	.....
Wrangaton	.....	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	.....
Brent	1 2	.....	1 16		.....	.....	.....	.....	.....	.....	.....	.....	.....
Rattery	.....	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	.....
Stop Board 226m. 9½c.	1 11	P 1 15	.....		.....	.....	.....	.....	.....	.....	.....	.....	.....
Tigley	.....	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	.....
Totnes	1 27	PBE 1 33	1 24½		.....	.....	.....	.....	.....	.....	.....	.....	.....
Ashburton Junction	1 35	1 25	.....		.....	.....	.....	.....	.....	.....	.....	.....	.....
NEWTON ABBOT	2 9	1 40	1 48		.....	.....	.....	.....	.....	.....	.....	.....	.....

N—Advertised to arrive Truro 10.0 p.m.

V—Calls at North Road to set down spare Guard only.

Y—Includes four minutes Tavistock Junction to Hemerdon for BE purposes, Plympton Loop.

S—Advertised Truro arrive 10.40 p.m.

PENZANCE AND

Up Trains.

STATIONS.	D		J		J		G	E		E		J	
	arr.	dep.	arr.	dep.	arr.	dep.	dep.	arr.	dep.	arr.	dep.	arr.	dep.
PENZANCE (Pass.)	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.
Ponsandane	..	..	..	..	..	..	..	..	..	..	..	..	..
Penzance (Goods)	..	..	..	..	..	..	..	..	..	..	..	..	..
Long Rock	..	..	..	..	..	..	..	..	..	..	..	..	..
Marazion	..	..	..	..	..	..	..	..	..	..	..	..	..
St. Erth	..	..	..	..	..	..	..	..	..	..	..	..	..
Hayle	..	..	..	..	..	..	..	..	..	..	..	..	..
Gwinear Road	..	..	..	..	..	..	..	..	..	..	..	..	..
Camborne	..	..	..	..	..	..	..	..	..	..	..	..	..
Roskear Junction	..	..	..	..	..	..	..	..	..	..	..	..	..
Dolcoath Siding	..	..	..	..	..	..	..	..	..	..	..	..	..
North Crofty Junction	..	..	..	..	..	..	..	..	..	..	..	..	..
Carn Brea	..	..	..	..	..	..	..	..	..	..	..	..	..
Carn Brea Yard	..	..	..	..	..	..	..	..	..	..	..	..	..
Redruth Junction	..	..	..	..	..	..	..	..	..	..	..	..	..
Redruth	..	..	..	..	..	..	..	..	..	..	..	..	..
Drump Lane	..	..	..	..	..	..	..	..	..	..	..	..	..
Scorrier	..	..	..	..	..	..	..	..	..	..	..	..	..
Wheal Busy Siding	..	..	..	..	..	..	..	..	..	..	..	..	..
Chacewater	..	..	..	..	..	..	..	..	..	..	..	..	..
Baldu	..	..	..	..	..	..	..	..	..	..	..	..	..
Penwithers Junction	..	..	..	..	..	..	..	..	..	..	..	..	..
TRURO	..	..	..	..	..	..	..	..	..	..	..	..	..
Probus	..	..	..	..	..	..	..	..	..	..	..	..	..
Probus & Ladock Ptfm.	..	..	..	..	..	..	..	..	..	..	..	..	..
Grampond Road	..	..	..	..	..	..	..	..	..	..	..	..	..
Burngulfow	..	..	..	..	..	..	..	..	..	..	..	..	..
Trenance Siding	..	..	..	..	..	..	..	..	..	..	..	..	..
Trenance Junction	..	..	..	..	..	..	..	..	..	..	..	..	..
St. Austell	..	..	..	..	..	..	..	..	..	..	..	..	..
Par Harbour	..	..	..	..	..	..	..	..	..	..	..	..	..
Par	..	..	..	..	..	..	..	..	..	..	..	..	..
Treverrin	..	..	..	..	..	..	..	..	..	..	..	..	..
Lostwithiel	..	..	..	..	..	..	..	..	..	..	..	..	..
Bodmin Road	..	..	..	..	..	..	..	..	..	..	..	..	..
Largin	..	..	..	..	..	..	..	..	..	..	..	..	..
Doublebois	..	..	..	..	..	..	..	..	..	..	..	..	..
Tremabe	..	..	..	..	..	..	..	..	..	..	..	..	..
Liskeard	..	..	..	..	..	..	..	..	..	..	..	..	..
Menheniot	..	..	..	..	..	..	..	..	..	..	..	..	..
Trerule	..	..	..	..	..	..	..	..	..	..	..	..	..
St. Germans	..	..	..	..	..	..	..	..	..	..	..	..	..
Wearde	..	..	..	..	..	..	..	..	..	..	..	..	..
Saltash	..	..	..	..	..	..	..	..	..	..	..	..	..
Royal Albert Bridge	..	..	..	..	..	..	..	..	..	..	..	..	..
St. Budeaux West	..	..	..	..	..	..	..	..	..	..	..	..	..
St. Budeaux Platform	..	..	..	..	..	..	..	..	..	..	..	..	..
St. Budeaux East	..	..	..	..	..	..	..	..	..	..	..	..	..
Keyham	..	..	..	..	..	..	..	..	..	..	..	..	..
Ford Halt	..	..	..	..	..	..	..	..	..	..	..	..	..
Dockyard Halt	..	..	..	..	..	..	..	..	..	..	..	..	..
Devonport	..	..	..	..	..	..	..	..	..	..	..	..	..
Devonport Junction	..	..	..	..	..	..	..	..	..	..	..	..	..
Cornwall Junction	..	..	..	..	..	..	..	..	..	..	..	..	..
PLYMOUTH	..	1 0	..	..	..	..	1 15	..	..	..	..	..	..
Cornwall Junction	..	..	..	..	..	..	..	..	..	..	..	..	..
NORTH ROAD	..	1 5	..	..	..	..	1 20	..	..	..	..	..	..
Mannamead	..	..	..	..	..	..	..	..	..	..	..	..	..
Lipson Junction	..	1 9	..	..	..	..	1 23	..	..	..	..	..	..
Laira Junction	..	..	..	..	..	..	..	..	..	..	..	..	..
Tavistock Junction	..	..	..	12 50	..	1 21	1 45	..	2 30	..	3 30	..	4 15
Plympton	..	..	..	N	..	N	..	..	Y	..	N	..	N
Hemerdon	1 21	BE 1 25	..	1 8	..	2 3	..	..	2 47	..	3 47	..	4 38
Cornwood	..	..	..	..	..	..	..	..	..	..	..	..	..
Ivybridge	..	..	..	..	..	..	..	..	..	..	..	..	..
Bittaford Platform	..	..	..	..	..	..	..	..	..	..	..	..	..
Wrangaton	..	..	..	..	..	..	..	..	..	..	..	..	..
Brent	..	1 42	..	1 31	..	1 48	..	..	3 5	..	4 5	..	3 55
Rattery	..	..	..	..	..	..	..	..	..	..	..	..	..
Stop Board 226m. 9 1/2 c.	..	..	..	1 58	..	P 2	2 34	..	P 2 38	..	..	..	..
Tigley	..	..	..	..	..	..	..	..	..	..	..	..	..
Totnes	1 55	B 1 59	..	2 14	..	P 2 20	2 50	..	P 2 56	..	..	..	..
Ashburton Junction	2 0	..	..	2 22	..	2 58	..	..	3 36	..	4 36	..	5 28
NEWTON ABBOT	2 15	2 35	..	2 59	..	3 30	3 34	..	4 9	..	5 10	..	6 40

N—Includes 4 minutes Tavistock Junction to Hemerdon for BE purposes Plympton Loop.

Y—Includes 3 minutes Tavistock Junction to Hemerdon for BE purposes Plympton Loop.

ASHBURTON JUNCTION.

Sundays.

STATIONS.	J		J		K	K		B	B		B		K
	7.30 p.m. Penzance Freight. (Saturdays.)		Tavistock Junction Freight. (Saturdays.)		Trans- fer.	Transfer.		Auto.	Paddington Passenger.		Auto.		Trans- fer.
	arr.	dep.	arr.	dep.	dep.	arr.	dep.	dep.	arr.	dep.	arr.	dep.	dep.
PENZANCE (Pass.)	p.m.	p.m.	a.m.	p.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.
Ponsandane .....	....	....	....	....	....	....	....	....	....	....	....	....	....
Penzance (Goods) ....	....	....	....	....	....	....	....	....	....	....	....	....	....
Long Rock .....	....	....	....	....	....	....	....	....	....	....	....	....	....
Marazion .....	....	....	....	....	....	....	....	....	....	....	....	....	....
St. Erth .....	....	....	....	....	....	....	....	....	....	....	....	....	....
Hayle .....	....	....	....	....	....	....	....	....	....	....	....	....	....
Gwinear Road .....	....	....	....	....	....	....	....	....	....	....	....	....	....
Camborne .....	....	....	....	....	....	....	....	....	....	....	....	....	....
Roskear Junction .....	....	....	....	....	....	....	....	....	....	....	....	....	....
Dolcoath Siding .....	....	....	....	....	....	....	....	....	....	....	....	....	....
North Crofty Junction .....	....	....	....	....	....	....	....	....	....	....	....	....	....
Carn Brea .....	....	....	....	....	....	....	....	....	....	....	....	....	....
Carn Brea Yard .....	....	....	....	....	....	....	....	....	....	....	....	....	....
Redruth Junction .....	....	....	....	....	....	....	....	....	....	....	....	....	....
Redruth .....	....	....	....	....	....	....	....	....	....	....	....	....	....
Drump Lane .....	....	....	....	....	....	....	....	....	....	....	....	....	....
Scorrier .....	....	....	....	....	....	....	....	....	....	....	....	....	....
Wheat Busy Siding .....	....	....	....	....	....	....	....	....	....	....	....	....	....
Chacewater .....	....	....	....	....	....	....	....	....	....	....	....	....	....
Baldhu .....	....	....	....	....	....	....	....	....	....	....	....	....	....
Penwithers Junction .....	....	....	....	....	....	....	....	....	....	....	....	....	....
TRURO	10 12	10 32	—	11 15	....	....	....	....	....	....	....	....	....
Probus .....	—	—	—	—	....	....	....	....	....	....	....	....	....
Probus & Ladoek Ptfm. ....	—	—	—	—	....	....	....	....	....	....	....	....	....
Grampound Road .....	—	—	—	—	....	....	....	....	....	....	....	....	....
Burngallow .....	—	—	—	—	....	....	....	....	....	....	....	....	....
Trenance Siding .....	—	—	—	—	....	....	....	....	....	....	....	....	....
Trenance Junction .....	—	—	—	—	....	....	....	....	....	....	....	....	....
St. Austell	11 12	11 26	—	—	....	....	....	....	....	....	....	....	....
Par Harbour .....	—	—	—	—	....	....	....	....	....	....	....	....	....
Par	11 38	11 52	12 5	12 20	....	....	....	....	....	....	....	....	....
Treverrin .....	—	—	—	—	....	....	....	....	....	....	....	....	....
Lostwithiel .....	—	—	—	—	....	....	....	....	....	....	....	....	....
Bodmin Road .....	—	—	—	—	....	....	....	....	....	....	....	....	....
Largin .....	—	—	—	—	....	....	....	....	....	....	....	....	....
Doublebois .....	—	—	—	—	....	....	....	....	....	....	8 15	....	....
Tremabe .....	—	—	—	—	....	....	....	....	....	....	....	....	....
Liskeard	12 44	1 0	—	1 11	....	....	....	....	....	....	8 21	8 28	....
Menheniot .....	—	—	—	—	....	....	....	....	....	....	8 34	8 36	....
Trerule .....	—	—	—	—	....	....	....	....	....	....	....	....	....
St. Germans .....	—	—	—	—	....	3 15	....	....	....	....	8 44	8 46	....
Wearde .....	—	—	—	—	....	....	....	....	....	....	....	....	....
Saltash .....	—	—	—	—	....	3 30	4 30	6 45	....	....	8 54	8 56	....
Royal Albert Bridge	C1 35S	—	C1 46S	—	....	C S	—	CSX	....	....	C S	—	....
St. Budeaux West .....	—	—	—	—	....	—	—	....	....	....	—	—	....
St. Budeaux Platform .....	—	—	—	—	....	—	—	6 49	....	....	—	9 0	....
St. Budeaux East .....	—	—	—	—	....	—	—	....	....	....	—	—	....
Keyham .....	—	—	—	—	....	—	—	6 53	....	....	—	9 4	....
Ford Halt .....	—	—	—	—	....	—	—	....	....	....	—	—	....
Dockyard Halt .....	—	—	—	—	....	—	—	6 55	....	....	—	—	....
Devonport .....	—	—	—	—	....	—	—	6 57	....	....	9 7	9 9	....
Devonport Junction	—	1 46	—	1 57	....	4 42	—	6 59	....	....	9 11	—	....
Cornwall Junction .....	—	—	—	—	....	—	—	....	....	....	—	—	....
PLYMOUTH	1 53	—	—	—	3 0	—	—	....	6 55	....	—	—	....
Cornwall Junction .....	—	—	—	—	—	—	—	....	—	—	—	—	....
NORTH ROAD	—	—	2 0	—	3 5	4 46	7 1	6 59	7 5	9 13	—	—	....
Mannamead .....	—	—	—	—	—	—	—	—	—	—	—	—	....
Lipson Junction	—	—	2 4	—	3 9	4 50	—	—	7 9	—	—	—	....
Laira Junction	—	—	—	—	3 14	4 55	—	—	—	—	—	—	9 20
Tavistock Junction	—	—	2 10	—	—	—	—	—	—	—	—	—	9 25
Plympton	—	—	—	—	—	—	—	—	—	—	—	—	—
Hemerdon	—	—	—	—	—	—	—	—	7 21	—	—	—	—
Cornwood	—	—	—	—	—	—	—	—	—	—	—	—	—
Ivybridge	—	—	—	—	—	—	—	7 30	7 33	—	—	—	—
Bittaford Platform	—	—	—	—	—	—	—	—	—	—	—	—	—
Wrangaton	—	—	—	—	—	—	—	—	—	—	—	—	—
Brent	—	—	—	—	—	—	—	7 45	7 48	—	—	—	—
Rattery	—	—	—	—	—	—	—	—	—	—	—	—	—
Stop Board 226m. 9½c.	—	—	—	—	—	—	—	—	—	—	—	—	—
Tigley	—	—	—	—	—	—	—	—	—	—	—	—	—
Totnes	—	—	—	—	—	—	—	8 0	8 3	—	—	—	—
Ashburton Junction & NEWTON ABBOT	—	—	—	—	—	—	—	8 4	8 27	—	—	—	—

PENZANCE AND

Up Trains.

STATIONS.	C		8.30 a.m. Oke- hampton S.R. Pass.	B	A		B	B	B		B		K
	Milk Empties.				Paddington Passenger.				Tavistock Passenger.		Exeter Passenger.		
	arr.	dep.			dep.	arr.			arr.	dep.	dep.	dep.	
PENZANCE	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.
Ponsandane	..	..	..	..	..	..	..	..	..	..	..	..	..
Penzance (Goods)	..	..	..	..	..	..	..	..	..	..	..	..	..
Long Rock	..	..	..	..	..	..	..	..	..	..	..	..	..
Marazion	..	..	..	..	..	..	..	..	..	..	..	..	..
St. Erth	..	..	..	..	..	..	..	..	..	..	..	..	..
Hayle	..	..	..	..	..	..	..	..	..	..	..	..	..
Gwinear Road	..	..	..	..	..	..	..	..	..	..	..	..	..
Camborne	..	7 55	..	..	..	..	..	..	..	..	..	..	..
Roskear Junction	..	..	..	..	..	..	..	..	..	..	..	..	..
Dolcoath Siding	8 0	8 15	..	..	..	..	..	..	..	..	..	..	..
North Crofty Junction	..	..	..	..	..	..	..	..	..	..	..	..	..
Carn Brea	..	..	..	..	..	..	..	..	..	..	..	..	..
Carn Brea Yard	..	..	..	..	..	..	..	..	..	..	..	..	..
Redruth Junction	..	..	..	..	..	..	..	..	..	..	..	..	..
Redruth	..	..	..	..	..	..	..	..	..	..	..	..	..
Drump Lane	..	..	..	..	..	..	..	..	..	..	..	..	..
Scorrier	..	..	..	..	..	..	..	..	..	..	..	..	..
Wheal Busy Siding	..	..	..	..	..	..	..	..	..	..	..	..	..
Chacewater	..	..	..	..	..	..	..	..	..	..	..	..	..
Baldhu	..	..	..	..	..	..	..	..	..	..	..	..	..
Penwithers Junction	..	8 43	..	CS	..	..	..	..	..	..	..	..	..
TRURO	8 45	..	..	9 45	..	..	..	..	..	..	..	..	..
Probus	..	..	..	..	..	..	..	..	..	..	..	..	..
Probus & Ladock Ptm.	..	..	..	..	..	..	..	..	..	..	..	..	..
Grampound Road	..	..	..	..	..	..	..	..	..	..	..	..	..
Burngallow	..	..	..	..	..	..	..	..	..	..	..	..	..
Trenance Siding	..	..	..	..	..	..	..	..	..	..	..	..	..
Trenance Junction	..	..	..	..	..	..	..	..	..	..	..	..	..
St. Austell	..	..	..	..	..	..	..	..	..	..	..	..	..
Par Harbour	..	..	..	..	..	..	..	..	..	..	..	..	..
Par	..	..	..	..	..	..	..	..	..	..	..	..	..
Treverrin	..	..	..	..	..	..	..	..	..	..	..	..	..
Lostwithiel	..	..	..	..	..	..	..	..	..	..	..	..	..
Bodmin Road	..	..	..	..	..	..	..	..	..	..	..	..	..
Largin	..	..	..	B	..	..	..	..	..	..	..	..	..
Doublebois	..	..	..	..	..	..	..	..	..	..	..	..	..
Tremabe	..	..	..	Auto.	..	..	..	..	..	..	..	..	..
Liskeard	..	..	..	..	..	..	..	..	..	..	..	..	..
Menheniot	..	..	..	..	..	..	..	..	..	..	..	..	..
Trerule	A		..	dep.	..	..	..	..	..	..	..	..	..
St. Germans	..	..	..	a.m.	..	..	..	..	..	..	..	..	..
Wearde	..	..	..	..	..	..	..	..	..	..	..	..	..
Saltash	..	..	..	..	..	..	..	..	..	..	..	..	..
Royal Albert Bridge	..	..	..	9 45	..	..	10 35	..	..	..	..	..	..
St. Budeaux West	..	..	..	CS	..	..	CS	..	..	..	..	..	..
St. Budeaux Platform	..	..	..	..	..	..	SUS- PEN- DED	..	..	..	..	..	..
St. Budeaux East	..	..	..	9 49	..	..	10 39	..	..	..	..	..	..
Keyham	..	..	..	..	..	..	..	..	..	..	..	..	..
Ford Halt	..	..	..	..	..	..	10 42	..	..	..	..	..	..
Dockyard Halt	..	..	..	..	..	..	..	..	..	..	..	..	..
Devonport	a.m.	a.m.	..	9 54	..	..	10 45	..	..	..	..	..	..
Devonport Junction	..	..	..	9 56	..	..	10 47	..	..	..	..	..	..
Cornwall Junction	..	..	..	9 48	9 58	..	10 49	..	..	..	..	..	..
PLYMOUTH	..	9 15	..	..	..	10 15	10 30	..	..	10 40	..	10 50	..
Cornwall Junction	..	..	..	..	..	..	..	..	..	..	..	..	..
NORTH ROAD	9 19	9 30	9 53	10 0	10 19	10 20	10 45	10 51	10 45	11 0	10 55	11 15	..
Mannamead	..	..	..	..	..	..	..	..	..	..	..	..	..
Lipson Junction	..	9 34	9 57	..	..	10 24	..	..	..	..	11 19	..	11 25
Laira Junction	..	..	..	..	..	..	..	..	..	..	..	..	11 30
Tavistock Junction	..	..	..	..	..	..	10 51	..	11	6	..	..	..
Plympton	9 38	9 39	..	..	..	..	..	..	..	..	11 23	11 24	..
Hemerdon	..	..	..	..	..	10 35	..	..	..	..	..	..	..
Cornwood	9 50	9 51	9 50	..	..	..	..	..	..	..	11 35	11 36	..
Ivybridge	9 55	9 56	a.m.	..	..	..	..	..	..	..	11 40	11 41	..
Bittaford Platform	10 0	10 1	..	..	..	..	10 35	..	..	..	11 45	11 46	..
Wraggaton	..	..	..	..	..	..	a.m.	..	..	..	..	..	..
Brent	10 7	10 9	..	..	..	10 48	..	..	..	..	11 52	11 53	..
Rattery	..	..	..	..	..	10 51	..	..	..	..	..	..	..
Stop Board 226m. 9 1/2c.	..	..	..	..	..	..	..	..	..	..	..	..	..
Tigley	..	..	..	..	..	..	..	..	..	..	..	..	..
Totnes	10 21	10 27	..	..	..	10 56	..	..	..	..	12 4	12 6	..
Ashburton Junction	10 28	..	..	..	..	10 57	..	..	..	..	12 7	..	..
NEWTON ABBOT	10 43	10 53	..	..	11 12	11 21	..	..	..	..	12 22	12 30	..

SUSPENDED

Commences
April 2nd,
1950.

SUSPENDED

ASHBURTON JUNCTION.

Sundays.

STATIONS.	K	B		B	A		B	B		J		A	
	Trans-fer.	Passenger.		9.45 a.m. Fal-mouth Pass.	Paddington Passenger		Auto.	Empty Trailer ex St. Blazey.		11.20 a.m. St. Blazey to Tavistock Junction Freight.		Paddington Passenger.	
	dep.	arr.	dep.	dep.	arr.	dep.	dep.	arr.	dep.	arr.	dep.	arr.	dep.
PENZANCE (Pass.)....	a.m.	—	8 50	—	—	9 45	—	—	—	—	—	—	—
Ponsandane	—	—	—	—	—	—	—	—	—	—	—	—	—
Penzance (Goods)	—	—	—	—	—	—	—	—	—	—	—	—	—
Long Rock	—	—	—	—	—	—	—	—	—	—	—	—	—
Marazion	—	—	—	—	—	—	—	—	—	—	—	—	—
St. Erth	9 0	9 2	—	9 55	9 57	—	—	—	—	—	—	—	—
Hayle	9 5	9 6	—	—	—	—	—	—	—	—	—	—	—
Gwinear Road	—	—	—	—	—	—	—	—	—	—	—	—	—
Camborne	9 19	9 21	—	10 11	10 13	—	—	—	—	—	—	—	—
Roskear Junction	—	—	—	—	—	—	—	—	—	—	—	—	—
Dolcoath Siding	—	—	—	—	—	—	—	—	—	—	—	—	—
North Crofty Junction	—	—	—	—	—	—	—	—	—	—	—	—	—
Carn Brea	—	9 25	—	—	10 16	—	—	—	—	—	—	—	—
Carn Brea Yard	—	—	—	—	—	—	—	—	—	—	—	—	—
Redruth Junction	—	—	—	—	—	—	—	—	—	—	—	—	—
Redruth	9 28	9 30	—	—	10 19	—	—	—	—	—	—	—	—
Drum Lane	—	—	—	—	—	—	—	—	—	—	—	—	—
Scorrier	—	—	—	—	10 22	—	—	—	—	—	—	—	—
Wheal Busy Siding	—	—	—	—	—	—	—	—	—	—	—	—	—
Chacewater	9 38	9 39	—	—	10 25	—	—	—	—	—	—	—	—
Baldhu	—	—	—	—	—	—	—	—	—	—	—	—	—
Penwithers Junction	—	9 46	—	XCS	10 31	—	—	—	—	—	—	—	—
TRURO	9 48	9 54	10 15	10 33	10 39	—	—	—	—	—	—	—	—
Probus	—	—	—	—	—	—	—	—	—	—	—	—	—
Probus & Ladock Ptm.	—	—	—	—	—	—	—	—	—	—	—	—	—
Grampound Road	10 7	10 8	—	—	—	—	—	—	—	—	—	—	—
Burngullow	—	—	—	—	—	—	—	—	—	—	—	—	—
Trenance Siding	—	—	—	—	—	—	—	—	—	—	—	—	—
Trenance Junction	—	—	—	—	—	—	—	—	—	—	—	—	—
St. Austell	10 20	10 22	—	—	11 2	—	—	—	—	—	—	—	—
Par Harbour	—	—	—	—	—	—	—	—	—	—	—	—	—
Par	10 29	10 31	—	—	11 9	11 13	—	—	—	—	—	—	—
Treverrin	—	—	—	—	—	—	—	—	—	—	—	—	—
Lostwithiel	10 40	10 42	—	—	—	—	—	—	—	—	—	—	—
Bedmin Road	10 49	10 51	—	—	11 26	—	—	—	—	—	—	—	—
Largie	—	—	—	—	—	—	—	—	—	—	—	—	—
Doublebois	11 4	11 5	—	—	—	—	—	—	—	—	—	—	—
Tremabe	—	—	—	—	—	—	—	—	—	—	—	—	—
Liskeard	11 11	11 13	—	—	11 42	—	—	—	—	—	—	—	—
Menheniot	—	—	—	—	—	—	—	—	—	—	—	—	—
Trerule	—	—	—	—	—	—	—	—	—	—	—	—	—
St. Germans	—	—	—	—	—	—	—	—	—	—	—	—	—
Wearde	—	—	—	—	—	—	—	—	—	—	—	—	—
Saltash	—	11 33S	—	—	12 15S	12 15	—	—	—	—	—	—	—
Royal Albert Bridge	—	CS	—	—	CS	CS	—	—	—	—	—	—	—
St. Budeaux West	—	—	—	—	—	—	—	—	—	—	—	—	—
St. Budeaux Platform	—	—	—	—	—	—	—	—	—	—	—	—	—
St. Budeaux East	—	—	—	—	—	—	—	—	—	—	—	—	—
Keyham	—	—	—	—	—	—	—	—	—	—	—	—	—
Ford Halt	—	—	—	—	—	—	—	—	—	—	—	—	—
Dockyard Halt	—	—	—	—	—	—	—	—	—	—	—	—	—
Devonport	—	—	—	—	—	—	—	—	—	—	—	—	—
Devonport Junction	—	11 40	—	—	12 8	12 28	—	—	—	—	—	—	—
Cornwall Junction	—	—	—	—	—	—	—	—	—	—	—	—	—
PLYMOUTH	11 20	—	—	—	—	—	—	—	—	—	—	—	—
Cornwall Junction	—	—	—	—	—	—	—	—	—	—	—	—	—
NORTH ROAD	11 25	11 42	—	—	12 10	12 20	12 30	12 47	12 50	—	—	—	1 20
Mannamoad	—	—	—	—	Y	—	—	—	—	—	—	—	—
Lipson Junction	11 29	—	—	—	12 24	—	—	—	—	—	—	—	—
Laira Junction	—	—	—	—	—	—	—	—	—	—	—	—	—
Tavistock Junction	11 35	—	—	—	—	—	—	—	—	—	—	—	—
Plympton	—	—	—	—	—	—	—	—	—	—	—	—	—
Hemerdon	—	—	—	—	12 35	—	—	—	—	—	—	—	—
Cornwood	—	—	—	—	—	—	—	—	—	—	—	—	—
Ivybridge	—	—	—	—	—	—	—	—	—	—	—	—	—
Bittaford Platform	—	—	—	—	—	—	—	—	—	—	—	—	—
Wragaton	—	—	—	—	—	—	—	—	—	—	—	—	—
Brent	—	—	—	—	12 48½	—	—	—	—	—	—	—	1 48½
Rattery	—	—	—	—	12 51	—	—	—	—	—	—	—	1 51
Stop Board 226m. 9½c.	—	—	—	—	—	—	—	—	—	—	—	—	—
Higley	—	—	—	—	—	—	—	—	—	—	—	—	—
Totnes	—	—	—	—	12 56½	—	—	—	—	—	—	—	1 56½
Ashburton Junction<->	—	—	—	—	12 57	—	—	—	—	—	—	—	1 57
NEWTON ABBOT	—	—	—	—	1 11B	1 15	—	—	—	—	—	2 12	2 19

Y—When this train requires assistance beyond Hemerdon, the assistant engine to go through to Newton Abbot West Box.

PENZANCE AND

Up Trains.

STATIONS.	B	B	B		C	A		B	A		B
	Yel- verton Pass.	Auto.	11.35 a.m. Falmouth Passenger.		En- parts Van to Laira Loco. Shed.	Bristol & Falmouth Passenger.		12.40 p.m. Fal- mouth Pass.	11.45 a.m. Exeter (Riverside) to Laira via S.R.		Auto.
	RR dep.	dep.	arr.	dep.	arr.	arr.	dep.	arr.	arr.	dep.	dep.
PENZANCE (Passg.)...	p.m.	p.m.	p.m.	p.m.	p.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
Ponsandane	...	...	...	...	...	11 25	...	...	...	12 15	...
Penzance (Goods)	...	...	...	...	...	...	...	...	...	...	...
Long Rock	...	...	...	...	...	...	...	...	...	...	...
Marazion	...	...	...	...	...	...	...	...	...	...	...
St. Erth	...	...	...	...	...	11 35	11 37	...	...	12 25	12 27
Hayle	...	...	...	...	...	11 40	11 41	...	...	...	...
Gwinear Road	...	...	...	...	...	...	...	...	...	...	...
Camborne	...	...	...	...	...	11 54	11 56	...	...	12 41	12 43
Roskear Junction	...	...	...	...	...	...	...	...	...	...	...
Dolcoath Siding	...	...	...	...	...	...	...	...	...	...	...
North Crofty Junction	...	...	...	...	...	...	...	...	...	...	...
Carn Brea	...	...	...	...	...	12 0	...	...	...	...	...
Carn Brea Yard	...	...	...	...	...	...	...	...	...	...	...
Redruth Junction	...	...	...	...	...	12 3	12 5	...	...	12 50	12 52
Redruth	...	...	...	...	...	...	...	...	...	...	...
Drum Lane	...	...	...	...	...	...	...	...	...	...	...
Scorrier	...	...	...	...	...	...	...	...	...	...	...
Wheal Busy Siding	...	...	...	...	...	12 13	12 14	...	...	...	...
Chacewater	...	...	...	...	...	...	...	...	...	...	...
Baldhu	...	...	...	...	...	12 21	...	...	...	...	...
Penwithers Junction	...	...	XC S	...	...	12 23	12 28	CS	...	1 8	1 15
TRURO	...	...	12 4	...	...	...	...	...	...	...	...
Probus	...	...	...	...	...	...	...	...	...	...	...
Probus & Ladock Ptfm.	...	...	...	...	...	12 41	...	...	...	1 27	...
Grampond Road	...	...	...	...	...	...	...	...	...	...	...
Burngallow	...	...	...	...	...	...	...	...	...	...	...
Trenance Siding	...	...	...	...	...	...	...	...	...	...	...
Trenance Junction	...	...	...	...	...	...	...	...	...	...	...
St. Austell	...	...	...	...	...	12 52	12 54	...	...	1 39	1 41
Par Harbour	...	...	...	...	...	1 1	1 3	...	...	1 48	1 51
Par	...	...	...	...	...	1 12	1 15	...	...	2 0	2 2
Treverrin	...	...	...	...	...	...	...	...	...	...	...
Lostwithiel	...	...	...	...	...	...	...	...	...	...	...
Bodmin Road	...	...	...	...	...	...	...	...	...	...	...
Largin	...	...	...	...	...	...	...	...	...	...	...
Doublebois	...	...	...	...	...	...	...	...	...	...	...
Tremabe	...	...	...	...	...	1 38	1 40	...	...	2 25	2 27
Liskard	...	...	...	...	...	...	...	...	...	...	...
Menheniot	...	...	...	...	...	1 54	1 55	...	...	...	2 50
Trevel	...	...	...	...	...	...	...	...	...	...	...
St. Germans	...	...	...	...	...	...	...	...	...	...	...
Wearde	...	...	...	...	...	2 3	2 4	...	...	...	...
Saltash	...	...	...	...	...	...	...	...	...	...	...
Royal Albert Bridge	...	...	...	...	...	...	...	...	...	...	...
St. Budeaux West	...	...	...	...	...	...	...	...	...	...	...
St. Budeaux Platform	...	...	...	...	...	...	...	...	...	...	...
St. Budeaux East	...	...	...	...	...	...	...	...	...	...	...
Keyham	...	...	...	...	...	...	...	...	...	...	...
Ford Halt	...	...	...	...	...	...	...	...	...	...	...
Dockyard Halt	...	...	...	...	...	...	...	...	...	...	...
Devonport	...	...	...	...	...	2 11	2 13	...	...	...	3 9
Devonport Junction	...	...	...	...	...	2 16	...	...	...	...	3 11
Cornwall Junction	...	...	...	...	...	...	...	...	...	...	3 13
PLYMOUTH	1 40	...	p.m.	p.m.	...	2 8	...	...	...	...	...
Cornwall Junction	...	...	1 45	...	...	...	...	...	...	...	...
NORTH ROAD	1 55	1 55	1 50	2 10	2 13	2 16	2 25	...	2 34N	2 56	3 5
Mannamead	...	...	...	...	2 18	2 29	Z	...	2 39	3 9	...
Lipson Junction	...	...	...	...	2 20	...	...	...	2 45	...	...
Laira Junction	...	...	...	...	...	...	...	...	...	...	...
Tavistock Junction	2 1	...	2 16	...	Laira	...	...	...	...	...	...
Plympton	...	...	...	...	Loco.	2 40	...	...	...	...	...
Hemerdon	North	...	Commences	...	Shed	...	...	...	...	3 20	...
Cornwood	Road	...	April 2nd,	...	arr.	...	...	...	...	...	...
Ivybridge	arr.	...	1950.	...	2.24	...	...	...	...	...	...
Bittaford Platform	1 45	...	...	...	p.m.	...	...	...	...	...	...
Wragaton	p.m.	...	...	...	...	2 53½	...	...	...	3 33½	...
Brent	...	...	...	...	...	2 56	...	...	...	3 36½	...
Rattery	...	...	...	...	...	...	...	...	...	...	...
Stop Board 226m. 9½c.	...	...	...	...	...	3 3	3 8	...	...	3 42½	...
Tigley	...	...	...	...	...	3 9	...	...	...	3 43	...
Toines	...	...	...	...	...	...	...	...	...	...	...
Ashburton Junction	...	...	...	...	...	3 24	3 32	...	...	3 57B	E4 1
NEWTON ABBOT	...	...	...	...	...	...	...	...	...	...	...

Y—When this train requires assistance beyond Hemerdon, the assistant engine to go through to Newton Abbot West Box.

Z—When this train requires assistance beyond Hemerdon, the assistant engine to go through to Newton Abbot Station.

¶—Runs to Wolverhampton (Low Level) until October 30th, 1949, and commencing May 7th, 1950.

ASHBURTON JUNCTION.

Sundays.

STATIONS.	B		C		K		C		B		B		C		B	
	Auto.		Perishable.		12.55 p.m. Falmouth Freight RR		Kensington Milk.		1.25 p.m. New-quay Pass.		2.45 p.m. Falmouth Pass.		Paddington Perishable.		St. Ives Passenger.	
	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.
PENZANCE (Pass.)	p.m.	a.m.	a.m.	11 40	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Ponsandane	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Penzance (Goods)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Long Rock	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Marazion	—	11 45	11 55	—	—	—	—	—	—	—	—	—	—	—	—	—
St. Erth	—	12 3	12 40	—	—	—	1 25	1 40	—	—	—	—	—	—	—	—
Hayle	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Gwinear Road	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Camborne	—	—	—	—	—	—	1 54	—	—	—	—	—	—	—	—	—
Roskear Junction	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Dolcoath Siding	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
North Crofty Junction	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Carn Brea	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Carn Brea Yard	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Redruth Junction	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Redruth	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Drump Lane	—	1 0	1 10	—	—	—	2 2	—	—	—	—	—	—	—	—	—
Scorrier	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Wheal Busy Siding	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Chacewater	—	—	CR	—	—	—	—	—	—	—	—	—	—	—	—	—
Baldhu	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Penwithers Junction	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
TRURO	—	1 30	1 42	—	—	—	2 20	2 25	—	—	—	—	—	—	—	—
Probus	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Probus & Ladock Ptfm.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Grampound Road	—	—	CR	—	—	—	—	—	—	—	—	—	—	—	—	—
Burngallow	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Trenance Siding	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Trenance Junction	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
St. Austell	—	2 12	2 27	—	—	—	—	—	—	—	—	—	—	—	—	—
Par Harbour	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Par	—	—	CR	—	—	—	3 0C	D3 5	—	—	—	—	—	—	—	—
Treverin	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Lostwithiel	—	—	CR	—	—	—	3 15	3 30	—	—	—	—	—	—	—	—
Bodmin Road	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Largin	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Doublebois	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Tremabe	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Liskeard	—	—	CR	—	—	—	3 57	—	—	—	—	—	—	—	—	—
Menheniot	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Treure	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
St. Germans	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Wearde	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Saltash	3 43	3 47	X	3 54	—	—	C4 X22S	4 30	—	—	—	—	—	—	—	—
Royal Albert Bridge	CS	—	CS	—	—	—	CS	CS	—	—	—	—	—	—	—	—
St. Budeaux West	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
St. Budeaux Platform	3 47	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
St. Budeaux East	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Keyham	3 50	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Ford Halt	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Dockyard Halt	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Devonport	3 53	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Devonport Junction	3 55	—	4 1	—	—	—	4 30	4 44	—	—	—	—	—	—	—	—
Cornwall Junction	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
PLYMOUTH	—	4 5	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Cornwall Junction	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
NORTH ROAD	3 57	—	—	—	—	—	4 32C	E4 40	4 46	4 52	4 55	4 49	4 58	5 26	5 28	—
Mannamend	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Lipson Junction	—	—	—	—	—	—	4 46	4 52	—	—	—	—	—	—	—	—
Laira Junction	—	—	—	—	—	—	—	4 55	—	—	—	—	—	—	—	—
Tavistock Junction	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Plympton	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hemerdon	—	—	—	—	—	—	4 57	—	—	—	—	—	—	—	—	—
Cornwood	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Ivybridge	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Bittaford Platform	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Wrangaton	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Brent	—	—	—	—	—	—	5 13	—	—	—	—	—	—	—	—	—
Rattery	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Stop Board 226m. 9½c.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Tigley	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Totnes	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Ashburton Junction	—	—	—	—	—	—	5 24	5 35	—	—	—	—	—	—	—	—
NEWTON ABBOT	—	—	—	—	—	—	5 51	5 56	—	—	—	—	—	—	—	—

Commences
May 21st,
1950.Commences
May
21st,
1950.

B

Auto.

dep.

p.m.

11.0 a.m.
Waterloo
S.R.
Passenger.12.0 noon
Waterloo
S.R.
Passenger.

arr. dep.

p.m. p.m.

5 24

4 45

5 32

SU S-
PEN-
DED

5 5

5 30

5 33

5 40

5 55

6 13

6 28

PENZANCE AND

Up Trains.

STATIONS.	B		B		12.38 p.m. Southampton (Central) S.R. Passenger.		B		G	B	B	B	1.40 p.m. Salisbury S.R. Passenger.	
	Auto.	Exeter Passenger.	Auto.	Exeter Passenger.	arr.	dep.	arr.	dep.	Light Engine RR	5.10 Fal- mouth Pass.	Auto.	Auto.	arr.	dep.
PENZANCE (Pass.)	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Ponsandane	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Penzance (Goods)	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Long Rock	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Marazion	..	..	..	..	..	..	..	..	..	..	..	..	..	..
St. Erth	..	..	..	..	4 15	4 17	..	..	..	..	..	..	..	..
Hayle	..	..	..	..	4 20	4 21	..	..	..	..	..	..	..	..
Gwinear Road	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Camborne	..	..	..	..	4 32	4 33	..	..	..	..	..	..	..	..
Roskear Junction	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Dolcoath Siding	..	..	..	..	..	..	..	..	..	..	..	..	..	..
North Croft Junction	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Carn Brea	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Carn Brea Yard	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Redruth Junction	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Redruth	..	..	..	..	4 40	4 41	..	..	..	..	..	..	..	..
Drump Lane	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Scorrier	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Wheal Busy Siding	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Chacewater	..	..	..	..	4 48	4 49	..	..	..	..	..	..	..	..
Baldhu	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Penwithers Junction	..	..	..	..	..	4 56	..	..	..	CS	..	..	..	..
TRURO	..	..	..	..	4 58	..	..	..	..	5 39	..	..	..	..
Probus	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Probus & Ladock Ptfm.	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Grampound Road	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Burngallow	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Trenance Siding	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Trenance Junction	..	..	..	..	..	..	..	..	..	..	..	..	..	..
St. Austell	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Par Harbour	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Par	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Tr verrin	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Lostwithiel	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Bodmin Road	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Largin	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Doublebois	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Tremabe	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Liskeard	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Menheniot	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Trerule	..	..	..	..	..	..	..	..	..	..	..	..	..	..
St. Germans	..	..	..	..	..	..	..	..	..	C	6 30	..	..	..
Wearde	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Saltash	5 15	..	..	..	..	..	..	..	..	5.30 p.m. Lifton Milk. U	6 39	7 22	..	..
Royal Albert Bridge	CS	..	..	..	..	..	..	..	..	..	CS	CS	..	..
St. Budeaux West	..	..	..	..	..	..	..	..	..	..	..	..	..	..
St. Budeaux Platform	5 19	..	..	..	..	..	..	..	..	..	6 43	7 26	..	..
St. Budeaux East	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Keyham	5 22	..	..	..	..	..	..	..	..	..	6 46	7 29	..	..
Ford Halt	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Dockyard Halt	5 24	..	..	..	..	..	..	..	..	..	6 49	7 32	..	..
Devonport	5 26	..	..	..	..	..	..	..	..	..	6 51	7 34	..	..
Devonport Junction	5 28	..	..	..	5 51	..	..	..	..	..	6 53	7 36	7 47	..
Cornwall Junction	..	..	..	..	..	..	..	..	..	..	..	..	..	..
PLYMOUTH	..	..	5 30	..	..	..	..	..	..	..	..	..	..	..
Cornwall Junction	..	..	..	..	..	..	..	..	..	..	..	..	..	..
NORTH ROAD	5 30	5 34	5 40	5 53	5 56	6 1	6 10	6 13	..	6 52	6 55	7 38	7 49	7 52
Mannamend	..	..	..	..	..	..	..	6 13	..	..	..	..	..	..
Lipson Junction	..	..	5 44	..	6 0	..	..	..	..	..	..	..	7 56	..
Laira Junction	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Tavistock Junction	..	..	..	..	..	..	..	6 16	..	..	..	..	..	..
Plympton	..	5 48	5 48½	..	..	..	..	..	..	..	..	..	..	..
Hemerdon	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Cornwood	..	5 59½	6 0	..	..	..	..	..	..	..	..	..	..	..
Ivybridge	..	6 4	6 5	..	..	..	..	..	..	..	..	..	..	..
Bittaford Platform	..	6 9	6 10	..	..	..	..	..	..	..	..	..	..	..
Wrangaton	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Brent	..	6 16	6 18	..	..	..	..	..	..	..	..	..	..	..
Rattery	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Stop Board 226m. 9½c.	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Tigley	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Totnes	..	6 30	6 32	..	..	..	..	..	..	..	..	..	..	..
Ashburton Junction	..	6 33	..	..	..	..	..	..	..	..	..	..	..	..
NEWTON ABBOT	..	6 48	6 55	..	..	..	..	..	..	..	..	..	..	..

U—Via Lydford thence Southern Region to Devonport Junction.

ASHBURTON JUNCTION.

Sundays.

STATIONS.	A		B	C		C		B	B	A		B	L
	Crewe and Paddington Passenger.		Auto.	Truro Milk.		Kensington Milk.		6.50 p.m. Fal- mouth Pass.	6.20 p.m. New- quay Pass.	Passenger.		Auto.	Auto.
	arr.	dep.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	dep.	dep.
PENZANCE (Pass.)	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Pensandane	4 45					5 40				6 45			
Penzance (Goods)													
Long Rock													
Marazion													
St. Erth	4 54	4 56				5 50	6 5			6 55	6 57		
Hayle	4 59	5 1								7 0	7 1		
Gwinear Road													
Camborne	5 14	5 16			5 35	6 19				7 13	7 15		
Roskear Junction													
Dolcoath Siding				5 39	5 50								
North Crofty Junction													
Carn Brea		6 19											
Carn Brea Yard													
Redruth Junction													
Redruth	5 23	5 25								7 22	7 24		
Drum Lane													
Scorrier													
Wheal Busy Siding													
Chacewater	5 33	5 35								7 18	7 31	7 32	
Balduh													
Pennwithers Junction	6 43			6 18		6 40		CS	7 26	7 39			
TRURO	5 45	5 52		6 18		6 42	7 10	7 19	7 28	7 41	7 47		
Probus													
Probus & Ladock Ptm.													
Grampound Road	6 5	6 6								Forms			
Burngallow										7.45			
Trenance Siding										p.m.			
Trenance Junction										Truro			
St. Austell	6 18	6 20								to			
Par Harbour										Fal-			
Par	6 27	6 29				7 41C	7 45			mouth	8 11	8 13	
Treverrin											8 20	8 23	
Lostwithiel	6 38	6 39				7 55	8 15				8 32	8 33	
Bodmin Road	6 46	6 49											
Largin													
Doublebois	7 1												
Tremabe													
Liskeard	7 6	7 8									8 55	8 57	
Menhenlot													
Trevel													
St. Germans	7 22	7 23											
Wearde													
Saltash	7 31	7 33	8 35										
Royal Albert Bridge	CS		CS							9 17X	9 19	9 30	10 20
St. Budeaux West				arr.	dep.					CS		CXS	CS
St. Budeaux Platform			8 39										
St. Budeaux East			8 42	p.m.	p.m.					9 23	9 25	9 34	10 24
Keyham					8 30							9 37	10 27
Ford Halt													
Dockyard Halt			8 44									9 40	
Devonport	7 40	7 42	8 46							9 29	9 31	9 42	10 31
Devonport Junction	7 44	8 48	8 34			9 12				9 33	9 44	10 33	
Cornwall Junction													
PLYMOUTH													
Cornwall Junction													
NORTH ROAD	7 45	8 7	8 50	8 36	9 13	9 14	9 45			9 35		9 46	10 35†
Mannamoad													
Lipson Junction	8 11			9 16½		9 50							10 43
Laira Junction													10 45
Tavistock Junction													
Plympton													
Hemerdon	8 22		9 26½			10 2							
Cornwood													
Ivybridge													
Bittaford Platform													
Wrangaton													
Brent	8 37		9 40½			10 17							
Rattery	8 40		9 43										
Stop Board 226m. 9½c.													
Tigley													
Totnes	8 49	8 53		9 48½		10 29	10 49						
Ashburton Junction	8 54			9 49		10 50							
NEWTON ABBOT	9 9	9 17		10 2	10 8	11 5C	11 10						

J—All concerned must give special attention to the working of the Mail Train and everything must be done to ensure strict punctuality. Y—Includes 4 minutes Tavistock Junction to Hemerdon Junction for BE purposes Plympton 10 p.

PENZANCE AND ASHBURTON JUNCTION.

Up Trains.
Sundays.

STATIONS.	B		B		B		B	A		A		B	B
	8.0 p.m. Newquay to Falmouth Passenger.		St. Ives Passenger.		Passenger.		8.55 p.m. Falmouth Pass.	Paddington Passenger.		Paddington Passenger.		8.50 p.m. Newquay Pass.	10.0 p.m. Falmouth Pass.
	arr.	dep.	arr.	dep.	arr.	dep.	arr.	arr.	dep.	arr.	dep.	dep.	arr.
PENZANCE (Pass.)	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Ponsandane													
Penzance (Goods)			Commences May 21st, 1950.										
Long Rock													
Marazion													
St. Erth			8 10	8 12	8 35	8 38				8 54	8 57	Commences May 21st, 1950.	
Hayle					8 41	8 43				9 0	9 1		
Gwinear Road													
Camborne					8 55	8 57				9 13	9 15		
Roskear Junction													
Dolcoath Siding													
North Crofty Junction													
Carn Brea	Commences May 21st, 1950.				SUS- PEN- DED								
Carn Brea Yard													
Redruth Junction													
Redruth					9 4	9 6				9 22	9 24		
Drump Lane													
Scorrier													
Wheal Busy Siding													
Chacewater	8 55	8 56										9 46	
Baldhu													
Penwithers Junction	9 3				9 20		CXS			9 39		9 53	CS
TRURO	9 5	9 21			9 22		9 24		9 35	9 41	9 50	9 55	10 29
Probus													
Probus & Ladock Ptfm.													
Grampound Road								9 47		10 2			
Burngallow													
Trenance Siding													
Trenance Junction													
St. Austell					B			9 59	10 1	10 14	10 17		
Par Harbour													
Par					Passenger.			10 8	10 12	10 24	10 27		
Treverrin													
Lostwithiel										10 36	10 38		
Bodmin Road					arr.	dep.		10 26	10 28	10 45	10 47		
Largin													
Doublebois													
Tremabe					p.m.	p.m.		10 45	10 48	11 5	11 7		
Liskeard					10 21	10 22							
Menheniot					10 30	10 31							
Trerule					10 39	10 40		C11	CS	C11	27S		
St. Germans													
Wearde													
Saltash													
Royal Albert Bridge													
St. Budeaux West													
St. Budeaux Platform													
St. Budeaux East													
Keyham					arr.	dep.		11 13	11 15	11 32	11 34		
Ford Halt													
Dockyard Halt													
Devonport					p.m.	p.m.							
Devonport Junction					10 41	10 53		11 19		11 38			
Cornwall Junction													
PLYMOUTH													
Cornwall Junction													
NORTH ROAD	p.m.	p.m.	10 43	10 45	10 55			11 21	11 45	11 39	12 0		
Mannamoad													
Lipson Junction			10 49					11 49		12 4			
Laira Junction													
Tavistock Junction		10 50											
Plympton	N												
Hemerdon		11 7						12 0		12 15			
Cornwood													
Ivybridge													
Bittaford Platform													
Wrangaton													
Brent		11 25						12 14		12 29			
Rattery								12 16½		12 31½			
Stop Board 226m. 9½c.	11 33	P1137											
Tigley													
Totnes	1148PBE1154							12 22½		12 37½			
Ashburton Junction←	1156							12 23		12 38			
NEWTON ABBOT	12 27	12 5						12 37	12 45	12 52	1 2		

N—Includes 4 minutes Tavistock Junction to Hemerdon for BE purposes Plympton Loop.

U—First Part of 8.45 p.m. Penzance to Paddington, running via Somerton and Lavington. Not advertised.

TOTNES AND ASHBURTON.

THE SPEED OF TRAINS OVER THE BRANCH MUST NOT EXCEED 40 MILES PER HOUR.

Single Line worked by South Devon Block Telegraph Instruments and Train Staff and Ticket. The Staff Stations are Totnes, Buckfastleigh and Ashburton. Staverton is an Intermediate Block Post.

When absolutely necessary two Freight Trains, or a Passenger and a Freight Train, may cross at Buckfastleigh and Ashburton on the understanding that the Passenger Train is always kept on the Running Line, and if the Passenger Train has to stop at Buckfastleigh, it must stop at the Platform.

Down Trains.

Week Days only.

[illegible]

Up Trains.

Week Days only.

[illegible]

TOTNES QUAY BRANCH. Week Days only.

THE SPEED OF TRAINS OVER THE BRANCH MUST NOT EXCEED 15 MILES PER HOUR.

Mileage.		STATIONS.	Ruling Gradient 1 in	K			G			K		
				Freight.			Engine.			Freight.		
				arr.	dep.		arr.	dep.		arr.	dep.	
M.	C.	Totnes	.....	a.m.	p.m.	.....	a.m.	p.m.	.....	a.m.	p.m.	
..	..	Parklands Siding	.....	—	6 0	.....	—	4 15	.....	—	5 15	
..	..	Tram Gate	.....	6 5	6 25	.....	—	—	.....	5 20	5 35	
..	..	Tram Gate	.....	6 30	6 30	.....	4 25	—	.....	7 0	5 40	
..	..	Totnes	.....	94 F.	94 R.	.....	—	—	.....	—	—	

BRENT AND KINGSBRIDGE.

THE SPEED OF TRAINS OVER THE BRANCH MUST NOT EXCEED 35 MILES PER HOUR.

Single Line, worked by Electric Train Token Brent to Gara Bridge, and by Electric Train Staff Gara Bridge to Kingsbridge.

Down Trains.

Week Days only.

Distance from Brent and N.P. Mileage.	STATIONS.	Ruling Gradient 1 in	Time Allowances for Freight Trains. See page 6.				B		K		D		B		K		B		B		B	
			Point to Point Times.	Allow for Stop.	Allow for Start.	Mins.	Mixed. †	Empty WSO	Freight.	arr.	dep.	arr.	dep.	arr.	dep.	Mixed. †	Freight.	arr.	dep.	Pass.	Pass.	dep.	Pass.
M. C.				Mins.		Mins.	a.m.		a.m.		a.m.		a.m.					p.m.		p.m.		p.m.
—	BRENT	50 F.	—	1	1	1	8 25		9 15		10 15		12 24					1 50		4 15		5 20
2	Avonwick	83 F.	—	1	1	1	8 32		9 24		9 54		12 31					2 5		4 22		5 27
5	Gara Bridge	110 F.	—	1	1	1	8 40		9 44		9 55		12 39					2 15		4 33		5 35
7	Top-ham Crossing	50 R.	—	1	1	1	8 48		—		—		12 47					2 46		4 41		5 43
10	Lothwell	50 R.	—	1	1	1	8 59		10 11		10 13		12 58					3 0		4 52		5 54
12	Stop Board	50 F.	—	1	1	1	—		10 19		10 45		12 58					3 10		4 52		5 54
12	KINGSBRIDGE	50 F.	—	1	1	1	—		10 19		10 45		12 58					3 10		4 52		5 54

Up Trains.

Week Days only.

[illegible]

†—To convey Wagons with important traffic only from Brent. For Brent, at which Station it will be transferred to a Freight car, crossing 7.0 p.m. Brent at Gara Bridge.

†—To convey Wagons with important for Brent, at which Station it will be across 7.0 p.m. Brent at Gara Bridge.

PLYMOUTH AND YEALMPTON.
(ALL PASSENGERS)

THE SPEED OF TRAINS OVER THE BRANCH MUST NOT EXCEED 30 MILES PER HOUR.

Double Line between Mount Gould Junction and Cattewater Junction and between Friary "A" and "B" Boxes. Single line between Friary "A" Box and Cattewater Junction and between Cattewater Junction and Plymouth worked by Southern Region Electric Train Tablet. Single Line between Plymouth and Yealinton, worked by Electric Train Token.

When absolutely necessary two Freight Trains or a Passenger and a Freight Train may cross at Brixton Road on the understanding that the Passenger Train is always kept on the running line.

Down Trains.

Week Days only.

[illegible]

Up Trains.

Week Days only.

[illegible]

U—SUSPENDED. A—Runs on Cattle Market Days only.

Z—Does not run on Cattle Market Days.

YU. I. VERVORTON AND PRINCETOWN.

Single Line worked by Electric Train Staff. No Intermediate Crossing Place.

Dousland is a Block Post.

SPEED OF TRAINS ON THIS BRANCH NOT TO EXCEED 20 MILES AN HOUR.

Down Trains.

Week Days only.

[illegible]

Up Trains.

Week Days only.

[illegible]

SUTTON HARBOUR AND FRIARY BRANCHES—continued.

DOUBLE LINE

Down Trains.

Sundays.

STATIONS	S.R. Pass.		S.R. Freight		S.R. En- gine.		S.R. En- gine.		S.R. Pass.		S.R. En- gine.		S.R. Pass.		S.R. En- gine.		S.R. Pass.		S.R. En- gine.		S.R. Pass.		S.R. En- gine.		S.R. Pass.		S.R. En- gine.		S.R. Pass.		S.R. En- gine.	
	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.
Laura Junction	p.m.																															
LIPSON JUNCTION	9 18																															
Mount Gould Junction	9 19																															
Cattewater Junction																																
Friary Junction	9 19																															
Friary Passenger (S.R.)	9 22																															
Friary Goods Yard (S.R.)																																
Northey's Siding																																
SUTTON HARBOUR																																
North Quay Wharf																																

Up Trains.

Week Days.

Distances from Sutton Harbour.	C.	M.	C.	M.	C.	M.	C.	M.	C.	M.	C.	M.	C.	M.	C.	M.	C.	M.	C.	M.	C.	M.	C.	M.	C.	M.	C.	M.	C.	M.	C.	M.
North Quay Wharf																																
SUTTON HARBOUR																																
Northey's Siding																																
Friary Goods Yard (S.R.)																																
Friary Passenger (S.R.)																																
Friary Junction																																
Cattewater Junction																																
Mount Gould Junction																																
LIPSON JUNCTION																																
Laura Junction																																

a—To Mount Gould Junction.

b—From Friary Junction.

c—77 F. to Laura Junction.

d—From Mount Gould Junction.

SUTTON HARBOUR AND FRIARY BRANCHES—continued.

DOUBLE LINE.

Up Trains.

Week Days—continued.

[illegible]

Up Trains.

Week Days—continued.

Sundays.

[illegible]

All Trains from Sutton Harbour must stop dead before reaching the Home Signal for Friary Junction.

A—Runs on Cattle Market Days only.

N—Engine for 2.10 p.m. Plymouth (Millbay) to Exeter.

U—Engine for 4.15 p.m. Plymouth (Millbay) to Exeter.

Z—Does not run on Cattle Market Days.

PLYMOUTH, TAVISTOCK AND LAUNCESTON.

Single Line between Marsh Mills and Launceston, worked by Electric Train Staff between Marsh Mills and Lifton, and Electric Train Token between Lifton and Launceston. The Crossing Places are Bickleigh, Yelverton, Horrabridge, Tavistock, Lydford and Lifton. Down Trains must not draw ahead at Bickleigh.

SPEED OF TRAINS ON THIS BRANCH NOT TO EXCEED 40 MILES AN HOUR. (See page 142.)

Down Trains.

Week Days.

M.P. Mileage.	Distances from Plymouth.	STATIONS.	Ruling gradient 1 in	Time Allowances for Ordinary Freight Trains. See page 6.		K		B		B		B		K		K	
				Point to Point times.	Allow for Stop.	Mins.	Mins.	Mins.	Mins.	Freight. ¶		Pass.		Passenger.		Passenger.	
										arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.
M	—	C	—	—	—	—	—	—	—	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.
0	0	68	—	—	—	—	—	—	—	5:35	5:35	6:45	7:10	7:45	7:50	7:50	9:35
1	1	62	61 R	—	—	—	—	—	—	5:25	5:25	7:16	7:20	7:51	7:52	7:57	9:40
2	2	54	72 R	—	—	—	—	—	—	5:20	5:20	7:16	7:20	7:51	7:52	7:57	9:40
3	3	54	143 R	—	—	—	—	—	—	5:30	5:30	7:16	7:20	7:51	7:52	7:57	9:40
4	4	72	207 R	—	—	—	—	—	—	—	—	—	—	—	—	—	—
5	5	65	97 R	—	—	—	—	—	—	—	—	—	—	—	—	—	—
6	6	55	133 R	—	—	—	—	—	—	—	—	—	—	—	—	—	—
7	7	43	133 R	—	—	—	—	—	—	—	—	—	—	—	—	—	—
8	8	33	133 R	—	—	—	—	—	—	—	—	—	—	—	—	—	—
9	9	23	133 R	—	—	—	—	—	—	—	—	—	—	—	—	—	—
10	10	13	133 R	—	—	—	—	—	—	—	—	—	—	—	—	—	—
11	11	3	133 R	—	—	—	—	—	—	—	—	—	—	—	—	—	—
12	12	—	133 R	—	—	—	—	—	—	—	—	—	—	—	—	—	—
13	13	—	133 R	—	—	—	—	—	—	—	—	—	—	—	—	—	—
14	14	—	133 R	—	—	—	—	—	—	—	—	—	—	—	—	—	—
15	15	—	133 R	—	—	—	—	—	—	—	—	—	—	—	—	—	—
16	16	—	133 R	—	—	—	—	—	—	—	—	—	—	—	—	—	—
17	17	—	133 R	—	—	—	—	—	—	—	—	—	—	—	—	—	—
18	18	—	133 R	—	—	—	—	—	—	—	—	—	—	—	—	—	—
19	19	—	133 R	—	—	—	—	—	—	—	—	—	—	—	—	—	—
20	20	—	133 R	—	—	—	—	—	—	—	—	—	—	—	—	—	—
21	21	—	133 R	—	—	—	—	—	—	—	—	—	—	—	—	—	—
22	22	—	133 R	—	—	—	—	—	—	—	—	—	—	—	—	—	—
23	23	—	133 R	—	—	—	—	—	—	—	—	—	—	—	—	—	—
24	24	—	133 R	—	—	—	—	—	—	—	—	—	—	—	—	—	—
25	25	—	133 R	—	—	—	—	—	—	—	—	—	—	—	—	—	—
26	26	—	133 R	—	—	—	—	—	—	—	—	—	—	—	—	—	—
27	27	—	133 R	—	—	—	—	—	—	—	—	—	—	—	—	—	—
28	28	—	133 R	—	—	—	—	—	—	—	—	—	—	—	—	—	—
29	29	—	133 R	—	—	—	—	—	—	—	—	—	—	—	—	—	—
30	30	—	133 R	—	—	—	—	—	—	—	—	—	—	—	—	—	—
31	31	—	133 R	—	—	—	—	—	—	—	—	—	—	—	—	—	—

U—On Saturdays depart Millbay 7:25 a.m. and arrive North Road 7:29 a.m. On other days formed with 6:35 a.m. Saltash. (North Road arrive 6:53 a.m.).

¶—Must run strictly to time. Not to delay 5:50 a.m. Plymouth (North Road) to Tavistock.

§—On Saturdays Lydford 11:25 • 12:8, Coryton 12:19—12:30, Lifton 12:39 X 1:0 Launceston arrive 1:14 p.m.

N—On Saturdays engine of this train works the 12:33 p.m. passenger Tavistock to Plymouth.

PLYMOUTH, TAVISTOCK AND LAUNCESTON.

Down Trains.

Sundays.

STATIONS.	B		B		K		B		B		C		B		B	
	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.
	Passenger.		Passenger.		Freight.		Passenger.		Passenger.		Milk Empties.		Passenger.		Passenger.	
	RR		RR		RR		RR		RR				RR			
PLYMOUTH	SUSPENDED	10:30	10:45	11:00	SUSPENDED	11:25	SUSPENDED	11:45	12:00	12:15	12:30	12:45	1:00	1:15	1:30	1:45
NORTH ROAD	10:30	10:45	10:45	11:00	11:25	11:40	11:45	12:00	12:15	12:30	12:45	1:00	1:15	1:30	1:45	2:00
Laira Junction	10:30	10:45	10:45	11:00	11:25	11:40	11:45	12:00	12:15	12:30	12:45	1:00	1:15	1:30	1:45	2:00
Tavistock Junction	10:30	10:45	10:45	11:00	11:25	11:40	11:45	12:00	12:15	12:30	12:45	1:00	1:15	1:30	1:45	2:00
Marsh Mills	10:30	10:45	10:45	11:00	11:25	11:40	11:45	12:00	12:15	12:30	12:45	1:00	1:15	1:30	1:45	2:00
Lee Moor Crossing	10:30	10:45	10:45	11:00	11:25	11:40	11:45	12:00	12:15	12:30	12:45	1:00	1:15	1:30	1:45	2:00
Plym Bridge Platform	10:30	10:45	10:45	11:00	11:25	11:40	11:45	12:00	12:15	12:30	12:45	1:00	1:15	1:30	1:45	2:00
Bickleigh	10:30	10:45	10:45	11:00	11:25	11:40	11:45	12:00	12:15	12:30	12:45	1:00	1:15	1:30	1:45	2:00
Shaugh Bridge Pftm.	10:30	10:45	10:45	11:00	11:25	11:40	11:45	12:00	12:15	12:30	12:45	1:00	1:15	1:30	1:45	2:00
Clearbrook Halt	10:30	10:45	10:45	11:00	11:25	11:40	11:45	12:00	12:15	12:30	12:45	1:00	1:15	1:30	1:45	2:00
VELVERTON	10:30	10:45	10:45	11:00	11:25	11:40	11:45	12:00	12:15	12:30	12:45	1:00	1:15	1:30	1:45	2:00
Stop Board	10:30	10:45	10:45	11:00	11:25	11:40	11:45	12:00	12:15	12:30	12:45	1:00	1:15	1:30	1:45	2:00
Horra Bridge	10:30	10:45	10:45	11:00	11:25	11:40	11:45	12:00	12:15	12:30	12:45	1:00	1:15	1:30	1:45	2:00
Whitchurch Down Pftm.	10:30	10:45	10:45	11:00	11:25	11:40	11:45	12:00	12:15	12:30	12:45	1:00	1:15	1:30	1:45	2:00
TAVISTOCK	10:30	10:45	10:45	11:00	11:25	11:40	11:45	12:00	12:15	12:30	12:45	1:00	1:15	1:30	1:45	2:00
Quarry Sidings	10:30	10:45	10:45	11:00	11:25	11:40	11:45	12:00	12:15	12:30	12:45	1:00	1:15	1:30	1:45	2:00
Mary Tavy & B'kdown	10:30	10:45	10:45	11:00	11:25	11:40	11:45	12:00	12:15	12:30	12:45	1:00	1:15	1:30	1:45	2:00
Lydford	10:30	10:45	10:45	11:00	11:25	11:40	11:45	12:00	12:15	12:30	12:45	1:00	1:15	1:30	1:45	2:00
Stop Board	10:30	10:45	10:45	11:00	11:25	11:40	11:45	12:00	12:15	12:30	12:45	1:00	1:15	1:30	1:45	2:00
Liddaton Halt	10:30	10:45	10:45	11:00	11:25	11:40	11:45	12:00	12:15	12:30	12:45	1:00	1:15	1:30	1:45	2:00
Coryton	10:30	10:45	10:45	11:00	11:25	11:40	11:45	12:00	12:15	12:30	12:45	1:00	1:15	1:30	1:45	2:00
Lifton	10:30	10:45	10:45	11:00	11:25	11:40	11:45	12:00	12:15	12:30	12:45	1:00	1:15	1:30	1:45	2:00
LAUNCESTON	10:30	10:45	10:45	11:00	11:25	11:40	11:45	12:00	12:15	12:30	12:45	1:00	1:15	1:30	1:45	2:00

U—Devonport Junction pass 3:29 p.m. Worked by W.R. engine and men.

LAUNCESTON, TAVISTOCK AND PLYMOUTH—continued.

Up Trains.

Sundays.

STATIONS.	D		B		K		B		C		B		B	
	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.
LAUNCESTON ..	Coaches.		Passenger.		Freight.		Passenger.		Milk.		Passenger.		Passenger.	
	RR SUSPENDED		Commences April 2nd, 1950.		RR SUSPENDED		Commences April 2nd, 1950.		October 2nd, 1949, to March 28th, 1950 (inclusive).		RR SUSPENDED		Commences April 2nd, 1950.	
Lifton ..	a.m.		p.m.		p.m.		p.m.		p.m.		p.m.		p.m.	
Coryton ..	...		...		...		...		...		...		...	
Liddaton Halt ..	...		...		...		...		...		...		...	
Lydford ..	...		...		...		...		...		...		...	
Mary Tavy & B'kdown	...		...		...		...		...		...		...	
Quarry Siding ..	...		12 5		1 12		4 35		...		...		7 15	
TAVISTOCK ..	...		12 8		1 10		4 38		...		...		7 18	
Whitchurch Down Pftm.	...		12X16		1 25		4 46		...		...		7 26	
Horrabridge ..	...		12 21		1 47		4 51		...		...		7 31	
VELVERTON ..	X 11 45		12 20		P 1 49		...		...		...		...	
Stop Board ..	...		...		...		...		...		...		...	
Clearbrook Halt ..	...		12 24		...		4 54		...		...		7 34	
Shaugh Bridge Pftm.	...		12 28		...		4 58		...		...		7 38	
Bickleigh ..	...		12 31		...		5 1		...		...		7 41	
Stop Board ..	C 11 53S		12 30		2 1		5 6		...		...		7 46	
Plym Bridge Platform	...		...		...		...		...		...		...	
Lee Moor Crossing ..	...		12 36		...		...		...		...		...	
Marsh Mills ..	C 12 2S		12 39		2 14		5 10		...		...		7 50	
Tavistock Junction ..	C 12 3S		12 41		2 19		5 11		...		...		7 51	
Laira Junction ..	...		...		...		...		...		...		...	
NORTH ROAD ..	12 10		12 47		2 24		5 17		...		...		7 57	
PLYMOUTH ..	12 15		12 55		...		5 23		...		...		8 5	

U—Worked by W.R. engine and men. Devonport Junction pass 6 50 p.m.

LISKEARD AND LOOE.

THE SPEED OF TRAINS OVER THE BRANCH NOT TO EXCEED 25 MILES PER HOUR (20 miles per hour between Liskeard and Coombe Junction).

Single Line worked by Electric Train Token Liskeard to Looe. Intermediate Crossing Place Coombe Junction.

Down Trains.

[illegible]

A--Arrive Moorswater 12.17 p.m. and depart 12.50 p.m. for Coombe Junction

W—Engine depart Moorswater 6||15 a.m.

H—Also runs on Thursday, April 6th, and Fridays commencing May 26th, 1950.
V—Engine depart Moorswater 9.30 a.m.

W—Engine depart Moorswater 9.30 a.m.

Up Trains.

[illegible]

H—Also runs on Thursday, April 6th, and Fridays commencing May 28th 1950

H—Also runs on Thursday, April 6th, and Fridays commencing May 26th, 1950.
Moorswater 10/25 p.m. Z—Light Engine to Moorswater 6 p.m.

Moorswater 10||25 p.m.

The Guard issues tickets intermediately at Sandhurst, Coulsdon, St. Leonards and Croy. The last of these is the last station before the junction pass. 3

The Guard issues tickets intermediately at Sandplace, Causeland, St. Keyne and Coombe Junction.

LISKEARD AND LOOE—continued.

THE SPEED OF TRAINS OVER THE BRANCH NOT TO EXCEED 25 MILES PER HOUR (20 miles per hour between Liskeard and Coombe Junction).
Single Line worked by Electric Train Token Liskeard to Looe. Intermediate Crossing Place Coombe Junction.

Down Trains.

COMMENCES MAY 21st, 1950.

Sundays.

STATIONS.	B		B		B		B		B		B		B		B		B		B	
	Pass.	dep.	Pass.	dep.	Pass.	dep.	Pass.	dep.	Pass.	dep.	Pass.	dep.	Pass.	dep.	Pass.	dep.	Pass.	dep.	Pass.	dep.
V																				
LISKEARD	a.m.		a.m.		p.m.		p.m.		p.m.		p.m.		p.m.		p.m.		p.m.		p.m.	
Stop Board	9 0	10 45	—	10 55	1 5	—	2 31	—	4 30	—	7 41	—	8 10	—	8 40	—	8 51	—	8 56	—
Coombe Junction	9 10	10 55	1 15	11 0	2 40	—	2 41	—	4 40	—	7 51	—	8 10	—	8 40	—	8 51	—	8 56	—
St. Keyne	9 15	11 0	1 20	11 4	2 45	—	2 46	—	4 45	—	7 56	—	8 10	—	8 40	—	8 51	—	8 56	—
Causeland	9 19	11 4	1 24	11 8	2 50	—	2 50	—	4 50	—	8 0	—	8 10	—	8 40	—	8 51	—	8 56	—
Sandplace	9 23	11 8	1 28	11 14	2 54	—	2 54	—	4 54	—	8 4	—	8 10	—	8 40	—	8 51	—	8 56	—
LOOE	9 29	11 14	1 34	—	3 0	—	3 0	—	4 59	—	8 10	—	8 10	—	8 40	—	8 51	—	8 56	—

Up Trains.

COMMENCES MAY 21st, 1950.

Sundays.

STATIONS.	B		B		B		B		B		B		B		B		B		B	
	Pass.	dep.	Pass.	dep.	Pass.	dep.	Pass.	dep.	Pass.	dep.	Pass.	dep.	Pass.	dep.	Pass.	dep.	Pass.	dep.	Pass.	dep.
V																				
LOOE	a.m.		a.m.		p.m.		p.m.		p.m.		p.m.		p.m.		p.m.		p.m.		p.m.	
Sandplace	10 0	12 25	1 45	12 31	3 30	—	3 30	—	6 20	—	8 20	—	8 51Z	—	8 20	—	8 26	—	8 34	—
Causeland	10 6	12 31	1 51	12 35	3 36	—	3 36	—	6 26	—	8 26	—	8 34	—	8 26	—	8 34	—	8 43	—
St. Keyne	10 10	12 35	1 55	12 39	3 40	—	3 40	—	6 30	—	8 30	—	8 43	—	8 30	—	8 34	—	8 43	—
Coombe Junction	10 14	12 39	1 59	12 43	3 44	—	3 44	—	6 34	—	8 34	—	8 43	—	8 34	—	8 34	—	8 43	—
LISKEARD	10 23	12 43	2 8	12 48	3 53	—	3 53	—	6 43	—	8 43	—	8 43	—	8 43	—	8 43	—	8 43	—
	10 31	12 56	2 16	—	4 1	—	4 1	—	6 51	—	8 51Z	—	8 51Z	—	8 51Z	—	8 51Z	—	8 51Z	—

V—Engine depart Moorswater 8.40 a.m. Z—Light engine to Moorswater 9.0 p.m.
The Guard issues tickets intermediately at Sandplace, Causeland, St. Keyne and Coombe Junction.

BODMIN ROAD, BODMIN AND WADEBRIDGE.

Single Line worked by Electric Train Staff between Bodmin Road and Boscarne Junction with Bodmin Intervening. Between Boscarne and Wadebridge the Line is worked under the Train Tablet System as used by the Southern Region.

Down Trains.

Week Days only.

[illegible]

Down Trains—continued.

Week Days only.

[illegible]

TH—If running late and unable to leave Bodmin by 5.0 p.m., must be held until 5.18 p.m., Boscarne Junction 5.25, Wadebridge arrive 5.36 p.m.

N—S.R. Engine, coaches and Guard throughout.

U—Scholars' train (W.R. engine, coaches and Guard), calling at Nanstallon and Grogley Halts. Will not run during Bodmin Grammar School holidays.

W—W.R. Engine, coaches and Guard through to Padstow.
W.R. Trains to call at Rifle Range Platform (1½ miles from Wadebridge) if required, to set down and pick up troops.

WADEBRIDGE, BODMIN AND BODMIN ROAD.

Single Line worked by Electric Train Staff between Bodmin Road and Boscarne Junction with Bodmin intervening. Between Boscarne Junction and Wadebridge the Line is worked under the Train Tablet System as used by the S.R. Company.

Up Trains.

[illegible]

Up Trains.

[illegible]

H---If 4.32 p.m. (**SX**) Bodmin Road to Wadebridge unable to leave Bodmin by 5.0 p.m. (see page 114, note **H**), Empty Coaches to run direct to Bodmin (W.R.); arrive 5.2 p.m.

II—After working 48 h m Bodmin to Wadebridge.

§—Advertised 9.15 p.m. ‡ Conveys Goods-rated Cattle Traffic only.

W.R. Trains to call at Rifle Range Platform (1½ miles from Wadebridge) if required, to set down and pick up troops.

Mineral trains, bound to Bounin Road, are allowed 20 minutes for single loads and 25 minutes for double loads.

[illegible]

LOSTWITHIEL, FOWEY AND ST. BLAZEY.

The speed of trains over the Branch not to exceed 30 miles per hour.
Single Line worked by Electric Train Staff Lostwithiel to Fowey and by Electric Train Token Fowey to St. Blazezy.

Crossing Place, Fowey.

Down Trains.

M.P. Mileage.		Distances from Lostwithiel.	STATIONS.		Ruling Gradient 1 in	Time Allowances for Ordinary Freight Trains. See page 6.		Allow for Stop.		Allow for Start.		Mins.	
M.	C.		M.	C.		Point to Point times.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.
277	35	—	LOSTWITHIEL	...	dep.	62 F.	—	—	—	—	—	—	—
281	8	3	GOLANT	...	arr.	251 R.	11	1	1	1	1	1	1
281	66	4	Carne Point	...	dep.	77 R.	2	1	1	1	1	1	1
282	65	5	FOWEY	...	arr.	36 R.	—	—	—	—	—	—	—
285	20	6	Pinnock Tunnel	...	...	43 F.	9	1	1	1	1	1	1
285	2	6	Stop Board	...	...	146 F.	6	1	1	1	1	1	1
284	77	6	Stop Board	...	...	...	—	—	—	—	—	—	—
283	16	8	Foot of Incline	...	arr.	...	—	—	—	—	—	—	—
282	44	9	Par Bridge	...	arr.	...	—	—	—	—	—	—	—
282	22	9	ST. BLAZEY	...	arr.	...	—	—	—	—	—	—	—

Week Days.

M.P. Mileage.		Distances from Lostwithiel.	STATIONS.		Ruling Gradient 1 in	Time Allowances for Ordinary Freight Trains. See page 6.		Allow for Stop.		Allow for Start.		Mins.		Mins.		Mins.		Mins.		Mins.		Mins.		Mins.	
M.	C.		M.	C.		Point to Point times.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.
277	35	—	LOSTWITHIEL	...	dep.	62 F.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
281	8	3	GOLANT	...	arr.	251 R.	11	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
281	66	4	Carne Point	...	dep.	77 R.	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
282	65	5	FOWEY	...	arr.	36 R.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
285	20	6	Pinnock Tunnel	...	...	43 F.	9	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
285	2	6	Stop Board	...	...	146 F.	6	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
284	77	6	Stop Board	...	...	...	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
283	16	8	Foot of Incline	...	arr.	...	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
282	44	9	Par Bridge	...	arr.	...	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
282	22	9	ST. BLAZEY	...	arr.	...	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Down Trains—continued.

M.P. Mileage.		Distances from Lostwithiel.	STATIONS.		Ruling Gradient 1 in	Time Allowances for Ordinary Freight Trains. See page 6.		Allow for Stop.		Allow for Start.		Mins.		Mins.		Mins.		Mins.		Mins.		Mins.		Mins.	
M.	C.		M.	C.		Point to Point times.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.
277	35	—	LOSTWITHIEL	...	dep.	62 F.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
281	8	3	GOLANT	...	arr.	251 R.	11	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
281	66	4	Carne Point	...	dep.	77 R.	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
282	65	5	FOWEY	...	arr.	36 R.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
285	20	6	Pinnock Tunnel	...	...	43 F.	9	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
285	2	6	Stop Board	...	...	146 F.	6	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
284	77	6	Stop Board	...	...	...	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
283	16	8	Foot of Incline	...	arr.	...	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
282	44	9	Par Bridge	...	arr.	...	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
282	22	9	ST. BLAZEY	...	arr.	...	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Week Days.

M.P. Mileage.		Distances from Lostwithiel.	STATIONS.		Ruling Gradient 1 in	Time Allowances for Ordinary Freight Trains. See page 6.		Allow for Stop.		Allow for Start.		Mins.		Mins.		Mins.		Mins.		Mins.		Mins.		Mins.	
M.	C.		M.	C.		Point to Point times.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.
277	35	—	LOSTWITHIEL	...	dep.	62 F.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
281	8	3	GOLANT	...	arr.	251 R.	11	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
281	66	4	Carne Point	...	dep.	77 R.	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
282	65	5	FOWEY	...	arr.	36 R.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
285	20	6	Pinnock Tunnel	...	...	43 F.	9	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
285	2	6	Stop Board	...	...	146 F.	6	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
284	77	6	Stop Board	...	...	...	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
283	16	8	Foot of Incline	...	arr.	...	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
282	44	9	Par Bridge	...	arr.	...	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
282	22	9	ST. BLAZEY	...	arr.	...	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Sundays.

M.P. Mileage.		Distances from Lostwithiel.	STATIONS.		Ruling Gradient 1 in	Time Allowances for Ordinary Freight Trains. See page 6.		Allow for Stop.		Allow for Start.		Mins.		Mins.		Mins.		Mins.		Mins.		Mins.		Mins.	
M.	C.		M.	C.		Point to Point times.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.
277	35	—	LOSTWITHIEL	...	dep.	62 F.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
281	8	3	GOLANT	...	arr.	251 R.	11	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
281	66	4	Carne Point	...	dep.	77 R.	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
282	65	5	FOWEY	...	arr.	36 R.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
285	20	6	Pinnock Tunnel	...	...	43 F.	9	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
285	2	6	Stop Board	...	...	146 F.	6	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
284	77	6	Stop Board	...	...	...	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
283	16	8	Foot of Incline	...	arr.	...	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
282	44	9	Par Bridge	...	arr.	...	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
282	22	9	ST. BLAZEY	...	arr.	...	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

All Freight and Mineral Trains must stop dead before descending the Incline into Fowey to pin down Brakes, and stop at the Station to pick up the Brakes. Bank Engine assisting Mineral Trains between St. Blazezy and Stop Board must in all cases be coupled to the rear of the Trains (*vide* Appendix to the Book of Rules and Regulations). When double loads are taken 5 minutes more allowed. When double loads conveyed Par Bridge to Fowey 3 minutes more to be taken.

Commences May 21st, 1950.

All Freight and Mineral Trains must stop dead before descending the Incline into Fowey to pin down Brakes, and stop at the Station to pick up the Brakes. Bank Engine assisting Mineral Trains between St. Blazey and Stop Board must in all cases be coupled to the rear of the Trains (*vide* Appendix to the Book of Rules and Regulations). When double loads are taken 5 minutes more allowed. When double loads conveyed Par Bridge to Fowey 3 minutes more to be taken. Z—This train must run to time. U—Fowey shunt engine banks this train as from St. Blazey.

PAR AND NEWQUAY.

The Crossing Places are St. Blazey, Luxulyan, Goonbarrow Junction, Bugle, Roche, Tregoss Moor, St. Dennis Junction, St. Columb Road and Tolcarn Junction. St. Blazey Bridge Crossing is an intermediate Block Post.

Double Line Par to St. Blazey, Goonbarrow Junction to Bugle, Tregoss Moor to St. Dennis Junction, and Tolcarn Junction to Newquay.

Single Line St. Blazey to Goonbarrow Jct., Bugle to Tregoss Moor, and St. Dennis Junction to Tolcarn Junction, worked by Electric Train Staff to St. Blazey to Goonbarrow Junction and by Electric Train Token to St. Blazey to Goonbarrow Junction and Bugle to Tregoss Moor.

Down Trains.

Week Days.

M.P. Mileage.	Distances from Par.	STATIONS.	Ruling gradient 1 in	Time Allowances for Ordinary Freight Trains. See page 6.			K	J	A	K		B		B	K		Retew Mineral.	Passenger.		K	Trans- fer.
				Point to Point times.	Allow for Stop.	Allow for Start.				arr.	dep.	arr.	dep.		arr.	dep.		arr.	dep.		
Mins.	Mins.	Mins.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	
281	66	PAR.	100 R.	1	1	1	4 37	4 37	CS	CS	6 25	6 25	6 25	6 25	6 25	6 25	6 25	6 25	6 25	6 25	6 25
282	22	St. Blazey	157 R.	1	1	1	4 40	4 40	CS	CS	6 25	6 25	6 25	6 25	6 25	6 25	6 25	6 25	6 25	6 25	6 25
283	32	Middleway Crossing	157 R.	1	1	1	4 45	4 45	CS	CS	6 25	6 25	6 25	6 25	6 25	6 25	6 25	6 25	6 25	6 25	6 25
284	73	St. Blazey Bridge Crossing	157 R.	1	1	1	4 45	4 45	CS	CS	6 25	6 25	6 25	6 25	6 25	6 25	6 25	6 25	6 25	6 25	6 25
285	13	Pontsmill Siding	39 R.	1	1	1	4 45	4 45	CS	CS	6 25	6 25	6 25	6 25	6 25	6 25	6 25	6 25	6 25	6 25	6 25
286	78	Luxulyan.	35 R.	1	1	1	4 45	4 45	CS	CS	6 25	6 25	6 25	6 25	6 25	6 25	6 25	6 25	6 25	6 25	6 25
287	40	Geonbarrow Junction	67 R.	1	1	1	4 45	4 45	CS	CS	6 25	6 25	6 25	6 25	6 25	6 25	6 25	6 25	6 25	6 25	6 25
288	76	Moltonis Crossing	124 R.	1	1	1	4 45	4 45	CS	CS	6 25	6 25	6 25	6 25	6 25	6 25	6 25	6 25	6 25	6 25	6 25
289	3	Bugle	45 R.	1	1	1	4 45	4 45	CS	CS	6 25	6 25	6 25	6 25	6 25	6 25	6 25	6 25	6 25	6 25	6 25
290	40	Roche	39 R.	1	1	1	4 45	4 45	CS	CS	6 25	6 25	6 25	6 25	6 25	6 25	6 25	6 25	6 25	6 25	6 25
291	33	Stop Board	40 F.	1	1	1	4 45	4 45	CS	CS	6 25	6 25	6 25	6 25	6 25	6 25	6 25	6 25	6 25	6 25	6 25
292	10	Tregoss Moor Crossing	40 F.	1	1	1	4 45	4 45	CS	CS	6 25	6 25	6 25	6 25	6 25	6 25	6 25	6 25	6 25	6 25	6 25
293	12	St. DENNIS JUNCTION	96 F.	1	1	1	4 45	4 45	CS	CS	6 25	6 25	6 25	6 25	6 25	6 25	6 25	6 25	6 25	6 25	6 25
294	21	St. Columb Road	55 R.	1	1	1	4 45	4 45	CS	CS	6 25	6 25	6 25	6 25	6 25	6 25	6 25	6 25	6 25	6 25	6 25
295	11	St. Columb Road	55 R.	1	1	1	4 45	4 45	CS	CS	6 25	6 25	6 25	6 25	6 25	6 25	6 25	6 25	6 25	6 25	6 25
296	23	Hallow Crossing	186 F.	1	1	1	4 45	4 45	CS	CS	6 25	6 25	6 25	6 25	6 25	6 25	6 25	6 25	6 25	6 25	6 25
297	14	Coswarth Crossing	78 F.	1	1	1	4 45	4 45	CS	CS	6 25	6 25	6 25	6 25	6 25	6 25	6 25	6 25	6 25	6 25	6 25
298	49	Quintel Downs Siding & Pftm.	71 F.	1	1	1	4 45	4 45	CS	CS	6 25	6 25	6 25	6 25	6 25	6 25	6 25	6 25	6 25	6 25	6 25
299	16	Chapel Crossing	93 F.	1	1	1	4 45	4 45	CS	CS	6 25	6 25	6 25	6 25	6 25	6 25	6 25	6 25	6 25	6 25	6 25
300	55	Tencreek Crossing	85 F.	1	1	1	4 45	4 45	CS	CS	6 25	6 25	6 25	6 25	6 25	6 25	6 25	6 25	6 25	6 25	6 25
301	36	Tolcarn Junction	93 F.	1	1	1	4 45	4 45	CS	CS	6 25	6 25	6 25	6 25	6 25	6 25	6 25	6 25	6 25	6 25	6 25
302	51	NEWQUAY	151 F.	1	1	1	4 45	4 45	CS	CS	6 25	6 25	6 25	6 25	6 25	6 25	6 25	6 25	6 25	6 25	6 25

Should there be any day traffic for Fowey put off at Par by night, the person in charge at Par must advise St. Blazey not later than 7.0 a.m. the names of the vessels the traffic is for, giving the number of trucks for each so that arrangements may be made for working the traffic forward.

Trucks for Pontmill Siding may be pushed by Engines of Down Trains from St. Blazey to the Sidings, but the speed of the Train between these points must not exceed eight miles an hour. The Guard must always ride on the leading vehicle, to keep a good look-out ahead and to give the Engine Driver any signal that may be necessary.

U—Formed with through coaches off 9.40 p.m. (FO) Wolverhampton to Penzance. Par arrive 6.32 a.m. (see page 12).

§—Must run punctually. Tail traffic for intermediate points in the Branch must not be attached to this train.

NEWQUAY AND PAR.

Single Line—Tolcarn Junction to St. Dennis Junction, Tregoss Moor to Bugle, and Goonbarrow Junction to St. Blazey, worked by Electric Train Staff Tolcarn Junction to St. Dennis Junction and by Electric Train Token Tregoss Moor to Bugle and Goonbarrow Junction to St. Blazey.
 Double Line—Newquay to Tolcarn Junction, St. Dennis Junction to Tregoss Moor, Bugle to Goonbarrow Junction and St. Blazey to Par.
 The Crossing Places are Tolcarn Junction, St. Dennis Junction, Tregoss Moor, Roche, Bugle, Goonbarrow Junction, Luxulyan and St. Blazey. St. Blazey Bridge Crossing is an intermediate block post.

Up Trains.

Week Days.

Distance.	STATIONS.	Ruling gradient 1 in	Time Allowances for Ordinary Freight Trains. See page 57.		G	K	J	G	K	Car. Min. eral.	Bod. min. Road En. gine.	Lost. Road withal Auto.	Trans- fer.	A		A	Bir- ming- ham Pass.	Passenger.	Min- eral.	Freight.
			Point to Point time.	Allow for Stop.	Allow for Start.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.
M.	C.		Mins.	Mins.	Mins.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.
1	65	NEWQUAY	2	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
2	15	Tolcarn Junction	1	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
3	65	Tencreek Crossing	1	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
4	76	Chapel Crossing	1	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
5	35	Quintrel Downs Siding & Puffin.	1	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
6	4	Coswarth Crossing	1	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
7	28	Hallowen Crossing	1	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
8	40	St. Dennis Junction	1	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
9	30	Tregoss Moor Crossing	1	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
10	58	Stop Board	1	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
11	48	Bugle	1	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12	14	Molinnis Crossing	1	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
13	11	Goonbarrow Junction	1	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
14	53	Luxulyan	1	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
15	17	Stop Board	1	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
16	58	Pontsmill Siding	1	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
17	19	St. Blazey Bridge Crossing	1	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
18	58	Middleway Crossing	1	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
19	29	St. Blazey	1	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
20	66	PAR	1	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...

§—Par depart 9.7 a.m. See page 66.

All Up Freight and Mineral Trains must stop dead at the Stop Board near Roche Up Distant Signal to pin down Brakes, before descending the Incline to the Station.
 All Up Mineral Trains must stop dead at St. Blazey Up Home Signal.
 All Up Freight and Mineral Trains must stop dead at the top of the Luxulyan Bank to pin down Brakes before descending the Incline to St. Blazey, and stop at St. Blazey Bridge Crossing to pick up the Brakes.
 Up Mineral Trains will make two trips to Roche, if required.
 Guards must carefully watch the running of their Trains when descending the Inclines, and be prepared to apply their Brakes, when necessary, in accordance with the Rules.
 The running times for Up Mineral Trains between Luxulyan and St. Blazey apply only to trains consisting of 15 or more loaded 10 or 12-ton wagons. For trains of 14 wagons or less the time allowed from Luxulyan to St. Blazey is 22 minutes, including time for Incline requirements. Trains must not, however, descend the Incline at speed exceeding 15 miles an hour.

PAR AND NEWQUAY.

Down Trains—continued.

Week Days.

STATIONS.	B		B		K		B		B		B		K		K		K		J	
	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.
PAR																				
St. Blazey	a.m. 7 25	—	a.m. 7 45	—	a.m. 7 50	—	a.m. 8 00	—	a.m. 8 14	—	a.m. 8 24	—	a.m. 8 27	—	a.m. 8 31	—	a.m. 8 35	—	a.m. 8 40	—
Middleway Crossing	—	CS	—	CS	—	CS	—	CS	—	CS	—	CS	—	CS	—	CS	—	CS	—	CS
St. Blazey Bridge Crossing	—	CS	—	CS	—	CS	—	CS	—	CS	—	CS	—	CS	—	CS	—	CS	—	CS
Pontmill Siding	7 39	7 39½	7 59	8 0	8 14	8 24	8 31	8 35	8 45	8 50	8 55	9 00	9 05	9 10	9 15	9 20	9 25	9 30	9 35	9 40
Luxulyan	—	CS	—	CS	—	CS	—	CS	—	CS	—	CS	—	CS	—	CS	—	CS	—	CS
Goonbarrow Junction	7 44½	7 45	8 5	8 6	8 11	8 12	8 16	8 17	8 21	8 22	8 26	8 27	8 31	8 32	8 36	8 37	8 41	8 42	8 46	8 47
Molinnis Crossing	7 50	7 50½	8 11	8 12	8 27	—	8 31	8 32	8 36	8 37	8 41	8 42	8 46	8 47	8 51	8 52	8 56	8 57	9 01	9 02
Bugle	—	CS	—	CS	—	CS	—	CS	—	CS	—	CS	—	CS	—	CS	—	CS	—	CS
Roche	—	CS	—	CS	—	CS	—	CS	—	CS	—	CS	—	CS	—	CS	—	CS	—	CS
Stop Board	—	CS	—	CS	—	CS	—	CS	—	CS	—	CS	—	CS	—	CS	—	CS	—	CS
Tregoss Moor Crossing	8 3	8 5	8 26	8 27	8 41	8 42	8 46	8 47	8 51	8 52	8 56	8 57	9 01	9 02	9 06	9 07	9 11	9 12	9 16	9 17
ST. DENNIS JUNCTION	—	CS	—	CS	—	CS	—	CS	—	CS	—	CS	—	CS	—	CS	—	CS	—	CS
St. Columb Road	—	CS	—	CS	—	CS	—	CS	—	CS	—	CS	—	CS	—	CS	—	CS	—	CS
Halloon Crossing	—	CS	—	CS	—	CS	—	CS	—	CS	—	CS	—	CS	—	CS	—	CS	—	CS
Coswarth Crossing	—	CS	—	CS	—	CS	—	CS	—	CS	—	CS	—	CS	—	CS	—	CS	—	CS
Quinrel Downs Siding & Ptfm.	—	CS	—	CS	—	CS	—	CS	—	CS	—	CS	—	CS	—	CS	—	CS	—	CS
Chapel Crossing	—	CS	—	CS	—	CS	—	CS	—	CS	—	CS	—	CS	—	CS	—	CS	—	CS
Tencreek Crossing	—	CS	—	CS	—	CS	—	CS	—	CS	—	CS	—	CS	—	CS	—	CS	—	CS
Tolcarn Junction	—	CS	—	CS	—	CS	—	CS	—	CS	—	CS	—	CS	—	CS	—	CS	—	CS
NEWQUAY	8 20	—	8 45	—	9 30	—	9 30	—	9 30	—	9 30	—	9 30	—	9 30	—	9 30	—	9 30	—

N—From July 2nd to September 17th (inclusive) formed with through coaches off 11.35 p.m. (Friday night) from Paddington (Far arrive 7.1 a.m.)
 U—if not able to leave St. Columb Road by 10.8 a.m. to be held to cross 10.10 a.m. Newquay.
 ¶—Must not be held after this time for Main Line trains.

PAR AND NEWQUAY.

Down Trains—continued.

Week Days.

STATIONS.	B		K		K		B		G		B		B		G		B		K		B		K	
	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.
PAR																								
St. Blazey Crossing																								
St. Blazey Bridge Crossing																								
Pontmill Siding																								
Luxulyan																								
Goonbarrow Junction																								
Molins Crossing																								
Ruge																								
Roche																								
Stop Board																								
Tregoss Moor Crossing																								
ST DENNIS JUNCTION																								
St. Columb Road																								
Halloon Crossing																								
Coosworth Crossing																								
Quainton Dns S. & P. dm.																								
Chapel Crossing																								
Tencreek Crossing																								
Tolcam Junction																								
NEWQUAY																								

a—Forms 1.55 p.m. Newquay to Truro.

¶—To start at 12.15 p.m. (Luxulyan arrive 12.35 p.m.) when 12.22 p.m. (Passenger) Par to Newquay unable to leave before 12.40 p.m. due to late running of 12.30 a.m. Manchester to Penzance.

NEWQUAY AND PAR.

Up Trains—continued.

Week Days.

STATIONS.	K		B		J		K		D		K		K		B		B		B		K		Trans-fer
	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	
NEWQUAY	p.m.	p.m.																					
Tolcarne Junction	...	...																					
Tenacre Crossing	...	...																					
Chapel Crossing	...	...																					
Quintrell Downs Siding & P'tm.	...	...																					
Quintrell Crossing	...	...																					
Haloon Crossing	...	...																					
St. Columb Road	...	...																					
ST. DENNIS JUNCTION	...	...																					
Tregoss Moor Crossing	...	...																					
Stop Board	12 37	12 39																					
Roche	12 43	12 55																					
Bugle	...	...																					
Nolmills Crossing	...	...																					
Geonbarrow Junction	...	...																					
Luxulyan	...	...																					
Stop Board	1 8	1 42																					
Pontsmill Siding	1 44	1 48																					
St. Blazey Bridge Crossing	...	...																					
Middleway Crossing	...	...																					
St. Blazey	...	...																					
PAR	2X10	—																					

S—Advertised Bugle depart 6.45 p.m.

PAR AND NEWQUAY.

Down Trains—continued.

Week Days—continued.

Sundays.

STATIONS.	B		G		B		B		J		B		B		J		B		B		B		B	
	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.
PAR	p.m.	p.m.	Light	Light	Passenger.	Passenger.	Passenger.	Passenger.	Passenger.	Passenger.	Passenger.	Passenger.	Passenger.	Passenger.	Passenger.	Passenger.	Passenger.	Passenger.	Passenger.	Passenger.	Passenger.	Passenger.	Passenger.	Passenger.
St. Blazey Crossing	6 30	6 30	En- gine	En- gine	Empty	Empty	Empty	Empty	Empty	Empty	Empty	Empty	Empty	Empty	Empty	Empty	Empty	Empty	Empty	Empty	Empty	Empty	Empty	Empty
Middleway Bridge Crossing	CS	CS	St.	St.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.	Auto.
St. Blazey Bridge Crossing	6 44	6 45	Austell.	Austell.	Lost	Lost	Lost	Lost	Lost	Lost	Lost	Lost	Lost	Lost	Lost	Lost	Lost	Lost	Lost	Lost	Lost	Lost	Lost	Lost
Pontsmill Siding	6 44	6 45	SX	SX	withd.	withd.	withd.	withd.	withd.	withd.	withd.	withd.	withd.	withd.	withd.	withd.	withd.	withd.	withd.	withd.	withd.	withd.	withd.	withd.
Luxulyan	6 44	6 45			Passenger.	Passenger.	Passenger.	Passenger.	Passenger.	Passenger.	Passenger.	Passenger.	Passenger.	Passenger.	Passenger.	Passenger.	Passenger.	Passenger.	Passenger.	Passenger.	Passenger.	Passenger.	Passenger.	Passenger.
Goonbarrow Junction	6 50X	6 51			Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences
Mollinis Crossing	6 57	6 58			April 3rd,	April 3rd,	April 3rd,	April 3rd,	April 3rd,	April 3rd,	April 3rd,	April 3rd,	April 3rd,	April 3rd,	April 3rd,	April 3rd,	April 3rd,	April 3rd,	April 3rd,	April 3rd,	April 3rd,	April 3rd,	April 3rd,	April 3rd,
Bugle	6 57	6 58			1950.	1950.	1950.	1950.	1950.	1950.	1950.	1950.	1950.	1950.	1950.	1950.	1950.	1950.	1950.	1950.	1950.	1950.	1950.	1950.
Roche	6 57	6 58			Passenger.	Passenger.	Passenger.	Passenger.	Passenger.	Passenger.	Passenger.	Passenger.	Passenger.	Passenger.	Passenger.	Passenger.	Passenger.	Passenger.	Passenger.	Passenger.	Passenger.	Passenger.	Passenger.	Passenger.
Stop Board	6 57	6 58			Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences
Tregoss Moor Crossing	7 12	7 15			Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences
ST. DENNIS JUNCTION	7 12	7 15			Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences
St. Columb Road	7 12	7 15			Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences
Halloon Crossing	7 12	7 15			Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences
Coswarth Crossing	7 12	7 15			Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences
Quintrel Dns Siding & P.	7 12	7 15			Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences
Chapel Crossing	7 12	7 15			Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences
Tencreek Crossing	7 12	7 15			Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences
Totcarn Junction	7 12	7 15			Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences
NEWQUAY	7 30	7 30			Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences	Com- mences

H—Also runs on Thursday, April 6th, 1950.
T—Tickets to be collected at Newquay.

NEWQUAY AND PAR.

Up Trains—continued.

Week Days—continued.

Sundays.

STATIONS.	B		B		B		J		D		B		B		B		B		B		B		B		B	
	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.
NEWQUAY	p.m. 8 10		p.m. 8 10		p.m. 8 10		p.m. 8 10		p.m. 8 10		p.m. 8 10		p.m. 8 10		p.m. 8 10		p.m. 8 10		p.m. 8 10		p.m. 8 10		p.m. 8 10		p.m. 8 10	
Tolcarne Junction	CS		CS		CS		CS		CS		CS		CS		CS		CS		CS		CS		CS		CS	
Tencreek Crossing																										
Chapel Crossing																										
Quintrel Downs Siding & Pftm.																										
Coswarth Crossing																										
Hallow Crossing																										
St. Columb Road																										
ST. DENNIS JUNCTION	8 25	8 27	CS		CS		CS		CS		CS		CS		CS		CS		CS		CS		CS		CS	
Tregoss Moor Crossing																										
Stop Board																										
Roche	8 40X	8 42	CS		CS		CS		CS		CS		CS		CS		CS		CS		CS		CS		CS	
Bugle	8 47	8 48																								
Mollins Crossing																										
Goonbarrow Junction																										
Luxulyan	CS		CS		CS		CS		CS		CS		CS		CS		CS		CS		CS		CS		CS	
Stop Board	8 53	8 54																								
Pontmill Siding																										
St. Blazey Bridge Crossing																										
Middleway Crossing																										
St. Blazey																										
PAR	9 6		CS		CS		CS		CS		CS		CS		CS		CS		CS		CS		CS		CS	

N—Advertised 2 minutes in advance.

U—Also runs on Thursday, April 6th, 1950.

¶—Depart 1.10 p.m. to Truro and Newquay (see pages 50 and 132).

BURNGULLOW, DRINNICK MILL AND ST. DENNIS JUNCTION.

The speed on this Branch not to exceed 10 miles per hour.

Single Line. worked by Electric Train Staff. Crossing places, Kernick and Drinnick Mill. Freight Trains only.

[illegible]

All Down Trains must stop at Whitegate to pin down Brakes, if required.

When Empty or Loaded Trucks are taken from Little Treviscoe to Varcoes or Slip Siding they may be pushed by the Engine from Little Treviscoe.

Trucks for Whitegate Siding may be pushed by Engines or Up Trains from St. Dennis Junction to the Sidings, but the speed of the Train between those points must not exceed 8 miles an hour.

When there are trucks at Drinnick Mill to be taken to Luke's New Siding they may be pushed by the Engine from Drinnick Mill, but the speed of the train must not exceed 8 miles an hour and the Shunter must ride on the leading truck to keep a look-out and give any necessary signal to the Driver.

GOONBARROW JUNCTION AND CARBEAN SIDING.

SINGLE LINE WORKED BY TRAIN STAFF.

THE SPEED OF TRAINS ON THIS BRANCH MUST NOT EXCEED 10 MILES AN HOUR.

The running times for Trains between Goonbarrow Junction and Gunheath Siding which do not call at any of the intermediate Sidings is 23 minutes.

Freight Trains only.

Down Trains.

Week Days only.

M.P. Mileage.		Distance from Goonbarrow Junction.		STATIONS.	Ruling Gradient 1 in	K		K	
M.	C.	M.	C.			dep.		dep.	
282	20	—	—	ST. BLAZEY	—	a.m. 7 50	..	p.m. 12 35	..
287	40	—	—	Goonbarrow Junction ..	35 R	10 0	..	2 0	..
287	44	0	4	Rosevear & Wheal Anna Siding ..	L	CR	..	CR	..
287	54	0	14	Wheal Henry Siding ..	116 R	CR	..	CR	..
—	—	—	—	Old Beam Crossing ..	116 R	—	..	—	..
288	35	0	75	Old Beam Siding ..	39 R	CR	..	CR	..
—	—	1	10	Netley Crossing ..	39 R	—	..	—	..
288	55	1	15	Imperial Siding ..	39 R	CR	..	CR	..
288	63	1	30	New Caudledown Siding ..	39 R	CR	..	CR	..
289	14	1	53	Caudledown Siding ..	68 R	CR	..	CR	..
—	—	2	16	Stop Board ..	40 R	P	..	P	..
290	41	3	9	Gunheath Siding ..	L	CR	..	CR	..
290	43	3	11	Carthew Crossing ..	L	—	..	—	..
291	0	3	39	CARBEAN SIDING	L	11 0	..	3 0	..

Up Trains.

Week Days only.

Distance from Carbean Siding.		STATIONS.	Ruling Gradient 1 in	K		K	
M.	C.			dep.		dep.	
—	—	CARBEAN SIDING	—	a.m. 11 30	..	p.m. 3 30	..
0	28	Carthew Crossing ..	L	—	..	—	..
0	30	Gunheath Siding ..	L	CR	..	CR	..
0	77	Stop Board ..	L	P	..	P	..
1	66	Caudledown Siding ..	40 F	CR	..	CR	..
2	9	New Caudledown Siding ..	39 F	CR	..	CR	..
2	24	Imperial Siding ..	39 F	CR	..	CR	..
2	29	Netley Crossing ..	39 F	—	..	—	..
2	44	Old Beam Siding ..	39 F	CR	..	CR	..
—	—	Old Beam Crossing ..	39 F	—	..	—	..
3	22	Stop Board ..	116 F	P	..	P	..
3	25	Wheal Henry Siding ..	116 F	CR	..	CR	..
3	35	Rosevear & Wheal Anna Siding ..	116 F	—	..	—	..
3	9	Goonbarrow Junction ..	L	CR	..	CR	..
—	—	ST. BLAZEY ..	35 F	12 45	..	4 30	..
—	—	—	—	1 30	..	5 20	..

TRENANCE JUNCTION AND LANSALSON.

Freight Trains only.

SINGLE LINE WORKED BY TRAIN STAFF.

THE SPEED OF TRAINS ON THIS BRANCH MUST NOT EXCEED 10 MILES AN HOUR.

Down Trains.

Week Days only.

Up Trains.

Distance and M.P. Mileage.		STATIONS.	Ruling Gradient 1 in	K Min-eral.	Distance.	K	
M.	C.					dep.	dep.
—	—	TRENANCE JUNCTION	—	a.m. 8 22	—	—	a.m. 9 20
—	37	Carlyon Farm Siding ..	40 R	—	15	—	—
—	45 1/2	Bojea Sidings ..	40 R	8 30	—	40 F	CR
1	24	Lower Ruddle and Boskell Sidings ..	40 R	—	73	40 F	9 30
1	39	LANSALSON	40 R	8 40	1 2	40 F	—
—	—	—	—	—	1 39	40 F	9 42

TRURO AND FALMOUTH.

Double Line Truro to Penwithers Junction.
Single Line, Penwithers Junction to Falmouth, worked by Electric Train Staff, Penwithers Junction to Penryn and Electric Train Token, Penryn to Falmouth. Intermediate Crossing Places, Perranwell and Penryn.

Down Trains. Week Days.

[illegible]

Sundays.

STATIONS.	B		Passenger.		B		Passenger.		K		B		Passenger.		B		Passenger.		B		8.0 p.m. New-quay Pass.	
	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.
TRURO.....	a.m.	7 30	a.m.	8 30	a.m.	10 14	a.m.	—	a.m.	10 30	p.m.	12 1	p.m.	—	p.m.	4 0	p.m.	6 50	p.m.	7 45	p.m.	9 5
Pennethers Junction... ..	—	C S	—	C S	—	X C S	—	—	—	C S	—	X C S	—	—	—	C S	—	C S	—	C S	—	X C S
Perranwell	7 40	7 41	8 40	8 41	10 24	10 25	—	—	10 45	10 55	12 11	12 12	2 1	2 2	4 10	4 11	6 0	6 1	7 55	7 56	9 31	9 32
Stop Board	—	—	—	—	—	—	—	—	11 6	11 8	12 20	12 21	2 10	2 11	4 19	4 20	6 9	6 10	8 4	8 5	9 40	9 41
Pennryn	7 49 X	7 50	8 49	8 50	10 33	10 35	—	—	11 13	11 54	12 20	12 21	—	—	—	—	—	—	—	—	—	—
Pennere Sidings	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Pennmere	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
FALMOUTH	7 59	7 55	8 59	8 55	10 40	10 44	—	—	12 6	—	12 30	—	2 20	2 16	4 29	4 25	6 19	6 15	8 14	8 10	9 50	9 46

Commences May 21st, 1950.

N—Not to leave later than 4.55 p.m. If this will not ensure connection with 10.30 a.m. Paddington, Branch Train to leave at 4.40 p.m. (advertised time). See also note **U**, page 129. **V**—If no traffic for Falmouth, train to terminate at Penryn. **Y**—Runs at these times Sept. 28th, 1949 to April 1st, 1950. **Z**—Also runs Thursday, April 6th, and Fridays commencing May 26th, 1950. Other days **RR**.

Double Line Truro to Penwithers Junction. Single Line, Penwithers Junction to Falmouth, worked by Electric Train Staff Penwithers Junction to Penryn and Electric Train Token Penryn to Falmouth. Intermediate Crossing Places, Perranwell and Penryn.

[illegible][illegible]

6—F

CHACEWATER AND NEWQUAY.

(See page 132 for Sunday services.)

Single Line Chacewater to Tolcarn Junction worked by Electric Train Staff. Double Line Tolcarn Junction to Newquay. Crossing Places: St. Agnes, Perranporth, Shepherds and Tolcarn Junction.

Down Trains.

Week Days.

M.P. Mileage.		Distance from Chace- water.		STATIONS.	Ruling Gradient 1 in	Time allowances for Ordinary Freight Trains (see page 6).			B	6.15 a.m. Truro Motor.	
M.	C.	M.	C.			Point to Point times.	Allow for Stop.	Allow for Start.			
Mins.	Mins.	Mins.							a.m.		
—	—	—	—	CHACEWATER .. dep.	—	—	—	1	....	6 26	....
1	9	1	51	Mount Hawke Halt	60 R	—	—	—	....	6 31	....
2	60	3	22	St. Agnes	112 F	11	1	1	....	6 36	....
—	—	3	31	Stop Board	L	—	—	—	....	—	....
3	29	3	71	Goonbell Halt	60 F	—	—	—	....	6 39	....
5	7	5	49	Mithian Halt	55 F	—	—	—	....	6 44	....
7	16	7	58	Perranporth Bch. Halt ..	45 F	—	—	—	....	6 49	....
7	45	8	7	PERRANPORTH { arr.	264 F	11	1	1	....	6 50	....
9	76	10	38	Goonhavern Halt.... dep.	45 R	—	—	—	....	6 51	....
11	71	12	33	Shepherds { arr.	56 R	11	1	1	....	6 59	....
—	—	12	44	Stop Board	L	—	—	—	....	7 5	....
13	14	13	56	Mitchell & Newlyn Halt ..	40 F	—	—	—	....	7 6	....
15	6	15	48	Trewerry & Trerice Halt ..	48 F	—	—	—	....	—	....
15	10	15	52	Trewerry Crsg. & Sdg. ..	224 F	9	1	1	....	7 9	....
16	30	16	72	Trevemper Siding	84 R	3	1	1	....	7 14	....
17	20	17	62	Tolcarn Junction pass	80 R	2	—	—	....	—	....
—	—	18	47	NEWQUAY arr.	151 F	2	1	—	....	CS	....
										7 22	

Down Trains.

Week Days—contd.

		B	B	K	B	B	B	B	B	B	B	B
STATIONS.		7.24 a.m. Truro Motor.	8.55 a.m. Red- ruth Motor.	9.0 a.m. Truro Freight	11.15 a.m. Truro Motor.	Motor.	2.48 p.m. Truro Motor.	Motor.	5.0 p.m. Truro Pass. SO N	Motor.		8.5 p.m. Truro Motor.
CHACEWATER	dep.	a.m. 7 35	a.m. 9 16	a.m. 9 27	a.m. 11 30	p.m. 1 35	p.m. 3 0	p.m. 4 42	p.m. 5 55	p.m. 6 0	p.m. 7 20	p.m. 8 21
Mount Hawke Halt	"	7 40	9 21		11 35	1 40	3 5	4 47		6 0	7 25	8 26
St. Agnes	"	7 45	9 26	10 0	11 40	1 45	3 10	4X52	5X24	6 5	7 30	8X33
Stop Board	"											
Goonbell Halt..	"	7 48	9 29		11 43	1 48	3 13	4 55		6 8	7 33	8 36
Mithian Halt	"	7 53	9 34		11 48	1 53	3 18	5 0		6 13	7 38	8 41
Perranporth Beach Halt	"	7 58	9 41		11 53	1 59	3 23	5 5		6 18	7 43	8 46
PERRANPORTH	{ arr.	7 59	9 42	10 13	11 54	2 1	3 24	5 6	5 35	6 19	7 44	8 47
Goonhavern Halt	dep.	8X2	9 46	10X50	11 56	2X4	3X25	5X8	6X20		7 47	
Shepherds	{ arr.	8 10	9 54		12 4	2 12	3 35	5 16	SUS- PEN- DED	6 28	7 55	
Stop Board	{ dep.	8 16	10 0	11 3	12 10	2X18	3 39	5 22	6 34		8 1	
Mitchell & Newlyn Halt		8 17	10X3	11 18	12X13	2 19	3X40	5 23	6 35		8X3	
Trewerry & Trerice Halt		8 20	10 6		12 16	2 22	3 43	5 26		6 38	8 6	
Trewerry Crsg. & Sdg.		8 25	10 11		12 21	2 27	3 48	5 31		6 43	8 11	
Trevemper Siding				CR								
Tolcarn Junction	pass	CS	CS	CS	CS	CS	CS	CS	CS	CS	CS	CS
NEWQUAY	arr.	8 32	10 18	11 59	12 28	2 34	3 55	5 38	6 50		8 18	

N—Formed with through coaches detached off 10.35 a.m. Paddington to Penzance (see page 31).

§—Extended to St. Columb Road RR. (See page 121.)

FOR SUNDAY SERVICE COMMENCING MAY 21st, 1950, SEE PAGE 132.

CHACEWATER AND NEWQUAY

Down Trains.

Sundays.

COMMENCES MAY 21st, 1950.

STATIONS.	B		B		B		B		B		B
	11.35 a.m. Fal- mouth Pass.		1.10 p.m. Par Pass.		Pass.		4.40 p.m. Truro Pass.		5.10 p.m. Fal- mouth Pass.		6.50 p.m. Fal- mouth Pass.
CHACEWATER	dep.	p.m.	p.m.		p.m.		p.m.		p.m.		p.m.
Mount Hawke Halt ..	"	12 22	1 59				4 52		5 57		7 37
St. Agnes	"	12 27	2 4				4 57		6 2		7 42
Stop Board	"	12 32	2X10				5 2		6		7 47
Goonbell Halt	"	12 35	2 13				5 5		6 10		7 50
Mithian Halt	"	12 40	2 18				5 10		6 15		7 55
Perranporth Bch. Halt ..	"	12 45	2 23				5 15		6 20		8 0
PERRANPORTH	{ arr.	12 46	2 24				5 16		6 21		8 1
Goonhavern Halt ..	{ dep.	12 47	2 25		4 35		5 17		6 22		8 2
Shepherds	{ arr.	12 55	2 33		4 43		5 25		6 30		8 10
Stop Board	{ dep.	1 1	2 39		4 49		5 31		6 36		8 16
Mitchell & Newlyn Halt ..	"	1 2	2 40		4 50		5 32		6X39		8X19
Trewerry & Trelice Halt ..	"	1 5	2 43		4 53		5 35		6 42		8 22
Trewerry Crsg. & Sdg. ..	"	1 10	2 48		4 58		5 40		6 47		8 27
Trevemper Siding	"	—	—		—		—		—		—
Tolcarn Junction	pass	CS	CS		CS		CS		CS		CS
NEWQUAY	arr.	1 17	2 55		5 5		5 47		6 54		8 34

Up Trains.

Sundays.

COMMENCES MAY 21st, 1950.

STATIONS.	B		B		B		B		B		
	Truro Pass.		Pass.		Truro Pass.		Fal- mouth Pass.		Truro Pass.		
NEWQUAY	dep.	p.m.	p.m.		p.m.		p.m.		p.m.		
Tolcarn Junction	pass	1 25	4 0		6 20		8 0		8 50		
Trevemper Siding	"	CS	CS		CS		CXS		CS		
Trewerry Crsg. & Sdg. ..	"	—	—		—		—		—		
Trewerry & Trelice Halt ..	dep.	1 32	4 7		6 27		8 7		8 51		
Mitchell & Newlyn Halt ..	"	1 38	4 13		6 33		8 13		9 3		
Shepherds	{ arr.	1 42	4 17		6X37		8 17		9 7		
Stop Board	{ dep.	1 43	4 18		6 38		8X18		9 8		
Goonhavern Halt	"	1 48	4 23		6 43		8 23		9 13		
PERRANPORTH	{ arr.	1 53	4 28		6 48		8 28		9 18		
Perranporth Beach Halt ..	{ dep.	1 54	—		6 50		8 29		9 19		
Mithian Halt	"	1 55	—		6 52		8 30		9 20		
Goonbell Halt	"	2 2	—		6 59		8 37		9 27		
St. Agnes	"	2 8	—		7 5		8 43		9 33		
Mount Hawke Halt	"	2X11	—		7 8		8 46		9 36		
Stop Board	"	2 15	—		7 12		8 50		9 40		
CHACEWATER	arr.	2 20	—		7 17		8 55		9 45		

TRURO AND NEWHAM.

SINGLE LINE, PENWITHERS JUNCTION TO NEWHAM WORKED BY TRAIN STAFF.

FREIGHT TRAINS ONLY.

Speed must not exceed 15 miles per hour.

One Engine in steam at a time, or two coupled.

Down Trains.**Week Days only.****Up Trains.**

M.P. Mileage.		Dis- tance.		STATIONS.	Ruling Gra- dient 1 in	K			STATIONS.	Ruling Gra- dient 1 in	K		
M.	C.	M.	C.			K	SO	SX			K	SO	SX
300	63	—	—	TRURO ..	dep.	—	a.m.	a.m.	NEWHAM	dep.	—	a.m.	a.m.
301	35	—	52	PENWITHERS {	arr. 60 R.	6 33	7 30	5 8	PENWITHERS {	arr. 52 R.	7 45	8 48	6 25
—	—	—	—	JCT. {	dep.	6 38	7 35	5 13	JCT. {	dep.	7 55	8 58	6 35
—	—	—	—	STOP BOARD	—	6 43	7 40	5 18	—	—	8 0	9 8	6 40
303	65	3	3	NEWHAM	arr. 52 F.	6 56	7 53	5 31	TRURO ..	arr. 60 F.	8 5	9 11	6 45

§—SUSPENDED

BUGLE AND CARBIS WHARF.

Speed must not exceed 10 miles per hour.

SINGLE LINE, WORKED BY TRAIN STAFF. FREIGHT TRAINS ONLY.

One engine in steam at a time, or two coupled.

Down Trains.**Week Days only.****Up Trains.**

M.P. Mile- age.		Dis- tance from Bugle.		STATIONS	Ruling Gra- dient 1 in	K		STATIONS	Ruling Gra- dient 1 in	K	
M.	C.	M.	C.			Mineral.	RR			Mineral.	RR
—	—	—	—	—	—	arr.	dep.	—	—	arr.	dep.
288	67	0	65	BUGLE s.s.	—	a.m.	a.m.	CARBIS WHARF	40 F	a.m.	a.m.
289	8	1	9	Rosemellyn Crossing..	104 R	8 35	8 30	Rosemellyn Crossing	55 R	9 5	9 0
—	—	—	—	CARBIS WHARF ..	40 R	8 40	8 36	BUGLE s.s.	—	9 10	—

Trains must stop at Rosemellyn Crossing for Guards to open, close and lock the Crossing Gates, which are kept closed across the Line.

Trucks for Carbis Wharf may be pushed by Engine from Bugle Station, speed not to exceed 8 miles per hour.

ST. DENNIS JUNCTION, RETEW SIDING, MELAN- GOOSE MILL AND MELEDOR MILL.

Speed must not exceed 15 miles per hour

SINGLE LINE, WORKED BY TRAIN STAFF. FREIGHT TRAINS ONLY.

Locomotives of the 45XX and 55XX types may run over the Retew Branch, subject to the observance of the existing restrictions of 15 miles per hour.

Down Trains.**Week Days only.****Up Trains.**

M.P. Mile- age.		STATIONS	Ruling Gra- dient 1 in	K			STATIONS	Ruling Gra- dient 1 in	K		
M.	C.			Min- eral.	Min- eral.	Min- eral.			Min- eral.	Min- eral.	Min- eral.
—	—	—	—	dep.	dep.	dep.	—	—	dep.	dep.	dep.
0	70	ST. DENNIS JCT.	—	8 15	12 45	4 50	MELEDOR MILL N. Sds.	—	11 15	3 15	6 10
1	55	Gaverigan Crossing..	104 F	—	—	—	Tolbenny Siding ..	95 R	CR	CR	—
1	56	Trerice Crossing	202 F	—	—	—	West Treviscoe ..	65 R	CR	CR	—
1	56	Trerice Siding	223 F	CR	CR	—	Virginia Siding ..	40 R	CR	CR	—
1	72	McLaren's Siding N..	149 F	CR	CR	—	MELANGOOSE MILL ..	40 R	11 25	3 25	CR
2	4	Trerice New Siding..	149 F	CR	CR	—	Anchor Clay Co.'s Sdg	40 R	CR	CR	—
2	34	New Halwyn	60 F	CR	CR	—	Retew Siding	115 R	11 30	CR	CR
2	36	Retew Siding	60 F	CR	1 5	5:25	New Halwyn	60 R	—	—	—
2	55	Anchor Clay Co.'s Sdg.	115 F	CR	CR	—	Trerice New Siding	60 R	CR	CR	—
2	63	MELANGOOSE MILL ..	40 F	CR	1 15	5:45	McLaren's Siding N.	149 R	CR	CR	—
2	69	Virginia Siding	40 F	CR	CR	—	Trerice Siding	149 R	—	—	—
3	3	Stop Board	40 F	P	P	P	Trerice Crossing ..	223 R	—	—	—
3	44	West Treviscoe	40 F	CR	CR	—	Gaverigan Crossing	202 R	—	—	—
3	44	Tolbenny Siding	65 F	CR	CR	—	ST. DENNIS JCT. ...	104 R	11 50	3 50	6 50
3	67	MELEDOR MILL N. Sds.	95 F	9 15	1 20	5 55	—	—	—	—	—

†—Arrive 5.10 p.m.

§—Arrive 5.35 p.m.

NORTH CROFTY JUNCTION AND NORTH CROFTY. (CLOSED)

Speed not to exceed 10 miles per hour.

SINGLE LINE. FREIGHT TRAINS ONLY. WORKED BY TRAIN STAFF.

One Engine in Steam at a time, or two coupled.

Down Trains.			Week Days only.				Up Trains.			
Distance from North Crofty Junction.		STATIONS	Ruling Gradient 1 in	K		STATIONS	Ruling Gradient 1 in	K		
				arr.	dep.			arr.	dep.	
M.	C.			R	R			R	R	
0	43	NORTH CROFTY JCT. NORTH CROFTY SDGS.	— 79 F	a.m. —	Z —	NORTH CROFTY SDGS NORTH CROFTY JCT.	79 R —	a.m. —	Z —	....

There are several unprotected Accommodation Crossings on this Branch. Guards are responsible for seeing that the Crossings are clear before allowing Trains to pass over them.

Z—This Siding is shunted RR by 12.5 p.m. Camborne to Truro.

ROSKEAR JUNCTION AND NORTH ROSKEAR.

Speed not to exceed 10 miles per hour.

SINGLE LINE. WORKED BY TRAIN STAFF. FREIGHT TRAINS ONLY.

One Engine in Steam at a time, or two coupled.

Down Trains.			Week Days only.				Up Trains.			
Distance from North Roskear Junction		STATIONS.	Ruling Gradient 1 in	K		STATIONS.	Ruling Gradient 1 in	K		
				arr.	dep.			arr.	dep.	
M.	C.			a.m.	a.m.			a.m.	a.m.	
—	—	ROSKEAR JUNCTION	—	C	R	NORTH ROSKEAR SDG.	—	C	R	....
—	—	Stray Park Crossing..	116 F	—	—	Holman's Boiler Works	—	—	—	....
—	15	Holman Bros.' Yard..	116 F	C	R	Siding ..	128 R	C	R	..
—	—	Roskear Road Crossing	56 F	—	—	Roskear Siding ..	36 R	—	—	....
—	—	North Parade Crossing	56 F	—	—	North Parade Crossing	56 R	—	—	....
—	52	Roskear Siding ..	56 F	W	—	Roskear Road Crossing	56 R	—	—	....
—	69	Holman's Boiler Works	56 F	—	—	Holman Bros.' Yard ..	56 R	C	R	....
—	—	Siding ..	56 F	C	R	Stray Park Crossing ..	116 R	—	—	....
0	70	NORTH ROSKEAR SDG.	128 F	—	—	ROSKEAR JUNCTION ..	116 R	C	R	..

Each Train to be brought to a stand clear of the Level Crossing Gates on these Mineral Branches. The Guard is then required to open the Crossing Gates, signal the Train over the Crossing and rejoin the Train after the Gates have been closed and locked across the Line. The Driver after drawing clear of the Crossing is to bring the train to a stand to enable the Guard to rejoin it.

W—This Branch is shunted RR by 4.48 a.m. Truro to Camborne.

HAYLE AND HAYLE WHARVES.

The speed on this Branch not to exceed 10 miles per hour.

SINGLE LINE. FREIGHT TRAINS ONLY. WORKED BY TELEPHONE AND TRAIN STAFF.

Only one Engine in Steam or two or more coupled must be allowed to be on this Branch at one and the same time.

Down Trains.				Week Days only.				Up Trains.					
Mileage	STATIONS.			Ruling Gradient 1 in				STATIONS.			Ruling Gradient 1 in		
M.C.					a.m.	a.m.						a.m.	p.m.
....	HAYLE	..	dep.	—	10 0	11 50		HAYLE	WHARVES	..	30 R	11 15	12 20
..	HAYLE	WHARVES	arr.	30 F	10 5	11 55		HAYLE	..	..	—	11 20	12 25

ST. ERTH AND ST. IVES.

The Speed of Trains over the Branch must not exceed 30 miles per hour.

Down Trains.

[illegible]

Up Trains.

[illegible]

TN—If 10.35 a.m. Wolverhampton to Penzance is running more than thirty minutes late, 7.35 p.m. St. Erth to St. Ives to run to time and return empty from St. Ives at 7.55 p.m., for 8.10 p.m. (special trip) St. Erth to St. Ives.

FOR SUNDAY SERVICE COMMENCING MAY 21st, 1950, SEE PAGE 137.

LIST OF SIGNAL BOXES.

Distance Box to Box.		NAME OF BOX.	TIMES DURING WHICH BOXES ARE OPEN.					Whether Provided with Switch.
			Week Days.		Closed at	Sundays.		
			Opened.			Opened at	Closed at	
			Mondays.	Other Days.				
M.	C.							
2	35	Asbburton	7 20 a.m.	7 20 a.m.	7.30 p.m. K	—	—	No.
3	57	Buckfastleigh	7.35 a.m.	7.35 a.m.	7.30 p.m. K	—	—	No.
		Staverton	7.35 a.m.	7.35 a.m.	7.30 p.m. K	—	—	No.
3	20	Totnes	—	Continuously.	—	—	—	No.
2	59	Tigley	—	—	—	10. 0 p.m.	6. 0 a.m.	Yes.
1	66	Rattery	—	Continuously.	—	—	—	Yes.
2	24	Brent	—	Continuously.	—	—	—	Yes.
5	44	Brent	—	—	—	—	—	No.
6	60	Gara Bridge	7. 0 a.m.	7. 0 a.m.	10.10 p.m.	—	—	No.
		Kingsbridge	7. 0 a.m.	7. 0 a.m.	10.10 p.m.	—	—	No.
2	26	Wrangaton	5 30 a.m.	5.30 a.m.	9.30 p.m.	—	—	Yes.
3	29	Ivybridge	—	Continuously.	—	—	—	Yes.
2	17	Cornwood	—	For traffic purposes only.	—	—	—	Yes.
1	56	Hemerdon	—	Continuously.	—	—	—	Yes.
2	55	Plympton	—	Continuously.	—	—	—	Yes.
1	4	Tavistock Junction	—	Continuously.	—	—	—	Yes.
4	53	Launceston	7. 0 a.m.	7. 0 a.m.	8.10 p.m. SX	As required.	—	No.
		Lifton	—	—	11.10 p.m. SO	—	—	—
7	48	Lydford	—	—	9. 5 p.m. SX	11 30 a.m.	7 40 p.m.	No.
6	54	Tavistock	5 50 a.m.	5.50 a.m.	10.45 p.m. SO	—	—	—
3	72	Horrabridge	5.45 a.m.	5.45 a.m.	9.10 p.m. SX	11 20 a.m.	7 45 p.m.	No.
1	42	Yelverton	5 30 a.m.	5.30 a.m.	10.50 p.m. SO	—	—	—
			—	—	9.20 p.m. SX	11 0 a.m.	7 50 p.m.	No.
			—	—	11. 0 p.m. SO	—	—	—
8	65	Prinetown	7. 0 a.m.	7. 0 a.m.	8.0 p.m.	—	—	No.
1	47	Dousland	7. 0 a.m.	7. 0 a.m.	8.0 p.m.	—	—	No.
		Yelverton	—	See above.	—	—	—	No.
3	27	Bickleigh	5.20 a.m.	5.20 a.m.	9.30 p.m. SX	10 50 a.m.	8 0 p.m.	No.
3	69	Marsh Mills	5.20 a.m.	5.20 a.m.	11.15 p.m. SO	10 45 a.m.	8 5 p.m.	No.
			—	—	9.30 p.m. SX	—	—	—
1	3	Laira Junction	—	Continuously.	—	—	—	Yes.
—	27	Lipson Junction	—	Continuously.	—	—	—	Yes.
—	70	Mannamead	—	Continuously.	—	—	—	Yes.
—	—	Yealmpton	As required.	—	—	—	—	No.
—	—	Friary Junction	—	—	—	—	—	Yes.
—	22	Mount Gould Junction	6. 0 a.m.	6. 0 a.m.	10. 0 p.m.	—	—	Yes.
—	43	North Road (East)	—	Continuously.	—	—	—	No.
—	24	North Road (West)	—	Continuously.	—	—	—	No.
—	19	Cornwall Junction	—	Continuously.	—	—	—	No.
—	23	Millbay	—	Continuously.	—	—	—	No.
—	20	Millbay Crossing	—	Continuously.	—	10. 0 p.m.	2. 0 p.m. L	No.
1	23	Devonport Junction	—	Continuously.	—	—	—	No.
—	62	Devonport	5.15 a.m.	5.15 a.m.	9.15 p.m. H	5.30 a.m.	1.30 p.m.	Yes.
—	77	Keyham	—	—	—	2. 0 p.m.	6. 0 a.m.	—
—	50	St. Budeaux East	7.45 a.m.	7.45 a.m.	9.30 p.m.	—	—	Yes.
—	39	St. Budeaux West	5. 0 a.m.	—	—	—	2. 0 p.m.	Yes.
—	25	Royal Albert Bridge	—	Continuously.	—	—	—	No.
—	42	Salrash	—	Continuously.	—	—	—	No.
—	74	Wearde	—	Continuously.	—	—	—	Yes.
4	3	St. Germans	—	—	—	{ 11.15 a.m.	6. 0 a.m.	Yes.
2	7	Trerule	9.30 a.m.	9.30 a.m.	5.30 p.m.	10. 0 p.m.	7.35 p.m. U	Yes.
3	30	Menheniot	—	—	—	—	2. 0 p.m.	Yes.
3	6	Liskeard	—	Continuously.	—	10. 0 p.m.	—	Yes.
—	—	Liskeard Branch	6.10 a.m.	6.10 a.m.	9.45 p.m. ¶	8N30 a.m.	11N15 a.m.	No.
						12N30 p.m.	4N50 p.m.	
1	68	Coombe Junction	6.10 a.m.	6.10 a.m.	9.45 p.m. ¶	6N30 p.m.	9N15 p.m.	No.
						8N30 a.m.	9N15 p.m.	
6	37	Looe	7.10 a.m.	7.10 a.m.	9.30 p.m. †	8N55 a.m.	8N55 p.m.	No.

H—Or until 8.18 p.m. (Freight) ex Tavistock Junction clears section.

J—Commences April 2nd, 1950.

K—9.35 p.m. Saturdays.

N—Commences May 21st, 1950.

L—Unless otherwise ordered for Dock requirements.

U—Or until 6.55 p.m. Plymouth (North Road) has cleared the section.

†—10.25 p.m. on Saturdays, also Thursday, April 6th, and Fridays commencing May 26th, 1950.

¶—10.45 p.m. on Saturdays, also Thursday, April 6th, and Fridays commencing May 26th, 1950.

List of Signal Boxes—continued.

Distance Box to Box.	NAME OF BOX.	TIMES DURING WHICH BOXES ARE OPEN.					Whether Provided with Switch.
		Week Days.			Sundays.		
		Opened.		Closed at	Opened at	Closed at	
		Monday.	Other Days.				
M. 2	24 Tremabe	6.10 a.m.	6.10 a.m.	10.10 p.m.	—	—	Yes.
1	28 Doublebois	—	—	—	8.20 p.m.	2. 0 p.m.	Yes.
1	69 Largin	6. 0 a.m.	—	—	—	6. 0 a.m.	Yes.
2	62 Onslow Siding	—	Open as re	quired only.	—	—	Yes.
1	19 Bodmin Road	—	Contin	uously.	—	—	Yes.
3	36 Bodmin	6.40 a.m.	6.40 a.m.	11.25 p.m. A	—	—	No.
3	31 Lostwithiel	—	Contin	uously.	—	—	No.
1	45 Treverin	11. 0 a.m.	11. 0 a.m.	7. 0 p.m.	—	—	Yes.
2	71 Par	—	Contin	uously.	—	—	Yes.
—	— Lostwithiel	—	Contin	uously.	—	—	No.
4	41 Carne Point	6.55 a.m.	6.55 a.m.	10.35 p.m. A	11N 0 a.m.	6N35 p.m.	No.
—	69 Fowey	6.25 a.m.	6.25 a.m.	10.25 p.m. A	11N 0 a.m.	6N25 p.m.	No.
1	19 Pinnock Tunnel	6.25 a.m.	6.25 a.m.	9. 5 p.m. A	—	—	No.
2	38 Par Bridge	5.30 a.m.	5.30 a.m.	8.10 p.m. A	—	—	No.
—	26 St. Blazey Junction	—	Contin	uously.	—	—	No.
—	13 Middleway Crossing	5.10 a.m.	5.10 a.m.	10F15 p.m. A	9N 5 a.m.	1N50 p.m.	No.
—	42 St. Blazey Bridge	5.30 a.m.	5.30 a.m.	10F15 p.m. A	4N50 p.m.	10N15 p.m. A	No.
3	4 Luxulyan	5.30 a.m.	5.30 a.m.	10F10 p.m. A	9N 5 a.m.	1N50 p.m.	No.
1	43 Goonbarrow Junction }	5.45 a.m.	5.45 a.m.	10F 0 p.m. A	4N50 p.m.	10N10 p.m. A	No.
27	27 Bugle	—	—	—	9N20 a.m.	1N40 p.m.	No.
2	44 Roche	5.50 a.m.	5.50 a.m.	9F55 p.m. A	5N 0 p.m.	10N 0 p.m. A	No.
1	71 Tregoss Moor	6. 0 a.m.	6. 0 a.m.	9F50 p.m. A	9N25 p.m.	1N35 p.m.	No.
1	65 St. Dennis Junction	6. 0 a.m.	6. 0 a.m.	9F45 p.m. A	5N 5 p.m.	9N55 p.m. A	No.
3	69 Kernick	6.40 a.m.	6.40 a.m.	2. 0 p.m.	9N30 a.m.	1N30 p.m.	No.
1	33 Drinnick Mill	7. 0 a.m.	7. 0 a.m.	7. 0 p.m. A	5N10 p.m.	9N50 p.m. A	No.
1	75 St. Columb Road	6.45 a.m.	6.45 a.m.	9F40 p.m. A	9N30 a.m.	1N25 p.m.	No.
5	48 Tolcarn Junction	6.45 a.m.	6.45 a.m.	9G20 p.m. A	5N15 p.m.	9N45 p.m. A	No.
—	53 Newquay	7. 5 a.m.	7. 5 a.m.	9H20 p.m. A	—	—	—
—	—	—	—	9G45 p.m. A	9N35 a.m.	1N20 p.m.	No.
—	63 Par Harbour	5.30 a.m.	5.30 a.m.	1.30 p.m.	5N20 p.m.	9N40 p.m. A	No.
3	62 St. Austell	—	—	—	—	—	—
—	24 Trenance Junction	5.45 a.m.	5.45 a.m.	1. 5 p.m.	{ 2P 0 p.m.	6. 0 a.m.	Yes.
—	37 Trenance Sidings	—	Open as required	only.	—	—	Yes.
1	41 Burngallow	—	—	—	{ 9.30 p.m.	2. 0 p.m.	Yes.
4	39 Grampound Road	—	—	—	{ 2P 0 p.m.	6. 0 a.m.	Yes.
3	29 Precbus	5.30 a.m.	5.30 a.m.	10. 0 p.m.	—	—	Yes.
4	13 Truro (East)	—	Contin	uously.	—	—	No.
—	16 Truro (West)	—	Contin	uously.	—	—	No.
—	43 Penwithers Junction	5.40 a.m.	5.40 a.m.	10.55 p.m. SX† 11.10 p.m. SO†	7.20 a.m.	9T35 p.m. A	Yes.
3	43 Perranwell	5.45 a.m.	5.45 a.m.	10.55 p.m. SX† 11.10 p.m. SO†	7.25 a.m.	9T35 p.m. A	No.
4	14 Penryn	6.10 a.m.	6.10 a.m.	10.45 p.m. SX† 11. 0 p.m. SO†	7.30 a.m.	9T25 p.m. A	No.
3	20 Falmouth	7. 0 a.m.	7. 0 a.m.	10.35 p.m. SX† 10.50 p.m. SO†	7.35 a.m.	9T15 p.m. A	No.
2	47 Baldhu	4.45 a.m.	4.45 a.m.	12.45 p.m.	—	—	Yes.
2	0 Chacewater	5.45 a.m.	5.45 a.m.	10.5 p.m.	6Q50 a.m.	12Q30 p.m.	Yes.
3	17 St. Agnes	6.20 a.m.	6.20 a.m.	9.55 p.m. A	12N10 p.m.	9N55 p.m. A	No.
4	20 Perranporth	6.30 a.m.	6.30 a.m.	9.45 p.m. A	12N25 p.m.	9N45 p.m. A	No.
4	25 Shepherds	6.45 a.m.	6.45 a.m.	8.25 p.m. A	12N40 p.m.	9N25 p.m. A	No.
5	22 Tolcarn Junction	—	See above.	—	—	—	—

A—Or as soon as last train clears section. F—On Fridays and Saturdays (also April 6th, 1950) close one hour later.

G—Tolcarn Junction 10.40 p.m. and Newquay 10.30 p.m. on Fridays and Saturdays (also April 6th, 1950).

H—Applies on Mondays to Thursdays and commencing April 3rd, 1950.

N—Commences May 21st, 1950.

P—1.0 p.m. commencing May 21st, 1950.

Q—Applies until May 14th, 1950. Commencing May 21st, 1950, Box to be open 11.45 a.m. to 2.40 p.m. and 4.30 p.m. to 10.5 p.m.

T—65 minutes later, commencing May 21st, 1950.

S—Commencing April 2nd, 1950, to close later as follows: St. Agnes 10.30 p.m., Perranporth 10.25 p.m., Shepherds 10.10 p.m. and Chacewater 10.30 p.m.

†—Also Thursday, April 6th, and Fridays commencing May 26th, 1950. Other days if required.

‡—Fifteen minutes earlier commencing April 3rd, 1950 (see also note †).

List of Signal Boxes—continued.

Distance Box to Box.		NAME OF BOX	TIMES DURING WHICH BOXES ARE OPEN.						Whether Provided with Switch.
			Week Days.			Sundays.			
			Opened.		Closed at	Opened at	Closed at		
			Mondays.	Other Days.					
M.	C.								
1	25	Wheal Busy Siding	4.15 a.m.	4.15 a.m.	9.15 p.m.	6N50 a.m.	11N50 a.m.	Yes.	
2	7	Drump Lane	4.45 a.m.	4.45 a.m.	10.15 p.m.E	9. 0 a.m.	6. 0 p.m.	Yes.	
—	31	Redruth	6.45 a.m.	6.45 a.m.	8.30 p.m.	—	—	Yes.	
—	46	Redruth Junction	Open as	required only.	8.30 p.m.	—	—	Yes.	
1	12	Carn Brea Yard	4.35 a.m.	4.35 a.m.	10.30 p.m.A	5.35 a.m.	9.35 p.m. A	No.	
—	21	Carn Brea	6.15 a.m.	6.15 a.m.	12.45 p.m.	—	—	Yes.	
—	40	North Crofty	—	—	—	—	—	Yes.	
—	38	Dolcoath	4.40 a.m.	4.40 a.m.	10.25 p.m.A	5.50 a.m.	9.30 p.m. A	No.	
—	37	Roskear Junction	4.40 a.m.	4.40 a.m.	10.25 p.m.A	5.50 a.m.	9.30 p.m. A	Yes.	
—	15	Camborne	4.40 a.m.	4.40 a.m.	10.25 p.m.A	5.50 a.m.	9.30 p.m. A	No.	
2	20	Gwinear Road East	6.30 a.m.	6.30 a.m.	10.30 p.m. A	—	—	Yes.	
—	19	Gwinear Road West	4.40 a.m.	4.40 a.m.	10.30 p.m. A	6 .0 a.m.	9.45 p.m. A	No.	
5	20	Nancegollan	7.0 a.m.	7. 0 a.m.	10. 5 p.m. A	—	—	No.	
3	57	Helston	7.30 a.m.	7.30 a.m.	10.10 p.m. A	—	—	No.	
3	38	Hayle	4.45 a.m.	4.45 a.m.	9.20 p.m.	—	—	Yes.	
—	34	Hayle Wharf	—	As req	uired.	—	—	No.	
1	35	St. Erth	5.15 a.m.	5.15 a.m.	10.10 p.m.	6D40 a.m.	2D 0 p.m.	Yes.	
—	—	—	—	—	—	3D45 p.m.	6D45 p.m.	—	
4	22	St. Ives	7.20 a.m.	7.20 a.m.	10.15 p.m.A	8N15 a.m.	10N 5 p.m.	No.	
3	69	Marazion	5.30 a.m.	5.30 a.m.	9.30 p.m. F	—	—	Yes.	
—	36	Long Rock	5.30 a.m.	5.30 a.m.	12. 0 nt. G	6.20 a.m.	10.20 p.m. A	Yes.	
—	63	Ponsandane	5.50 a.m.	5.50 a.m.	11. 0 p.m. G	7.10 a.m.	10.10 p.m. A	No.	
—	38	Penzance	5.50 a.m.	5.50 a.m.	11. 0 p.m. G	7.10 a.m.	10.10 p.m. A	No.	

A—Or as soon as last train clears the section.

D—Commencing May 21st, 1950, to open 6.40 a.m. to 10.5 p.m.

E—Or when 7.30 p.m. Freight ex Penzance clears section.

F—Or after passing of 2.15 p.m. Freight ex Tavistock Junction.

G—Or when engine bf 3.30 p.m. ex Paddington has gone to shed.

N—Commences May 21st, 1950.

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 or District Traffic Manager.

NOTE. The speed of all Light Engines or Trains entering or leaving all Bay, Engine, Carriage, Avoiding Lines and Goods Loop Junctions must be restricted to 10 miles per hour except where restricted to a lower speed in the following list or elsewhere.

EXCHANGING TRAIN STAFFS AND TICKETS.—At all Stations and Places where Train 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 Signalman.

At Stations and places where the Electric Train 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	
DOWN MAIN LINE.			
Asbburton Junction	Branch Line	Main Line	15
Totnes Station	All Down Trains through	Platform Line	15
West of Totnes, 223 m.p. to 223½ m.p.	All Down Trains		50
East and West of Brent, 229m. 50c. to 230½ m.p.	All Down Trains		50
East and West of Bittaford, 232m. 70c. to 233m. 10c.	All Down Trains		50
East and West of Ivybridge, 234½ m.p. to 235½ m.p.	All Down Trains		40§
East and West of Cornwood, 237m. 10c. to 237m. 50c.	All Down Trains		50
Plympton Station, 241½ m.p. to 242 m.p.	All Down Trains		60
Tavistock Junction, 243 m.p. to 243m. 8c.	All Down Trains over Curve	in Down Main Line	45
Tavistock Junction, 243m. 8c. to 243m. 18c.	All Down Trains		35 §
Tavistock Junction	Branch Line	Main Line	10
Laira Junction, 243m. 78c. and 244m. 4 c.	All Down Trains		40 §
Lipson Junction	No. 1 Curve	Main Line	15
Mutley to Devonport, 245m. 50c. to 247½ m.p.	All Down Trains		25 §
North Road Station	All Down Trains through	Nos. 2 & 4 Platforms	20
North Road Station West Box to Millbay Box	All Down Trains		25
Approaching Millbay Station	Millbay Box	Millbay Station	5
Millbay Box to Millbay Docks (East Quay)	All Down Trains		10
Cornwall Junction 247½ m.p. to Cornwall Loop Junction 247½ m.p.	Millbay	Devonport Junction	25 §
Devonport Junction	Main Line	Devonport S.R.	20
East and West of Devonport Station, 247m. 70c. to 248½ m.p.	All Down Trains		30 §
Over Royal Albert Bridge, 250½ m.p. to 251m. 23c.	All Down Trains		15
West end of Royal Albert Bridge to East end of Deane Halt, 251m. 23c. to 252 m.p.	All Down Trains		35
East end of St. Germans Station to West end of St. Germans Station, 256½ m.p. to 256½ m.p.	All Down Trains		40 §
Menheniot, 261m. 30c. to 261m. 50c.	All Down Trains		50
West of Liskeard Station, 265½ m.p. to 265m. 50c.	All Down Trains		50
Doublebois and Bodmin Road, 269 m.p. to 270m. 60c.	All Down Trains		45
Doublebois and Bodmin Road, 270m. 60c. to 274m. 20c.	All Down Trains		50 §
Lostwithiel Station, 277½ m.p. to 277½ m.p.	All Down Trains		45
Lostwithiel, West end of Station	Main Line	Lostwithiel and Fowey Branch	10
East End of Par Stn., 281m. 40c. to 281m. 60c.	All Trains		45
East End of Par Station—Main Line to Branch Platform	All Trains		10
Burngallow and Grampound Road, 290 m.p. to 291 m.p.	All Down Trains		55
Grampound Road and Truro, 295 m.p. to 296 m.p.	All Down Trains		55
Truro Station	Roads between Platforms		30
Chacewater, 305m. 50c. to 306½ m.p.	All Down Trains		50
Chacewater Branch Platform	Truro	Chacewater	10
Redruth, 309m. 60c. to 310m. 10c.	All Down Trains		35 §
East and West of Gwinear Road, 315½ m.p. to 316 m.p.	All Down Trains		40 §
East and West of Hayle, 319m. 30c. to 319m. 50c.	All Down Trains		45
St. Erth Junction	Main Line	St. Ives Branch	15
326m. 40c. to Penzance Station	All Down Trains		5
UP MAIN LINE.			
St. Erth Junction	St. Ives Branch	Main Line	15
West and East of Hayle, 319m. 50c. to 319m. 30c.	All Up Trains		45
West and East of Gwinear Road, 316 m.p. to 315½ m.p.	All Up Trains		40 §
Redruth Station, 310m. 10c. to 309½ m.p.	All Up Trains		35 §
Chacewater, 306½ m.p. to 305m. 50c.	All Up Trains		50
Truro Station	Between Platforms		30
Truro Station	Up Platform Line		15
East End of Par Stn., 281m. 60c. to 281m. 40c.	All Trains		45
East End of Par Station—Branch Platform to Main Line	All Trains		10
Lostwithiel, West end of Station	Lostwithiel and Fowey Branch	Main Line	10
Lostwithiel Station, 277½ m.p. to 277½ m.p.	All Up Trains		45
West and East of Bodmin Road, 274½ m.p. to 272m. 10c.	All Up Trains		50
West of Doublebois, 270m. 50c. to 270m. 30c.	All Up Trains		45

THE SPEED OF UP AND DOWN TRAINS BETWEEN R.A. BRIDGE AND PENZANCE MUST NOT IN ANY CASE EXCEED 60 MILES PER HOUR.

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

NAME OF PLACE.	DIRECTION OF TRAIN.		Miles per Hour.
	From	To	
UP MAIN LINE--continued			
West of Doublebois, 269½ m.p. to 269 m.p. ..	All Up Trains .. ..	.. ..	45
Doublebois and Liskeard, 265m. 50c. to 265½ m.p. ..	All Up Trains .. ..	.. ..	50
East of Menheniot, 261m. 50c. to 261m. 30c. ..	All Up Trains .. ..	.. ..	50
West and East of St. Germans Station, 256½ m.p. to 256½ m.p. ..	All Up Trains .. ..	.. ..	40
East End of Defence Halt to West End of Royal Albert Bridge, 252 m.p. to 251m. 23c. ..	All Up Trains .. ..	.. ..	35
Over Royal Albert Bridge, 251m. 23c. to 250½ m.p. ..	All Up Trains .. ..	.. ..	15
West and East of Devonport Station, 248½ m.p. and 247m. 70c. ..	All Up Trains .. ..	.. ..	30
Devonport Junction	Devonport S.R.	Main Line	20
Cornwall Loop Jct., 247½ m.p. to Cornwall Jct. ..	Devonport Junction	Millbay	25
Millbay Box to Cornwall Junction	All Up Trains .. ..	.. ..	25
Leaving Millbay Station	Millbay Station	Millbay Box	5
Millbay Docks (East Quay) to Millbay Box ..	All Up Trains .. ..	.. ..	10
Cornwall Jct. to North Road Station West Box ..	Millbay	North Road	25
Devonport to Mutley, 247½ m.p. to 245m. 50c. ..	All Up Trains .. ..	.. ..	25
North Road Station	All Up Trains through Platform Line (Nos. 6, 7, 8) ..	.. ..	20
Lipson Junction	Main Line	No. 1 Curve	15
Laira Junction, 244m. 4c. to 243m. 78c. ..	All Up Trains .. ..	.. ..	40
Tavistock Junction, 243m. 18c. to 243m. 5c. ..	All Up Trains .. ..	.. ..	35
Tavistock Junction	Main Line	Branch Line	10
Plympton Station, 242 m.p. to 241½ m.p. ..	All Up Trains .. ..	.. ..	60
West and East of Cornwall, 237m. 50c. to 237m. 10c. ..	All Up Trains .. ..	.. ..	50
West and East of Ivybridge, 235½ m.p. to 234½ m.p. ..	All Up Trains .. ..	.. ..	50
West and East of Bittaford, 233m. 10c. to 232m. 70c. ..	All Up Trains .. ..	.. ..	50
West and East of Brent, 230½ m.p. to 229m. 50c. ..	All Up Trains .. ..	.. ..	50
West of Totnes, 227m. 30 c. to 223 m.p. ..	All Up Trains .. ..	.. ..	50
Totnes Station	All Up Trains through Platform Line .. ..	.. ..	15
Ashburton Junction	Main Line	Branch Line	15
BRANCH LINES.			
Ashburton Branch.			
The speed of trains over the Branch must not exceed 40 miles per hour and be further restricted as follows:—			
Ashburton Junction	Main Line	Branch Line	15
Ashburton Junction	Branch Line	Main Line	15
Buckfastleigh	Ashburton	Staverton	20
Kingsbridge Branch.			
The speed of trains over the Branch must not exceed 35 miles per hour and be further restricted as follows:—			
Gara Bridge	Avonwick	Loddiswell	10
Gara Bridge	Loddiswell	Avonwick	15
Kingsbridge (between 12 m.p. and Kingsbridge)	All trains entering or leaving Station .. ..	.. ..	15
Tavistock and Launceston Branch.			
The speed of all Up and Down trains between 45 miles per hour and for the remainder of Branch 40 miles per hour, with the following further restrictions:—			
Tavistock Junction	Lifton and Launceston, 27½ m.p. and 31½ m.p., must not exceed .. ..	.. ..	.. ..
Tavistock Junction	Main Line	Branch Line	10
Bickleigh	Branch Line	Main Line	10
Yelverton	All Up Trains .. ..	.. ..	20
Horralridge	All Up Trains .. ..	.. ..	20
Tavistock	All Down Trains .. ..	.. ..	20
Lydford	All Up and Down Trains .. ..	.. ..	20
Lydford and Coryton (between 19m. 40c. and 22 m.p.) ..	All Up Trains .. ..	.. ..	20
.. ..	All Up and Down Trains .. ..	.. ..	35
Princetown Branch.			
The speed of trains over the Branch must not exceed 20 miles per hour and be further restricted as follows:—			
Yelverton	Tavistock Branch	Princetown Branch	10
Yelverton	Princetown Branch	Tavistock Branch	10
Plymouth Curve No. 1.			
Lipson Junction	Main Line	No. 1 Curve	15
Lipson Junction	No. 1 Curve	Main Line	15
Mount Gould Junction	Lipson Junction	Friary Junction	20
Mount Gould Junction	Friary Junction	Lipson Junction	20
Mount Gould Junction	Lipson Junction	Cattewater Junction	20
Mount Gould Junction	Cattewater Junction	Lipson Junction	20
Friary Junction	Mount Gould Junction	Friary	20
Friary Junction	Friary	Mount Gould Junction	20
Yealmpton Branch.			
The speed of all trains over the Branch must not exceed 30 miles per hour.			
Devonport Junction.			
.. ..	Main Line	Devonport (S.R.)	20
.. ..	Devonport (S.R.)	Main Line	20

§—Permanent Restriction of Speed Boards provided.

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

NAME OF PLACE.	DIRECTION OF TRAIN.		Miles per Hour.
	From	To	
BRANCH LINES—continued.			
Liskeard and Coombe Junction.			
The speed of trains over the Branch must not exceed 20 miles per hour and be further restricted as follows:—	ot exceed 20 miles per hour	and be further restricted as follows:—	ows:—
Coombe Junction Station	All trains entering or leaving Station		15
Looe Branch.			
The speed of trains over the Branch must not exceed 25 miles per hour and be further restricted as follows:—	t exceed 25 miles per hour	and be further restricted as follows:—	ws:—
Coombe Junction Station	All trains entering or leaving Station		15
Bodmin Branch.			
Junction at Bodmin Road to 274m. 40c.	All Up and Down Trains		15
From 274m. 40c. to 277m. 30c.	All Up and Down Trains		40
Into Bodmin Station	All Up and Down Trains		5
From Bodmin to Boscarne Junction, 277m. 30c. to 277m. 50c.	All Up and Down Trains		25
From 277m. 50c. to 279m. 65c.	All trains to and from Boscarne Junction		40
From 279m. 65c. to Boscarne Junction	All Up and Down Trains		20
Wadebridge Branch.			
From 2m. 16c. to 3m. 12c., between Wadebridge and Boscarne Junction			20
Lostwithiel and Fowey Branch.			
The speed of trains over the Branch must not exceed 30 miles per hour and be further restricted as follows:—	ot exceed 30 miles per hour	and be further restricted as follows:—	ows:—
Lostwithiel, West end of Station	Main Line	Fowey Branch	10
Lostwithiel, West end of Station	Fowey Branch	Main Line	10
From 282 m.p. to 282m. 65c., Fowey	All Up and Down Trains		15
Par and Fowey Branch.			
The speed of trains over the Branch must not exceed 25 miles per hour and be further restricted as follows:—	ot exceed 25 miles per hour	and be further restricted as follows:—	ows:—
Par Dock	All Up and Down Trains		15
Par Bridge (between 282m. 40c. and 282m. 60c.)	All Up and Down Trains		15
Fowey (between 285m. 60c. to 286m. 20c.)	All Up and Down Trains		15
Newquay Branch.			
East End of Par Station. (Main Line to Branch Platform, Both Lines)	All Trains		10
Par Loop	All Up and Down Trains		15
St. Blazey 282½ m.p. to 283 m.p.	All Up and Down Trains		20
St. Blazey Bridge, Luxulyan 283 m.p. to 286 m.p.	All Up and Down Trains		25
Luxulyan	All Up and Down Trains		15
Luxulyan and Roche	All Up and Down Trains		35
Bugle	All Up and Down Trains		15
Roche	All Up and Down Trains		15
Roche to 290m. 70c.	All Up and Down Trains		40
290m. 70c. to 291½ m.p.	All Up and Down Trains		30
Tregoss Moor Junction	St. Dennis Junction	Bugle	15
291½ m.p. to 294 m.p.	All Up and Down Trains		40
St. Dennis Junction (from 294 m.p. to 294m. 15c.	All Up and Down Trains		25
From 294m. 15c. to 294m. 30c.	All Up and Down Trains		15
From 294m. 30c. to 295 m.p.	All Up and Down Trains		25
From 295 m.p. to St. Columb Road	All Up and Down Trains		35
St. Columb Road	All Up and Down Trains		20
St. Columb Road (from 296m. 20c. to 298m. 20c.	All Up and Down Trains		40
298m. 20c. to 298m. 30c.	All Up and Down Trains		35
298m. 30c. to 299 m.p.	All Up and Down Trains		30
299 m.p. to 299½ m.p.	All Up and Down Trains		35
299½ m.p. to 300 m. 50c.	All Up and Down Trains		45
300m. 50c. to 301m. 66c.	All Up and Down Trains		35
Tolcarn Junction, 301m. 66c.	All Up and Down Trains		15
301m. 66c. to 302m. 10c.	All Up and Down Trains		25
302m. 10c. to Newquay Station Signal Box	All Lines, any train in any direction		15
Tolcarn Triangle	All Trains working over Triangle		10
Truro and Newquay Branch.			
Chacewater Branch Platform	Truro	Chacewater	10
Chacewater Branch Platform	Newquay	Chacewater	15
Blackwater (North), 0m. 0c. to 0m. 20c.	All Up and Down Trains		25
St. Agnes (from 0m. 20c. to 4m. 40c.)	All Up and Down Trains		35
St. Agnes and Perranporth (from 4m. 40c. to 7m. 50c.)	All Up and Down Trains		25
Perranporth and Shepherds (7m. 50c. to 14m. 60c.)	All Up and Down Trains		40
Shepherds and Tolcarn Junction, 14m. 60c. to 14m. 70c.	All Up and Down Trains		25
From 14m. 70c. to 17 m.p.	All Up and Down Trains		35
Tolcarn Junction	All Up and Down Trains		15
Tolcarn Junction to 302m. 10c.	All Up and Down Trains		25
302m. 10c. to Newquay Station Signal Box	All lines, any train, in any direction		15
Tolcarn Triangle	All Trains working over Triangle		10

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

NAME OF PLACE.	DIRECTION OF TRAIN.		Miles per Hour.
	From	To	
BRANCH LINES—continued.			
Falmouth Branch.			
Speed of all Up and Down Trains between Truro and Falmouth must not exceed 50 m.p.h. and must be further restricted to lower speeds as shewn below:—			
At Penwithers Jct. Box	All Up and Down Trains	.. .. .	15
Between Penwithers Jct. Box and 301½ m.p. (Single Line)	All Up and Down Trains	.. .. .	20
Between 301½ m.p. and 303½ m.p.	All Up and Down Trains	.. .. .	45
Perranwell Station	Truro to Falmouth	.. .. .	10
	Falmouth to Truro	.. .. .	15
Between Perranwell and Penryn, 308 m.p. and 309 m.p.	All Up and Down Trains	.. .. .	45
Penryn Station	Truro to Falmouth	.. .. .	10
	Falmouth to Truro	.. .. .	15
Between Penryn and Single to Double Line Jct.	All Up and Down Trains	.. .. .	45
Between Single to Double Line Jct. and Falmouth Station			
NOTE.—The speed of "Red" and "Blue" Group Engines over the Branch must not exceed 35 miles per hour at any point.			
Helston Branch.			
Gwinear Road, 0m. 0c. to 0m. 10c.	All Up and Down Trains	.. .. .	15
Praze, 0m. 10c. to 5 m.p.	All Up and Down Trains	.. .. .	35
Nancegollan, 5 m.p. to 8m. 60c.	All Up and Down Trains	.. .. .	25
Helston, 8m. 60c. to termination	All Up and Down Trains	.. .. .	15
St. Ives Branch.			
The speed of trains over the Branch must not exceed 30 miles per hour and be further restricted as follows:—			
St. Erth Junction	Main Line	St. Ives Branch	15
St. Erth Junction	St. Ives Branch	Main Line	15
St. Ives, 325m. 0c. to 325m. 18c. (termination)	All Up and Down Trains	.. .. .	15

REFUGE SIDINGS AND LOOPS.

Station.	Refuge Siding.	Running Loop.	No. of Wagons Siding or Loop holds in addition to Engine & Van.	Station.	Refuge Siding.	Running Loop.	No. of Wagons Siding or Loop holds in addition to Engine & Van.
DOWN				UP			
Totnes	—	1	56	Perranwell	1	—	28
Brent	—	1	55	Roche	1	—	32
Hemerdon	—	1	60	Luxulyan	1	—	45
Tavistock Junction	—	1	195	Lydford	1	—	43
Lipson	—	1	45	Horrabridge	1	—	44
Devonport	1	—	20	Bickleigh	1	—	21
St. Budeaux and R.A. Bridge	—	1	63	St. Erth	1	—	38
Wearde	—	1	147	Hayle	—	1	25
St. Germans	1	—	30	Gwinear Road	—	1	54
Menheniot	—	1	60	Camborne	1	—	21
Doublebois	1	—	46	Carn Brea	1	—	28
Lostwithiel	—	1	60	Drump Lane	1	—	30
Par	—	1	60	Truro Goods	—	1	538
Par Harbour	1	—	38	Grampound Road	1	—	41
Burngullow	1	—	34	Burngullow	1	—	41
Grampound Road	1	—	22	Trenance	1	—	45
Truro	1	—	13	St. Austell	—	1	38
Truro Goods	—	1	147	Par Harbour	1	—	28
Wheal Busy	—	1	35	Par	—	1	30
Drump Lane	1	—	41	Lostwithiel	1	—	17
Carn Brea	1	—	22	Lostwithiel	—	1	60
Gwinear Road	1	—	35	Doublebois	1	—	37
St. Erth No. 1	1	—	31	Tremabe	—	1	60
St. Erth No. 2	1	—	34	Liskeard	1	—	30
Bickleigh	1	—	24	St. Germans	1	—	28
Yelverton	1	—	25	Wearde	1	—	56
Horrabridge	1	—	35	Keyham	—	1	49
Lydford	1	—	26	Lipson	—	1	48
St. Dennis	—	1	40	Tavistock Junction	—	1	186
Kernick	—	1	45	Plympton	1	—	27
Roskear Branch	1	—	35	Hemerdon	—	1	58
				Ivybridge	1	—	45
				Wrangaton	1	—	50
				Brent	—	1	60
				Totnes	—	1	60*
DOWN or UP							
Tavistock Junction—	—	1	f				
Laira Junction	—	1	f				

f—Available for use by Down or Up Freight Trains or Engines. Will accommodate two Freight Trains each of 60 wagons in addition to Engine and Van on each train.

‡ Between Catch Points 59.

§ Between Catch points 52.

* In addition to two Engines and Van.

ENGINE RESTRICTIONS.

The Standard Instructions relative to the working of engines in steam coupled together and assistance or double heading of trains, shewn in the General Appendix, subject to any local modifications shewn in this Service Time Table, must be observed.

MAIN LINE.

Totnes to Keyham (inclusive) .. All types authorised.
Keyham (exclusive) to Penzance .. All types authorised except 60XX (Kings) and 47XX.

Station.	Connections and Sidings.	Class of Engines prohibited.
Totnes	Quay Line	60XX, 47XX.
Totnes	Goods Shed and Weighbridge	42XX, 52XX, 47XX, 60XX, 72XX.
Brent	Connections to Spur, Down Siding West end Crossover Road, East end	42XX, 52XX, 47XX, 60XX, 72XX. Speed of 60XX engines not to exceed 5 m.p.h. when using this crossover. 60XX ("Kings")
Wrangaton	Sidings adjacent to Up Refuge Siding, Mileage Sidings and Shunt Spur on Up Side of Line.	42XX, 47XX, 52XX, 60XX, 72XX.
Ivybridge	Up side loading bank and dead end	42XX, 47XX, 52XX, 60XX, 72XX.
Cornwood	Connection to Mileage Siding, West end	42XX, 47XX, 52XX, 30XX, 28XX.
Plympton	Clay Loading Bank and Cattle Pens	72XX, Austerity 2-8-0 L.M.R. 2-8-0. (These engines can only put off or pick up traffic from either end of bank, 47XX West End only.) 60XX, 94XX.
Millbay	Crossover between Nos. 2 and 3 Platforms, Fish Loading Bank and Carriage Shute Siding.	28XX, 30XX, 42XX, 47XX, 52XX, 60XX, 72XX, Austerity 2-8-0, L.M.R. 2-8-0.
Millbay Goods	Scissors Crossover at entrance to Shed	52XX, 47XX, 72XX, 60XX.
Millbay Docks	All Lines and Sidings	60XX.
Devonport	Connections to back of Glasgow Wharf Siding behind Signal Box	All 4-6-0 type engines. 60XX "Kings," also 28XX, 30XX, 42XX, 47XX, 52XX, 72XX, Aus- terity 2-8-0, L.M.R. 2-8-0, 94XX.
	Crossover West End	All 4-6-0 types, also 28XX, 30XX, 42XX, 47XX, 52XX, 72XX, Aus- terity 2-8-0, L.M.R. 2-8-0, 94XX.
	Siding adjoining Loading Bank and Dead End Siding nearest Tunnel.	All types except 33XX and 34XX— 4-4-0, and 45XX and 55XX—2-6-2T.
Devonport Goods Yard	Sidings Nos. 1 and 7, and connections to Cattle Pens and Goods Shed.	All 4-6-0 type, 28XX, 30XX, 42XX, 47XX, 52XX, 60XX, 72XX, Aus- terity 2-8-0, L.M.R. 2-8-0, 94XX.
	Goods Shed	All 4-6-0 types and large engines with outside cylinders, 94XX.
	Cattle Pens Road	47XX, 60XX, 94XX.
Keyham	Admiralty Siding	Not more than two 60XX engines may back into this siding to stand just clear of locking-bar of points leading to dead end but not to use dead end siding. 47XX, 60XX.
	All W.R. Engines except those shewn in next column may work over Dockyard lines Barrack Gates to Exchange Sidings, through Outer road of Exchange Sidings and beyond for distance sufficient only for backing into siding adjoining the Outer road. Speed not to exceed 10 miles per hour.	
St. Germans	Cattle Pens	All 4-6-0 type Engines, also 26XX, 28XX, 43XX—73XX, Austerity 2-8-0, L.M.R. 2-8-0.
Liskeard	All classes may stand on Looe Branch Line up to 65 feet from clearance point of short dead end siding on Up side. Stop board provided.	
Burngullow	Parkyn & Peter's Siding	30XX, 36XX, 37XX, 42XX, 52XX, 57XX—87XX, 72XX, 94XX, L.M.R. 2-8-0.
Grampond Road	Cattle Pens, Up side	4-6-0 types. All other types may work as far as Stop Board.
Truro	Carriage Shute, and Down Sidings East End.	4-6-0 types.
Redruth	Old Yard	28XX, 30XX, 42XX, 52XX, 72XX, Austerity 2-8-0, L.M.R. 2-8-0.
Redruth (Drump Lane)	Connection from Shunt Spur to Cattle Pens Road	All 4-6-0 type engines, also 28XX.
Hayle	Sidings adjacent to Refuge Siding	"Castle," 10XX, 40XX, 49XX, 59XX, 69XX, 68XX, 78XX, 29XX.
St. Erth	See St. Ives Branch	

BRANCHES.

Section of Line.	Engines Authorised.	Prohibitions.
Totnes to Ashburton ..	0-6-0T Uncoloured 2-4-0T "Yellow" 0-4-2T 48XX 58XX 2-6-2T 44XX	— — — — —
Brent to Kingsbridge ..	Uncoloured "Yellows"	20XX-21XX
Tavistock Jet. to Yelverton, inclusive.	All classes except 60XX and 47XX.	Marsh Mills—Clay Works Siding.—No engine heavier than 45XX permitted, or 94XX.

Engine Restrictions—continued.

BRANCHES—continued.

Section of Line.	Engines Authorised.	Prohibitions.
Yelverton	Connection to Princetown Branch ..	28XX, 30XX, 42XX, 52XX, 72XX, Austerity 2-8-0, L.M.R. 2-8-0.
Yelverton, exclusive, to Launceston.	Uncoloured "Yellow" 2-6-2T 45XX specially authorised	2251 Class.
Yelverton, exclusive, to Princetown.	Uncoloured, not exceeding 12ft. wheel base "Yellow" 2-6-2T 45XX specially authorised 19XX for emergency only.	Swell Tor Siding. —Engines not to proceed beyond Stop Board.
Mount Gould Jct. to Yealampton.	Uncoloured "Yellow" "Blue" 4-4-0 33XX and 34XX "Blue" 2-6-2T *41XX, 51XX *61XX, 81XX	*Specially authorised for emergency only. Billacombe. —4-4-0 and 2-6-2T. Sidings leading to Goods Shed and Loading Bank Steer Point. —4-4-0 and 2-6-2T. Junction to Brickworks Siding. Yealampton. —2-6-2T. Junction to Goods Yard and Siding alongside Cattle Pens.
Frilary Jct to Sutton Harbour and North Quay.	Uncoloured 0-6-0T 850-2021 class "Red" group D except:— 4-6-0 Castle 2-8-0 47XX	*Specially authorised. North Quay. —"Red" group engines not to pass point leading to Mileage Yard and to siding to North Quay (S.R.). Sutton Harbour. —"Red" group engines not to pass Sutton Road Level Crossing gates. Not to work into following Sidings:— Gas Company Siding. Northey's Siding.
Millbay Docks .. .	For Passenger and Mail traffic—All classes except 60XX. Shunting— 0-6-0T. 1361 class. 0-6-0T. 1366 class. 0-6-0T. 19XX class. All classes except 47XX, 60XX ..	Connection to back of Glasgow Wharf—4-6-0 and 2-6-2T, 31XX types. All sidings except Warehouse Line, 47XX.
Keyham to Exchange Sidings, Dockyard.		§With front side rods disconnected.
St. Budeaux East to Bull Point.	33XX, 34XX, 45XX, 55XX, 0-6-0T.	See Keyham Main Line.
Liskeard to Looe .. .	Uncoloured "Yellow" 2-6-2T, 45XX, Earl 4-4-0, specially authorised. "Blue"	Bull Point. —Outside Siding.—All types (Stop Board fixed). "Blue" 0-6-0T, 36XX, 37XX, 57XX-97XX permitted on Branch line as far as Branch Down Advanced Starting Signal.
Bodmin Road to Boscarne Jct.	Uncoloured "Yellow" "Blue"	— — —
Boscarne Jct. to Wadebridge (S.R.).	0-6-0T Uncoloured 0-6-0 23XX-25XX *2-6-2T. 45XX, 55XX	*Sanctioned only provided steps are set back to width of 8 feet 4 inches.
Lostwithiel to Fowey ..	Uncoloured Yellow Blue 0-6-0T, 37XX, 57XX-97XX specially authorised. "Red" specially authorised.	Fowey. —For prohibitions see section St. Blazey to Fowey. "Red" engines not to exceed 20 m.p.h. over Branch Line and 10 m.p.h. when passing over Golant River Bridge.
Par to Newquay .. .	All classes	St. Blazey. —31XX may use Clay Bank. Between St. Blazey and Luxulyan. —Engines not to exceed 25 m.p.h. when crossing following viaducts double-headed:— Clay Dry Viaduct 283m. 18‡. Pontsmill Viaduct 283m. 53‡. Rockmill Viaduct 284m. 33‡.
St. Blazey to Fowey, inclusive.	Uncoloured "Yellow" "Blue" "Red" 31XX, 42XX, 52XX, 72XX	Bugle. —Speed not to exceed 5 m.p.h. over Carbis Loop, Down side. "Blue and Red Group Engines may work over the connections from the Newquay Branch at St. Dennis Junction for the purpose of standing clear of the Newquay Branch only. They must not use any of the Sidings, Siding Connections or Crossover Roads, or proceed beyond the Crossover Road known as 'Junction with Retew Branch.'" Tolcarn Junction. —"Red" engines not to exceed 10 m.p.h. over the engine loop. "Red" engines not to exceed 20 m.p.h. and 10 m.p.h. when passing over Bridge at 283m. 32c. Fowey — Quay Line. —42XX, 52XX, 72XX not permitted beyond turntable No. 1 Jetty. Quay Loop. —42XX, 52XX, 72XX not permitted beyond point opposite Down Home Signal when proceeding from Fowey. Wharf Line. —42XX, 52XX, 72XX not permitted beyond point opposite No. 2 Jetty when working over junction through Middle and No. 3 Siding. Bay, back of Down Platform, Mileage Sidings, Goods Shed Siding. —31XX not permitted in these Sidings. All Sidings.—0-6-0T, 94XX.

Engine Restrictions—continued.

BRANCHES—continued.

Section of Line.	Engines Authorised.	Prohibitions.
Pontsmill Branch .. Goonbarrow Jct. to Carbean Siding.	17XX, 19XX, 45XX, 55XX, 74XX.. 0-6-0T. 1223 class 1361 class 19XX class 0-4-2T. 48XX class 58XX class 45XX specially authorised.	Stop Board provided, East end of Loop. Rock Siding. —All types prohibited beyond Stop Board. 45XX not permitted into following Sidings:— Wheal Henry. Old Caudledown (Up side). Wheal Anna. Gunheath (beyond loading Rosevear. Bank). Imperial (Up side). Carbean Branch.
Bugle to Carbis ..	Uncoloured "Yellow"	—
St. Dennis Jct. to Meledor Mill.	Uncoloured Following specially authorised:— "Yellow," 45XX, 55XX. "Blue," 37XX, 57XX-97XX.	"Blue" engines not permitted into Anchor Clay Co.'s Siding and Terice New Siding.
Par Harbour ..	—	W.R. engines permitted to work over following lines only on Par Harbour Estate:— From Par Harbour Box:— 1. Along the W.R. Siding. 2. Along the Estate Siding to a point just inside the gate. From St. Blazeys:— 1. On the Transfer Siding and Loop, along the coal stores. 2. In the three Wagon Repairs Sidings up to but not beyond the North end of the building. 3. Over the Siding and Loop between Wagon Repairs Shop as far as bridge. Under no circumstances must W.R. engines pass on to the bridge.
Trenance Jct. to Lansalson Burngullow to St. Dennis Jct.	All classes Uncoloured "Yellow" "Blue" 36XX, 37XX, 57XX-97XX	All Sidings.—0-6-0T, 94XX. "Blue" engines not permitted in the following Sidings:— Parkyn & Peters, Little Treiscoe, Luke's Old, Old Carpella.
Penwithers Jct. to Falmouth	All classes	"Red" and "Blue" engines not to exceed 35 m.p.h. on Branch. Perranwell, Goods Shed. —All classes, except 0-6-0T, 45XX, 4-4-0 "Bulldogs" and Autos. Penryn, Goods Shed. —All classes, except 0-6-0T, 45XX, 4-4-0 "Bulldogs" and Autos. Falmouth, Dock Sidings. —All types.
Penwithers Jct. to Newham	Uncoloured "Yellow" 0-6-0T not over 16T 12c axle weight.	—
Chacewater to Tolcarn Jct.	*2-6-2T, 45XX, 55XX Uncoloured "Yellow" § "Blue" groups in case of emergency only not to exceed 20 m.p.h.	*Specially authorised. 0-6-0T not permitted on the Branch. § For emergency only. "Blue" engines not to work into Cattle Pens Sidings at the following stations:— St. Agnes, Perranporth, Shepherds. Tolcarn Junction. —"Red" engines not to exceed 10 m.p.h. over the Engine Loop.
Shepherds to Treamble ..	Uncoloured "Yellow" 2-6-2T, 45XX, specially authorised.	—
North Crofty Jct. to North Crofty Sidings.	Uncoloured and "Yellow," Tank engines only.	—
Roskear Junction to North Roskear Siding.	*4-6-0 "Castle" "Hall" and 68XX *2-6-0, 83XX, 93XX *2-8-0, 28XX, *Austerity 2-8-0. *L.M.R. 2-8-0. Uncoloured and "Yellow" Tank engines only.	*Junction to Messrs. Holman's No. 1 Works Siding at walking pace over curves.
North Roskear Siding to end of Branch.	Uncoloured "Yellow," 45XX, 55XX, 4-4-0 "Earl" specially authorised.	—
Gwinear Road to Helston ..	Blue, 43XX, 51XX	—
Hayle Wharves ..	Uncoloured 0-6-0T 2-6-2T, 44XX, "Yellow" 2-6-2T, 45XX, 55XX. "Blue" 0-6-0T specially authorised.	Not permitted between Nancegollan and Helston Junction leading to Penpol Siding and beyond Weighbridge, Harvey's Siding.
St. Erth ..	(a) All types may work on Branch up to 321 m. 30 cbs. at which point a board is fixed as follows:—"Only Uncoloured or 'Yellow' Engines 4500-4574 to pass this Board." (b) Only the outer road of the United Dairies Sidings may be used by "Red" Engines. (c) Engines must not proceed over United Dairies Siding, beyond Stop Board provided.	—
St. Erth to St. Ives	Uncoloured "Yellow," 4500-4574 type, 4-4-0 "Earl" specially authorised.	—

WORKING OF ENGINES IN STEAM COUPLED TOGETHER.

Main Line Routes.

RATTERY TO TOTNES.

Referring to the Instructions in the General Appendix, page 142, it has been agreed that up to and including FOUR engines of the class normally used for assisting purposes on this section may work in steam coupled together and marshalled in any order.

LAIRA SHED AND NORTH ROAD.

Referring to the Instructions in the General Appendix, page 142, it has been agreed that any number of engines up to and including five may work in steam, coupled together and marshalled in any order, over this section, subject to the following stipulations:—

Speed not to exceed 30 m.p.h. and a reduction of speed to 20 m.p.h. to be strictly observed when passing over Old Laira Road Bridge at 244m. 63½chs., Main Line.

Tender engines must not run coupled to "Kings" funnel to funnel. Tank engines in the "red" and "blue" groups must not be coupled to the funnel end of "King" class locomotives.

"King" class engines may be run coupled together over this section of the line and the instructions on page 142 of the General Appendix, Clause (D) (1) are hereby amplified accordingly.

Routes other than Main Lines.

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

WORKING OF "KING" CLASS ENGINES OVER GOODS RUNNING LOOPS IN EMERGENCY.

Engines of the "King" Class may use the following Loops. Speed not to exceed five miles per hour.

Situation of Loop.	Up or Down.
Totnes	Up and Down.
Brent	Up and Down.
Hemerdon	Up and Down.
Tavistock Junction	Up and Down.
Tavistock Junction—Laira	Either Way.
Lipson Junction	Up and Down.
Keyham	Up.

RUNNING TIMES FOR RETURN BANKING ENGINES.

Dainton to Totnes	10 minutes.	Dainton to Newton Abbot	8 minutes.
Brent to Rattery	4 "	Hemerdon to Plymouth	17 "
Rattery to Totnes	9 "	Hemerdon to Laira	12 "
Totnes to Dainton	10 "	Hemerdon to Plympton	7 "
		Lydford to Tavistock	14 "

Signalmen to note and act in accordance with same and in cases where the Drivers exceed the time and delay trains to call attention to same.

SCHEDULES FOR PLYMOUTH OCEAN SPECIALS.

Via CASTLE CARY and FROME and WESTBURY AVOIDING LINES.

" KING " ENGINES	Up to 260 tons.	Over 260 tons to 400 tons.	Over 400 tons to Standard Load.
" CASTLE " CLASS ENGINES	Up to 215 tons.	Over 215 tons to 350 tons.	Over 350 tons to Standard Load.

NON-STOP.

Telegraph Code ➡	PLYM. A.		PLYM. B.		PLYM. C.	
	arr. a.m.	dep. a.m.	arr. a.m.	dep. a.m.	arr. a.m.	dep. a.m.
Plymouth Docks	—	0 00	—	0 00	—	0 00
Ashburton Junction		0 40		0 40		0 43
Newton Abbot		0 53	0 54 K	0 57	0 57 K	1 00
Exeter		1 17		1 23		1 25
Taunton		1 49		1 55		1 59
Castle Cary		2 14		2 21		2 26
Heywood Road Junction		2 35		2 42½		2 48½
Bedwyn		3 3		3 11		3 18
Reading		3 35		3 44		3 52
Paddington	4 17	H J	4 26	H J	4 36	H J

CALLING EXETER.

Telegraph Code ➡	PLYM. D.		PLYM. E.		PLYM. F.	
	arr. a.m.	dep. a.m.	arr. a.m.	dep. a.m.	arr. a.m.	dep. a.m.
Plymouth Dock	—	0 00	—	0 00	—	0 00
Ashburton Junction		0 40		0 40		0 43
Newton Abbot		0 53	0 54 K	0 57	0 57 K	1 00
Exeter	1 18	1 21	1 23	1 26	1 26	1 29
Taunton		1 55		2 01		2 05
Castle Cary		2 20		2 27		2 32
Heywood Road Junction		2 41		2 48½		2 54½
Bedwyn		3 9		3 17		3 24
Reading		3 41		3 50		3 53
Paddington	4 23	H J	4 32	H J	4 42	H J

H—Includes four minutes for R.O.S. Recovery Time Newbury to Reading.

J—Includes four minutes for R.O.S. Recovery Time Southall to Paddington.

K—Stop at Newton Abbot to detach assisting engine.

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

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

BRANCH LINES.

SECTION.		CLASS OF ENGINE.								
		10XX, 100,111 4000, 4016, 4032, 4037 4073- 4099 5000- 5099 70XX	4003- 4072 (except 4016, 4032 and 4037)	29XX 78XX 43XX 53XX 63XX 73XX 93XX 31XX 41XX 51XX 61XX 81XX 56XX 66XX	4400-4410, 4500-4599, 5500-5574.	3335-3455	90XX 2200- 2299, 32XX 0-6-2T "B" Group.	0-6-0 and 0-6-0T. 0-6-2T. "A" Group.	2-4-0T Metro. 0-4-2T 14XX 58XX 844- 896	0-4-2T. 3574 3575 3577 1334 1335 1336
FROM	TO	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons
Bodmin Road	Bodmin ...	—	—	—	170	—	—	120*	—	—
Bodmin	Wadebridge	—	—	—	240	—	—	144 240*	—	—
Wadebridge	Bodmin ...	—	—	—	170	—	—	240 120*	—	—
Bodmin	Bodmin Road	—	—	—	220	—	—	144 190* 190	—	—
Brent ...	Kingsbridge	—	—	—	200	—	—	144	120	—
Kingsbridge...	Brent ...	—	—	—	200	—	—	144	120	—
Chacewater ...	Perranporth	—	—	290	170	—	—	144	84	—
Perranporth...	Newquay ...	—	—	252	170	—	—	144	84	—
Newquay ...	Chacewater	—	—	252	170	—	—	144	96	—
Gwinear Road	Helston ...	—	—	315‡	220	—	—	—	—	120
Helston ...	Gwinear Rd.	—	—	315‡	220	—	—	—	—	120
Liskeard ...	Looe ...	—	—	—	240	240	—	220	—	—
Looe ...	Coombe Jct.	—	—	—	240	220	—	220	—	—
Coombe Jct. ...	Liskeard ...	—	—	—	170	144	—	144	—	—
Lostwithiel	Fowey ...	—	—	—	280	—	—	220	—	170
Fowey ...	St. Blazey ...	—	—	—	190	—	—	144	—	84
St. Blazey ...	Fowey ...	—	—	—	200	—	—	144	—	84
Fowey ...	Lostwithiel...	—	—	—	280	—	—	220	—	—
Par ...	Luxulyan ...	215†	175†	165†	150†	135†	130†	115	—	—
Par ...	Luxulyan ...	230†	190†	180†	160†	145†	140†	120	—	80
Luxulyan ...	Newquay ...	320	280	250	200	170	170	170	—	120
Newquay ...	Par ...	300	260	230	190	170	160	150	—	110
Plymouth ...	Yealmpton ...	—	—	315	252	—	—	190	—	—
Yealmpton ...	Plymouth ...	—	—	280	220	—	—	190	—	—
Plymouth ...	Yelverton ...	325	285	240	220	220	—	190	—	—
Yelverton ...	Launceston ...	—	—	—	240	—	—	190	—	—
Launceston ...	Yelverton ...	—	—	—	220	—	—	170	—	—
Yelverton ...	Plymouth ...	420	390	240	220	220	—	170	—	—
St. Erth ...	St. Ives ...	—	—	—	190 } †	—	—	—	120	96
St. Ives ...	St. Erth ...	—	—	—	190 }	—	—	—	120	96
Totnes ...	Buckfastleigh	—	—	—	*240	—	—	220	140	120
Buckfastleigh	Ashburton ...	—	—	—	*220	—	—	192	100	90
Ashburton ...	Totnes ...	—	—	—	*280	—	—	240	160	140
Truro ...	Falmouth ...	350	315	270	240	220	—	—	144	—
Falmouth ...	Truro ...	350	315	270	240	220	—	—	144	—
Yelverton ...	Princetown...	—	—	—	120	—	—	—	—	—
Princetown ...	Yelverton ...	—	—	—	144	—	—	—	—	—

A—For loads with assistant engine see page 152.

f—Maximum load unassisted.

*—For 21XX Engines.

†—220 tons with 1 minute extra running time.

‡—Engines conveying loads exceeding these tonnages to be allowed

up to 3 minutes extra running time.

§—For 43XX and 51XX Engines. (Not authorised between Nancegollan and, Helston.)

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

STANDARD LOADS OF PASSENGER TRAINS— NEWQUAY BRANCH.

The following summary provides for trains "assisted" as indicated.

CLASS OF ENGINE.	SECTION OF LINE.		
	Par to Luxulyan.	Luxulyan to Newquay.	Newquay to Par.
"CASTLE."—Assisted in rear to Luxulyan	Tons. 320	Tons. 320	Tons. —
" " Assisted by "Bulldog" throughout	375	450	450
" " Assisted by 45XX throughout	390	450	450
" " and "Bulldog" assisted in rear to Luxulyan ..	450	450	—

p—With 3 minutes extra running time.

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.

Fixed Milk Tanks ("Miltas")	14 tons	28 tons
Road/Rail Milk Tanks ("Rotanks")	18 tons	28 tons

Siphons J and BG Vehicles.

Empty	Tare Weight.
Loaded (Empty Churns) ..	Tare Weight plus 5 tons.
Loaded (Full Churns) ..	Tare Weight plus 10 tons.

Siphons F, G, H & BG Vehicles.

Empty	Tare Weight.
Loaded (Empty Churns) ..	Tare Weight plus 5 tons.
Loaded (Full Churns) ..	Tare Weight plus 8 tons.

Other Vehicles.

Empty	Tare Weight.
Loaded (Empty Churns) ..	Tare Weight plus 3 tons.
Loaded (Full Churns) ..	Tare Weight plus 5 tons.

The following increased loads for the Loaded or Empty Milk Trains shown below, have been specially authorised in each direction between Newton Abbot and Paddington, via Castle Cary and Newbury, subject to the conditions laid down for the "Castle" Class Engine.

Train.	Class of Engine.	Load (Tons).
6.20 p.m. Penzance to Kensington (Week Days) }	"Castle"	500
6.0 p.m. Penzance to Kensington (Sundays) }	40XX "Star," 39XX, 49XX, 59XX	485
2.15 p.m. Kensington to Plymouth (Week Days) }	68XX, 69XX, 43XX, 78XX	450
2.45 p.m. Kensington to Plymouth (Sundays) }		

MAXIMUM LOADS FOR AUTO ENGINES.

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

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

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 159 to 163 inclusive.
- (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.
- (3) Wagons conveying empty "containers" to be counted as loaded Class 3 wagons.
- (4) 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.
- (5) Examples of traffics in Classes 2 or 3 which must be calculated as Class 1 are:—

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

- (6) 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.
- (7) The maximum and working loads shewn on pages 159 to 163 apply (with a few exceptions specially indicated to ordinary freight wagons. Wagons of larger dimensions must be calculated as under:—

When Loaded.	When Empty.
Five 12- and 13-tonners = 6 } Class 1, 2 or 3,	Three 15-16-tonners = 4 } ordinary empty wagons.
Two 15-16-tonners = 3 } according to	One 40-tonner = 3 }
Two 40-tonners = 7 } traffic involved.	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 Vehicle	As one 10-ton loaded Class 2 traffic.
14-tonners	As 3 equals 4 10-ton wagons when loaded.
	To be treated as 12-ton wagons when empty.
15-ton Vehicle	As one 10-ton loaded Class 1 traffic.
20-ton Vehicle	As one 12-ton loaded Class 1 traffic.

NOTE.—Wagons of 20-, 21- and 22-ton capacity are shewn in special tables on page 152.

- (8) Special class wagons such as "Crocodiles," "Borails," "Oil Tanks," etc., when loaded and empty are to be calculated as shewn in table on pages 154 and 155.
- (9) 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 157 for calculating Mixed Loads.
- (10) With certain exceptions all Engines are classified into 5 Groups—A, B, C, D and E. The Group letter is painted in a circle on both sides of the engine, just above the engine number. The increased loads (in Class 3 traffic) authorised for engines of the 43XX, 78XX, 29XX, 39XX, 49XX, 59XX, 69XX, 40XX, 68XX, 47XX, and "Castle" types in the Table shewn on page 157 of this Service Time Table are applicable only when such engines are working "C" and "D" Headlamps Freight Trains timed at standard point-to-point allowances.
- (11) Class 1 and 2 traffic; Class 3 traffic enumerated in paragraph 4, former private owners' wagons fitted with grease axle-boxes, and Tanks (except as provided for in General Appendix dated August 1st, 1936) must not be conveyed by Freight Trains carrying "C" Headlamps.
- (12) Class 1 and 2 traffic; former private owners' wagons fitted with grease axle-boxes, and Tanks (except as provided for in General Appendix dated August 1st, 1936), must not be conveyed by Freight Trains carrying "D" 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:—
- Total number of wagons.
 - Equal to (...No.) of Class. (1, 2 or 3).
 - Length (on ordinary wagon basis, 21 feet over buffers).
 - 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	1	2
Bobol B	Bolster Wagon	38 0	25	14 3	2	3
Bobol C	Bolster Wagon	48 0	30	15 6	2	3
Bocar A (8 wheels)	Motor Car Body Truck	50 11	5	16 5	2	2
Bocar B (4 wheels)	Motor Car Body Truck	36 0	5	16 6	1	1
Borail B	Bolster Wagon	48 0	30	19 9	2	3
Borail C	Bolster Wagon	73 0	30	21 4	2	3
Borail D	Bolster Wagon	48 0	30	23 0	2	3
Borail F	Bolster Wagon	48 0	40	22 3	2	3
Cart Truck	Carriage Truck	65 0	12	5 9	X	3
Cartruck A	Carriage Truck	21 0	10	7 4	X	3
Carfit	Carriage Truck	24 3	10	6 10	X	3
Cone	Gunpowder Van	21 0	12	8 2	1	1
Coral	Glass Wagon	19 6	10	6 2	X	3
Coral A	Glass Wagon	23 5	12	7 9	X	3
Crocodile	Well Trolley	24 6	15	8 6	1	2
Crocodile A	Well Trolley	37 0	25	16 8	1	2
Crocodile B	Well Trolley	50 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	57 0	35	23 8	2	3
Crocodile H	Well Trolley	45 6	65	23 12	3	8
Crocodile J	Well Trolley	57 0	50	28 6	3	8
Crocodile K	Well Trolley	57 0	10	17 2	2	3
Crocodile L	Well Trolley	89 0	120	82 2	8	20
Crocodile M	Well Trolley	65 6	12 or 20	21 3	2	3 or 4
Damo A†	Covered Motor Car Truck	33 4	10	11 2	1	2
Damo B*	Covered Motor Car Truck	23 4	10	8 19	1	2
Double	Bolster Wagon	28 6	14	8 18	1	2
Flatcase	Flat Wagon fitted with 2 Bolsters and Chains	19 6	12	5 18	1	2
Gane (Engineering Dept.)	Rail and Timber Wagon	48 0	40	18 0	2	6
Gane A (Engineering Dept.)	Rail and Timber Wagon	65 0	40	22 5	2	6
Grain Van	Grain Hopper	24 6	20	12 16	1	3
Grano	Grain Hopper Wagon (covered)	22 6	20	10 5	1	3
Hydra	Well Truck	29 2	5	7 13	X	2
Hydra C	Well Truck	34 2	5	7 10	X	1
Hydra D	Well Truck	31 11	15	8 19	1	2
Hytwin	High-sided Twin Bolster Wagons	39 3	26	15 0	2	4
Loriot 31308	Well Truck	36 6	6	7 0	X	1
Loriot B, D, E, G and H	Well Truck	30 0	15	8 16	1	2
Loriot L	Well Truck	36 7	15	12 2	1	3
Loriot M	Well Truck	30 0	20	9 12	1	3
Loriot N	Well Truck	36 7	20	11 3	1	3
Loriot R	Well Truck	43 0	25	16 17	2	4
Loriot W	Well Trolley	34 0	20	12 0	1	3
Loriot Y	Well Trolley	35 0	25	14 0	1	4
Mogo*	Covered Motor Truck	20 6	12	7 14	X	2
Morel	Propeller Wagon	28 0	25	10 12	1	4
Morel A	Propeller Wagon	28 0	20	10 14	1	3
Parrot	—	63 0	20	18 14	2	4
Pollen A	Girder Wagon	52 1	40	16 16	2	6
Pollen B	Girder Wagon	52 11	60	24 10	2	8
Pollen C	Girder Wagon	42 6	40	14 14	1	5
Pollen D	Girder Wagon	41 3	40	15 16	2	6
Pollen E	When used as gun wagons 4 per set	85 6	100	51 5	5	15
Pollen E	When used as girder wagons 2 per set	46 6	60	21 12	2	8
Rectank	Rectank Flat-top with Ramp at each end	37 0	38	14 10	1	5
Roll Wagon	16-ton to 15-ton	23 0	15	9 11	1	2
Roll Wagon	30-ton (21999)	29 1½	30	15 16	2	5

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

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

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

CLASSIFICATION OF SPECIAL WAGONS, EMPTY AND LOADED—continued

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

Code.	Description.	Maximum Length over Buffers of Vehicle.	Maximum Carrying Capacity of Vehicle.	Maximum Tare of Vehicle:	EQUALS.	
					When empty. A	When loaded B
					Loaded Class 3 Wagons.	
		Ft. Ins.	Tons.	Tons. Cwts.		
Single	Single Bolster Wagon	19 6	12	5 15	X	2
Signal Dept. Wagon	10-ton	23 0	10	5 11	X	2
Signal Dept. Wagon	14-ton	28 0	14	6 11	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	Full-down Sides	34 6	14	8 12	1	2
Totem	Armour-plate Wagon	37 0	45	18 16	2	6
Totem A	Armour-plate Wagon	25 1	50	17 19	2	7
—	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

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

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

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 train works. See also clause 12 "Instructions for Calculating Loads of Freight Trains."

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

For every 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.

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.

MOVEMENT OF 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.		Tons.	Tons. Cwts.	When Empty.	Loaded with One Tank.	Loaded with Two Tanks.
"Rectank"	37	0	38	14	10	2 equals 3	See below.	See below.
"Warflat"	43	10½	50	20	8	2	See below.	See below.
"Warwell"	47	0	50	26	15	3	6	—

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

CALCULATION OF COACHING STOCK ON FREIGHT TRAINS.

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

In dealing with fractions of ten 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.

Coaching stock (passenger coaches and passenger brake vans) must not be conveyed on freight trains which have to pass two or more Divisions, without the consent of the Controls concerned.

Freight Trains scheduled in the Marshalling Instructions for the conveyance of coaching stock are excepted from these arrangements.

DIMENSIONS OF PASSENGER FITTED VEHICLES OVER 21 FEET IN LENGTH.

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

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

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

NUMBER OF LOADED WAGONS.

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

Equivalent loads in 20/21- and 10-ton EMPTY wagons for the purpose of computing Engine Load trains composed of Mixed 20/21- and 10-ton empty 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.

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

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

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

"C" AND "D" HEAD LAMPS.

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

SECTION.		" C " HEADLAMPS.			" D " HEADLAMPS.		
From	To	10XX	39XX, 49XX, 59XX, 69XX	43XX, 53XX, 63XX, 73XX, 83XX, 78XX	47XX	39XX, 49XX, 59XX, 69XX	43XX, 53XX, 63XX, 73XX, 83XX, 78XX
		100, 111, 4000, 4016, 4032, 4037, 4073 to 4099, 5000 to 5099, 70XX	4003 to 4072 inclusive, (except Nos. 4016, 4032, 4037), 68XX.	29XX	100, 111, 4000, 4016, 4032, 4037, 4073 to 4099, 5000 to 5099, 70XX	4003 to 4072 inclusive, (except Nos. 4016, 4032, 4037), 68XX.	29XX
		47XX			10XX		
		Number of Wagons conveying Class 3 traffic or equivalent.			Number of Wagons conveying Class 3 traffic or equivalent.		
DOWN		TRAINS.					
Newton Abbot ..	Totnes ..	30	27	24	30	27	24
Totnes	Brent	33	30	27	33	30	27
Brent	Laira	70	67	64	70	67	64
Laira	Millbay ..	46	46	42	46	46	42
Laira	Doublebois ..	48	45	40	48	45	40
Millbay ..	Doublebois ..	48	45	40	48	45	40
Doublebois ..	Lostwithiel ..	70	67	64	70	67	64
Lostwithiel ..	Par	48	45	40	48	45	40
Par	St. Austell ..	43	40	36	43	40	36
St. Austell ..	Truro	52	50	45	52	50	45
Truro	Redruth ..	48	45	42	48	45	42
Redruth ..	Hayle	70	67	64	70	67	64
Hayle	Penzance ..	52	50	45	52	50	45
UP		TRAINS.					
Penzance ..	Hayle	58	55	50	58	55	50
Hayle	Camborne ..	43	40	36	43	40	36
Camborne ..	Truro	70	67	64	70	67	64
Truro	Burngullow ..	48	46	42	48	46	42
Burngullow ..	Par	70	67	64	70	67	64
Par	Liskeard .. X	46	43	40	46	43	40
Liskeard ..	Laira Y	56	53	50	56	53	50
Laira	Hemerdon ..	30	27	24	30	27	24
Hemerdon ..	Totnes	70	67	64	70	67	64
Totnes	Newton Abbot	33	30	27	33	30	27

X—For trains running through Bodmin Road.

Y—For trains not stopping at Home Signal, Saltash.

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

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

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 shewn on pages 159 to 163 the latter must be strictly adhered to.

TIME ALLOWANCES FOR FREIGHT TRAINS.

LAIRA, CORNWALL JUNCTION, DEVONPORT JUNCTION AND MILLBAY.

	Allow for	Allow for	Point-to-Point Times.			
	Stop.	Start.	C	D.	E.	Ordinary.
Laira	—	1	—	—	—	—
Cornwall Junction ..	1	1	7	8	9	12
Millbay	1	—	1	1	2	3
Millbay	—	1	—	—	—	—
Cornwall Junction ..	1	1	1	1	2	3
Laira	1	—	7	8	9	12
Millbay	—	1	—	—	—	—
Cornwall Junction ..	1	1	1	1	2	3
Devonport Junction ..	1	—	1	1	2	3
Millbay	—	1	—	—	—	—
Cornwall Junction ..	1	1	1	1	2	3
Lipson Junction ..	1	—	6	6	8	9

VACUUM-FITTED BALLAST TRAINS.

TAVISTOCK QUARRY TO LAIRA AND KEYHAM.

	Point-to-Point time.	Start.	Stop.
Quarry to Tavistock	3	1	1
Tavistock to Horrabridge	9	1	1
Horrabridge to Yelverton	6	1	1
Yelverton to Bickleigh	7	1	1
Bickleigh to Marsh Mills	7	1	1
Marsh Mills to Laira	2	1	1
Marsh Mills to Keyham	12	1	1

CLAY TRAINS—BURNGULLOW TO PAR.

	Point to Point Times. Minutes.	Allow for stop. Minutes.	Allow for start. Minutes.	
Burngullow	0	0	0	4 minutes required Incline Instructions put down brakes. 3 minutes required Pick up brakes
Trenance Siding	4	1	1	
St. Austell	2	1	1	
Par Harbour	8	2	1	
Par	2	1	1	

Trains exceeding 25 Ordinary Wagons, or equal thereto —

Burngullow	0	0	0	4 minutes required Incline Instructions 3 minutes required Pick up Brakes.
Trenance Siding	7	1	1	
St. Austell	5	1	1	
Par Harbour	10	1	1	
Par	3	1	1	

MAXIMUM LOADS FOR BRANCH 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.
ASHBURTON.	Buckfastleigh ..	40	25	30	38	50	—	—	—	31	37	47	62	—	—	—	—	—
..	Totnes ..	40	30	36	40	60	—	—	—	36	43	54	72	—	—	—	—	—
..	Buckfastleigh ..	26	13	16	20	26	—	—	—	16	19	24	32	—	—	—	—	—
BODMIN.	Buckfastleigh ..	28	10	12	15	20	—	—	—	22	14	18	24	—	—	—	—	—
..	Bodmin Road ..	28	9	11	14	20	—	—	—	13	17	22	30	—	—	—	—	—
..	do. (X) ..	28	10	12	15	20	—	—	—	13	17	22	30	—	—	—	—	—
..	Wadebridge ..	28	9	11	14	20	—	—	—	13	17	22	30	—	—	—	—	—
..	do. ..	45	18	22	27	36	—	—	—	25	32	42	60	—	—	—	—	—
..	Bodmin Road ..	45	17	21	26	36	—	—	—	25	32	42	60	—	—	—	—	—
..	do. (X) ..	45	17	21	26	36	—	—	—	25	32	42	60	—	—	—	—	—
CARBIS	Carbis ..	40	11	13	17	22	—	—	—	14	18	24	30	—	—	—	—	—
..	Bugle ..	40	23	28	35	46	—	—	—	26	31	39	52	—	—	—	—	—
..	Bugle ..	45	10	12	15	20	—	—	—	13	17	22	30	—	—	—	—	—
CORNWALL JUNCTION.	Drinnick Mill ..	45	20	24	30	40	—	—	—	23	28	35	44	—	—	—	—	—
..	St. Dennis Junction ..	45	35	42	53	60	—	—	—	40	48	60	80	—	—	—	—	—
..	Carbella Siding ..	45	12	14	18	24	—	—	—	13	17	22	30	—	—	—	—	—
..	Burgullov ..	45	10	12	15	20	—	—	—	13	17	22	30	—	—	—	—	—
..	Drinnick Mill ..	45	10	12	15	20	—	—	—	13	17	22	30	—	—	—	—	—
..	Slip Siding ..	45	11	13	17	22	—	—	—	14	18	24	30	—	—	—	—	—
..	Drinnick Mill ..	45	35	42	53	60	—	—	—	40	48	60	80	—	—	—	—	—
..	Slip Siding ..	45	35	42	53	60	—	—	—	40	48	60	80	—	—	—	—	—
FALMOUTH.	Falmouth ..	30	15	18	23	30	—	—	—	17	20	26	34	—	—	—	—	—
..	Truro ..	30	15	18	23	30	—	—	—	17	20	26	34	—	—	—	—	—
..	Falmouth ..	50	35	42	53	60	—	—	—	40	48	60	80	—	—	—	—	—
..	Lostwithiel ..	50	35	42	53	60	—	—	—	40	48	60	80	—	—	—	—	—
..	Fowey ..	50	35	42	53	60	—	—	—	40	48	60	80	—	—	—	—	—
..	Lostwithiel ..	50	35	42	53	60	—	—	—	40	48	60	80	—	—	—	—	—
..	Lostwithiel ..	50	35	42	53	60	—	—	—	40	48	60	80	—	—	—	—	—
GOONBARROW.	Carbean ..	20	7	8	11	14	—	—	—	—	—	—	—	—	—	—	—	—
..	St. Blazey ..	30	8	11	14	18	—	—	—	—	—	—	—	—	—	—	—	—
..	Goonbarrow Junction ..	30	8	9	12	18	—	—	—	—	—	—	—	—	—	—	—	—
..	Carbean ..	20	20	24	30	40	—	—	—	—	—	—	—	—	—	—	—	—
..	Caudledown ..	20	24	30	40	50	—	—	—	—	—	—	—	—	—	—	—	—
..	Caudledown ..	20	24	30	40	50	—	—	—	—	—	—	—	—	—	—	—	—
..	St. Blazey ..	38	14	17	21	28	—	—	—	16	19	24	32	—	—	—	—	—
..	Gwinear Road ..	28	14	17	21	28	—	—	—	16	19	24	32	—	—	—	—	—
..	Helston ..	28	14	17	21	28	—	—	—	16	19	24	32	—	—	—	—	—
..	Gwinear Road ..	35	35	42	53	60	—	—	—	40	48	60	80	—	—	—	—	—
KINGSBRIDGE	Brent ..	35	12	14	18	24	—	—	—	15	18	23	30	—	—	—	—	—
..	Loddiswell ..	35	12	14	18	24	—	—	—	15	18	23	30	—	—	—	—	—
..	Kingsbridge ..	35	12	14	18	24	—	—	—	15	18	23	30	—	—	—	—	—
..	Loddiswell ..	35	14	17	21	28	—	—	—	16	19	24	32	—	—	—	—	—
..	Brent ..	35	14	17	21	28	—	—	—	16	19	24	32	—	—	—	—	—

ASSISTED TRAINS.—See page 153.

+ Engines of 1361 type and other Un-grouped 0-6-0T types.

0-6-0 T. types with low boiler pressure

A 0-6-0 T. types with low boiler pressure

MAXIMUM LOADS FOR BRANCH FREIGHT TRAINS—continued.

BRANCH.		MAXIMUM ENGINE LOADS.																	
From	To	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.	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.	
LAUNGESTON.																			
Launceston	Lydford	45	13	16	20	26	15	18	23	30	16	19	24	32	32	58	70	88	100
Lydford	Tavistock	45	35	42	53	60	40	48	60	80	44	53	66	85	85	23	28	35	46
Tavistock	Yelverton	45	14	17	21	28	16	19	24	32	17	20	26	34	34	58	70	88	100
Yelverton	Laira	45	35	42	53	60	40	48	60	80	44	53	66	85	85	23	28	35	46
Laira	Yelverton	45	14	17	21	28	16	19	24	32	17	20	26	34	34	58	70	88	100
Yelverton	Tavistock	45	35	42	53	60	40	48	60	80	44	53	66	85	85	23	28	35	46
Tavistock	Lydford	45	15	18	23	30	17	20	26	34	19	23	29	38	38	58	70	88	100
Lydford	Launceston	45	35	42	53	60	40	48	60	80	44	53	66	85	85	23	28	35	46
LISKEARD AND LOOE.																			
Liskeard	Looe	45	35	42	53	60	40	48	60	80	44	53	66	85	85	23	28	35	46
Looe	Moorswater	45	20	24	30	40	23	28	35	46	25	30	38	50	50	58	70	88	100
Moorswater	Liskeard	45	9	11	14	18	10	12	15	20	11	13	17	22	22	23	28	35	46
NEWQUAY.																			
Par	St. Blazey	45	30	36	45	60	34	41	51	68	37	44	56	74	74	50	60	75	100
St. Blazey	Pontsmill	45	32	36	45	64	35	41	51	70	40	48	56	80	80	15	18	23	30
St. Blazey	Luxulyan	45	10	12	15	20	11	13	17	22	12	14	18	24	24	50	60	75	100
Luxulyan	Bugle X	45	23	28	35	46	26	31	39	52	29	35	44	58	58	38	46	57	76
Bugle X	Roche	45	14	17	21	28	16	19	24	32	17	20	26	34	34	58	70	88	100
Roche	St. Dennis Junction	45	11	13	17	23	12	14	18	24	14	17	21	28	28	38	46	57	76
St. Dennis Junction	Newquay	45	35	42	53	60	40	48	60	80	44	53	66	85	85	58	70	88	100
Newquay	St. Dennis Junction	45	19	23	29	38	22	26	33	44	24	29	36	48	48	58	70	88	100
St. Dennis Junction	Roche	45	11	13	17	24	12	14	18	24	14	17	21	28	28	38	46	57	76
Roche	St. Blazey	45	30	36	45	60	34	41	51	68	37	44	56	74	74	50	60	75	100
St. Blazey	Par	45	30	36	45	60	34	41	51	68	37	44	56	74	74	50	60	75	100
ST. BLAZEY AND FOWEY.																			
St. Blazey	Fowey	40	12	14	18	24	14	17	21	28	15	18	23	30	30	20	24	30	36
Fowey	St. Blazey	40	10	12	15	20	11	13	17	22	12	14	18	24	24	16	19	24	30
<i>Note.</i> —All Class 1 loads are for 10-ton wagons, or equivalent, unless otherwise stated. All engines of 19XX, 20XX and 21XX Classes to be included with Ungrouped engines for "Engine load purposes" on this Section. Loads of assisted trains between St. Blazey and Fowey and <i>vice versa</i> must not exceed 30 12-ton loaded wagons.																			
NEWQUAY AND PERRANPORTH.																			
Chacewater	St. Agnes	45	14	17	21	28	16	19	24	32	17	20	26	34	34	23	28	35	46
St. Agnes	Perranporth	45	35	42	53	60	40	48	60	80	44	53	66	85	85	58	70	88	100
Perranporth	Shepherds	45	10	12	15	20	11	13	17	22	12	14	18	24	24	16	19	24	30

ASSISTED TRAINS.—See page 159.

X See page 163 for Engine Loads on these sections for ungrouped engines and group "A" engines having less than 165 lbs. boiler pressure.

42XX Type.

12-ton loaded wagons.

27 (10 Tonners)
25 (12 Tonners)
23 (12 Tonners)

MAXIMUM LOADS FOR BRANCH FREIGHT TRAINS—continued.

BRANCH.		MAXIMUM ENGINE LOADS.																
		For Group A Engines.			For Group B Engines.			For Group C Engines.			For Group D Engines.			For Group E Engines.				
From	To	Class 1 Traffic.	Class 2 Traffic.	Class 3 Traffic.	Empties.	Class 1 Traffic.	Class 2 Traffic.	Class 3 Traffic.	Empties.	Class 1 Traffic.	Class 2 Traffic.	Class 3 Traffic.	Empties.	Class 1 Traffic.	Class 2 Traffic.	Class 3 Traffic.	Empties.	
NEWQUAY AND PERRANPORTH—continued.																		
Shepherds	Tolcar Junction South	45	12	14	18	24	14	17	21	28	15	18	23	30	20	24	30	48
Shepherds	Tolcar Junction North	25	18	22	27	36	21	25	32	42	22	26	33	44	30	36	45	72
Shepherds	Newquay	25	35	42	53	60	40	48	60	80	44	53	66	85	58	70	88	100
Shepherds	Perranporth	45	10	12	15	20	11	13	17	22	12	14	18	24	16	19	24	40
Shepherds	St. Agnes	45	14	17	21	28	16	19	24	32	17	20	26	34	23	28	35	56
Shepherds	Chacewater	45	10	12	15	20	11	13	17	22	12	14	18	24	16	19	24	40
Shepherds	St. Agnes	45	35	42	53	60	40	48	60	80	44	53	66	85	58	70	88	100
NEWHAM.																		
Truro	Newham	25	15	18	23	30	17	20	26	34	19	23	29	38	20	24	30	48
Truro	Truro	25	14	17	21	28	16	19	24	32	17	20	26	34	20	24	30	48
PRINCETOWN.																		
Yelverton	Princetown	20	9	11	14	18	—	—	—	—	11	13	17	22	—	—	—	—
Yelverton	Yelverton	20	11	13	17	22	—	—	—	—	14	17	21	28	—	—	—	—
RETREW.																		
St. Dennis Junction	Meleador Mill	45	35	42	53	60	—	—	—	—	45	53	66	85	—	—	—	—
Meleador Mill	Retew	45	11	13	17	22	—	—	—	—	14	17	21	28	—	—	—	—
Meleador Mill	St. Dennis Jct.	45	26	30	38	52	—	—	—	—	32	38	48	64	—	—	—	—
ST. IVES.																		
St. Erith	St. Erith	30	14	17	21	28	16	19	24	32	17	20	26	34	—	—	—	—
St. Erith	St. Ives	30	14	17	21	28	16	19	24	32	17	20	26	34	—	—	—	—
SUTTON HARBOUR.																		
Sutton Harbour	Sutton Harbour	50	35	42	53	60	—	—	—	—	45	53	66	85	—	—	—	—
Sutton Harbour	Laira	50	35	42	53	60	—	—	—	—	45	53	66	85	—	—	—	—
TOTNES QUAY.																		
Totnes	Totnes	45	30	36	45	60	34	41	51	68	37	44	56	74	—	—	—	—
Totnes	Totnes	45	18	22	27	36	21	25	32	42	22	26	33	44	—	—	—	—
TREMBLE.																		
Shepherds	Treble	24	10	12	15	20	—	—	—	—	12	14	18	24	—	—	—	—
Shepherds	Shepherds	24	10	12	15	20	—	—	—	—	12	14	18	24	—	—	—	—
TRENANCE VALLEY.																		
Bojca	Bojca	—	10	12	15	20	16	19	24	32	17	20	26	34	—	—	—	—
Bojca	Bojca	—	15	18	23	30	11	13	17	22	12	14	18	24	—	—	—	—
Bojca	Bojca	—	25	30	38	50	29	35	44	58	25	30	38	50	—	—	—	—
Bojca	Bojca	—	35	37	53	60	40	48	60	80	35	42	53	70	—	—	—	—
WADEBRIDGE.																		
Bodmin	Bodmin	28	10	12	15	20	11	13	17	22	12	14	18	24	—	—	—	—
Bodmin	Bodmin	28	35	42	53	70	40	48	60	80	44	53	66	88	—	—	—	—
Bodmin	Bodmin	28	10	12	15	20	11	13	17	22	12	14	18	24	—	—	—	—
Bodmin	Bodmin	45	18	22	27	36	21	25	32	42	22	26	33	44	—	—	—	—
YEALMPTON.																		
Laira	Laira	25	15	18	23	30	17	20	26	34	19	23	29	38	—	—	—	—
Yealmpton	Yealmpton	25	15	18	23	30	17	20	26	34	19	23	29	38	—	—	—	—

MAXIMUM LOADS FOR FREIGHT TRAINS. MILLBAY AND LAIRA.

Engine Group.

Class of Traffic.

(Unassisted.)

(Assisted to
North Road West.)

		1.	2.	3.	"E"	1.	2.	3.	"E"
"A"	.. ..	14	17	21	28	24	29	36	48
"B"	.. ..	16	19	24	32	28	34	42	56
"C"	.. ..	17	20	26	34	30	36	45	60
"D"	.. ..	23	28	35	46	40	48	60	80
"E"	.. ..	28	34	42	56	48	58	73	96

MAXIMUM LOADS FOR BALLAST TRAINS.

Gross load—excluding Brake Van.			Gross load—excluding Brake Van.		
Engine Group	Gross Tonnage	No. of 20-ton Hoppers (gross weight not to exceed 25 tons per Wagon).	Engine Group	Gross Tonnage	No. of 20-ton Hoppers (gross weight not to exceed 25 tons per Wagon).
DOWN MAIN LINE. Tavistock Jct. to Par :			UP MAIN LINE. St. Austell to Laira :		
A	225	9	A	225	9
B	250	10	B	250	10
C	300	12	C	300	12
D	375	15	D	375	15
E	475	19	E	475	19
Par to St. Austell :			BRANCH LINE. Tavistock to Laira :		
A	225	9	A	250	10
B	250	10	B	275	11
C	275	11	C	300	12
D	350	14			
E	450	18			

MAXIMUM LOADS FOR BRANCH FREIGHT TRAINS.

BRANCH.		WORKING LOADS.	MAXIMUM ENGINE LOADS.											
From	To	Maximum number of wagons to be conveyed except for Trains specially provided for in the Service Book or by arrangement.	For Ungrouped Engines 19XX, 20XX and Group A Engine 64XX.				For Group A Engines 74XX.				For Group C Engines 45XX, 55XX, 36XX, 37XX, 57XX, 77XX, 87XX, 97XX.			
			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.
HAYLE WHARVES.														
Hayle	Hayle Wharves ..	20	20	24	30	40	23	28	35	46	25	30	38	50
Hayle Wharves	Hayle ..	20	6	7	9	12	8	10	12	16	10	12	15	20

REVISED ENGINE LOADS FOR UNGROUPED AND GROUP "A" ENGINES WITH LOW BOILER PRESSURE.

SECTION.		GROUP I. No. 2021 to 2160, 2181 and 2182 and Group A engines less than 165 lbs.				GROUP II. 992 and 1901 to 2020.			
		Class of traffic.			Ety.	Class of traffic.			Ety.
		1.	2.	3.		1.	2.	3.	
St. Blazey A	Fowey ..	10	12	15	20	—	—	—	—
Fowey	St. Blazey ..	8	10	12	16	—	—	—	—
Fowey	Lostwithiel ..	30	36	45	60	—	—	—	—
Lostwithiel	Fowey ..	30	36	45	60	—	—	—	—
Onslow Sidings	Lostwithiel ..	30	36	45	60	—	—	—	—
St. Blazey	Luxulyan ..	9	11	14	18	8	10	12	16
Luxulyan	Bugle ..	23	28	35	46	20	24	30	40
Bugle	St. Blazey ..	25	30	38	50	*25	30	38	50
†Bugle	St. Blazey ..	—	—	—	—	†40	48	60	80
GOONBARROW BRANCH									
Goonbarrow Jct.	Carbean ..	9	11	14	18	8	10	12	16
Carbean	Caudledown ..	9	11	14	18	8	10	12	16
Caudledown	Goonbarrow Jct. ..	23	28	35	46	20	24	30	40

*—When conveying 25 Class 1 traffic or equivalent, train to occupy 16 minutes (including start and stop) descending bank Luxulyan S.B. to Pontmill Siding.

†—Coupled train engine loads, Group 2.—Sufficient brake van power must be provided on all "Coupled" trains between Goonbarrow Jct. and St. Blazey.

NOTE.—The Class 1 loads are based on 10-ton wagon basis, and all wagons exceeding 10 tons capacity must be reckoned in accordance with the "Instructions for calculating loads of freight trains."

A—Nine wagons loaded with clay should be calculated as equal to ten of Class 1 traffic based on 10 tons loading.

BANKING AND SHUNTING ENGINES.

Station.	Engine No.	Starting Time.	Authorised Hours.							Total Hours per Week	Particulars of Work.
			Mon.	Tues.	Wed.	Thurs.	Fri.	Sat.	Sun.		
Aller Junction ..	1	12.45 a.m.	24	24	24	24	24	24	16	160	Banking as required to Dainton.
Newton Abbot and Totnes	1	5. 0 a.m. 6. 0 a.m. (Suns.)	13	13	13	13	13	13	8	86	Runs Light Engine to Totnes. Bank as required. To Shed 6.0 p.m.
	2	12. 0 noon 6. 0 p.m. (Sats.)	12	22	22	22	22	22	10	132	Runs Light Engine to Totnes. Bank as required. To Shed 10.0 a.m.
	3										
	4	2. 0 p.m. 6. 0 p.m. (Sats.) 11. 0 p.m. (Suns.)	16	16	SUSPENDED	16	16	10	7	97	Light Engine to Totnes. To Shed 6.0 a.m. (Sundays 10.0 a.m.)
	5										
	6	10. 0 p.m.	15	15	SUSPENDED	15	15	15	15	105	Light Engine to Totnes. Bank as required. To Shed 1.0 p.m.
Tavistock Junction ..	1	2.20 p.m.	9½	15½	15½	15½	15½	15½	4½	93½	Banking Tavistock Jct. to Hemerdon, commencing with 2.36 p.m. Tavistock Jct. to Shed 6.0 a.m. (Sundays 4.45 a.m.)
		10. 0 p.m.. (Suns. 10.30 p.m.)	12	14	14	14	14	14	4½	86½	Banking Tavistock Jct. to Hemerdon, commencing with 5.5 p.m. Marazion. To Shed 12.0 noon. (Sundays 3.0 a.m.)
	3	12. 5 a.m.	6	—	—	—	—	—	—	6	On Sundays commencing with 10.50 p.m. Tavistock Junction to Oxley Sidings. Banking Tavistock Jct. to Hemerdon, commencing with 12.50 a.m. Tavistock Jct. To Shed 6.0 a.m.
	4	12. 1 a.m.	24	24	24	24	24	24	24	168	Shunts Down side, New Yard.
Laira ..	5	6. 0 a.m.	18	24	24	24	24	24	14	152	Shunts Down side Old Yard.
	6	12. 1 a.m.	24	24	24	24	24	24	8	152	Shunts Up side.
	1	6. 0 a.m.	18	24	24	24	24	24	14	152	Shunts Up side.
	2	6. 0 a.m.	18	24	24	24	24	24	6	144	Shunts Down side.
	3	6. 0 p.m.	4	4	4	4	4	—	—	20	Shunts Mount Gould End until 10.0 p.m.
North Road (Passenger)	1	12. 1 a.m.	24	24	24	24	24	24	24	168	Station shunting.
	2	9. 0 a.m.	2½	2½	2½	2½	2½	2½	—	15	Station shunting.
Millbay (Passenger) ..	1	12.1 a.m. MO	22	16	16	16	16	16	18	120	Station shunting and forming trains.
	2										
	3	3. 0 p.m.	2	2	2	2	2	2	—	12	Station shunting and forming trains.
Millbay (Goods) ..	1	6. 0 a.m.	18	24	24	24	24	24	6	144	Shunts Goods Yard and Shed.
Millbay (Docks) ..	1	6. 0 a.m.	18	24	24	24	24	24	6	144	Shunts East End and Mileage Sidings.
	2	8. 0 a.m.	8	8	8	8	8	8	RR	48	Shunts West Wharf, South Quay and North Quay.
Fowey ..	1	7. 0 a.m.	14	14	14	14	14	14	14	77	Light engine off Shed 6.25 a.m. Banks 6.30 a.m. mineral ex St. Blazey, due Fowey 6.56 a.m. Shunt Fowey Yard and bank trains to Pinnock Tunnel as required. To Shed 9.0 p.m. Or Saturdays to return banking 1.15 p.m. or 2.0 p.m. Fowey.
St. Blazey ..	1	6. 0 a.m.	16	16	16	16	16	16	—	96	Shunts Yard.
	2	8. 0 a.m.	9½	9½	9½	9½	9½	9½	—	57	Banks 8.20 a.m. St. Blazey to St. Dennis Junction, returning Light Engine to St. Blazey. Bank 11.0 a.m. St. Blazey to St. Dennis Junction. Bank 12.25 p.m. and 1.35 p.m. St. Dennis Junction to Roche. Assists 4.20 p.m. St. Dennis Junction to St. Blazey.
St. Austell ..	1	6. 0 a.m.	12	12	12	12	12	12	—	72	Off Shed 5.25 a.m. Light Engine to St. Austell, Shunts Passenger Station and Goods Yard, and works Specials to Trenance Valley as required, returning from St. Austell at 5.25 p.m.
Truro ..	1	3.30 a.m.	20½	24	24	24	24	24	18	158½	Shunts Goods Yard.
	2	5. 0 a.m.	14½	14½	14½	14½	14½	14½	—	88½	Station Shunting. (Shunting 7.45 p.m. to 10.30 p.m. performed by Falmouth Branch engine.)
	3	11. 0 a.m.	—	—	5	1½	—	—	—	1½	Works trips Truro Yard to Cattle Pens and shunt as necessary.
Penzance (Goods) ..	1	6. 0 a.m.	16	16	16	16	16	16	—	96	Shunts Ponsandane Goods Yard, Long Rock and Marazion as required.
Penzance (Passenger)	1	6.30 a.m.	16	16	16	16	16	16	—	96	Passenger station Pilot.
	2	8.20 a.m.	—	—	—	—	—	—	8	8	Passenger station Pilot. To St. Erth (when required) at 11.0 a.m. to shunt out Milk Tanks and attach to 11.40 a.m. Penzance perishable, and return to Penzance Station on completion.