

GILFACH, OGMORE, GARW, AND LLYNVI BRANCHES—Continued.

[illegible]

Up Trains. GILFACH, OGMORE, GARW, AND LLYNVI BRANCHES. Week Days.

[illegible]

Up Trains. GILFACH, OGMORE, GARW, AND LLYNVI BRANCHES. Week Days.

[illegible]

Down Trains. PORTHCAWL BRANCH, AND PYLE WEST LOOP. Week Days.

DOUBLE LINE.				SINGLE LINE.				CROSSING STATIONS.		TRAIN TOKEN STATIONS.	
From.		To.		To.		Worked by.		Cefn Junctions		Tondy Velin Vach, Cefn Jct., Pyle Jct., Cornelly, Porthcawl.	
Tondy Middle		Tondy Velin Vach		Pyle		Electric Train Token					
Pyle		Cornelly		Porthcawl		Electric Train Token					
Pyle West		Heol-y-sheet Crossing									
Dis- tances	M.	C.	STATIONS.		Time Allowances for Ordinary Freight Trains. See page 2.		To.		From.		B
			Gradi- ent 1 in	Stop.	Start.	Point- to- Point Times	J	K	J	K	
				Mins.	Mins.	Mins.	dep.	arr.	dep.	arr.	
0 54 $\frac{1}{2}$			TONDU JUNCTION.	2			5.20 a.m.	6.10 a.m.	5.20 a.m.	6.10 a.m.	
1 34			Cribbwr Ballast Sgs.				Mar- gan Jct.	Swan- dillo (High St.)	Mar- gan Jct.	Swan- dillo (High St.)	
2 44			Cefn Junction	1	12		Fr ^{ht} MX	Freight U 1.	Fr ^{ht} MX	Freight U 1.	
3 64			PYLE	1	1		Fr ^{ht} MX	U 1.	Fr ^{ht} MX	U 1.	
5 70 $\frac{1}{2}$			Pyle West	1	10		Fr ^{ht} MX	U 1.	Fr ^{ht} MX	U 1.	
6 55			Heol-y-sheet Cross'g				Fr ^{ht} MX	U 1.	Fr ^{ht} MX	U 1.	
7 22			Cornelly	1	7		Fr ^{ht} MX	U 1.	Fr ^{ht} MX	U 1.	
8 46			Notage Halt	1	10		Fr ^{ht} MX	U 1.	Fr ^{ht} MX	U 1.	
9 60			PORTHCAWL	1	10		Fr ^{ht} MX	U 1.	Fr ^{ht} MX	U 1.	
STATIONS.											
Tondy Junction		Swansea		Pyle		Porthcawl		Pyle		Porthcawl	
Cribbwr Ballast Sgs.		B. Depot		Pyle		Porthcawl		Pyle		Porthcawl	
Park Siding South		Mineral		Pyle		Porthcawl		Pyle		Porthcawl	
Cefn Junction				Pyle		Porthcawl		Pyle		Porthcawl	
PYLE				Pyle		Porthcawl		Pyle		Porthcawl	
Pyle West				Pyle		Porthcawl		Pyle		Porthcawl	
Heol-y-sheet Cross'g				Pyle		Porthcawl		Pyle		Porthcawl	
Cornelly				Pyle		Porthcawl		Pyle		Porthcawl	
Notage Halt				Pyle		Porthcawl		Pyle		Porthcawl	
PORTHCAWL				Pyle		Porthcawl		Pyle		Porthcawl	

Down Trains. PORTHCAWL BRANCH, AND PYLE WEST LOOP. **Week Days.**

[illegible]

Down Trains.

Sundays (Commencing May 28th, 1950).

[illegible]

Up Trains. PORTHCAWL BRANCH, AND PYLE WEST LOOP. Week Days.

Distance.	STATIONS.	Gradient 1 in	Time Allowances for Ordinary Freight Trains. See page 2.		K	J	K	J	B	B	J	B	B	K	B
			Stop.	Start.	Point- to Times.	mins.	mins.	mins.	mins.	mins.	mins.	mins.	mins.	mins.	mins.
M.	C.														
1	PORTHCAWL	223 R.													
1	Nottage Halt	101 R.													
2	Cornelly	167 R.													
3	Heol-y-sheet Cross'g														
4	Pyle West	102 F.													
5	PYLE	166 R.													
6	KENFIG HILL	115 R.													
7	Cefn Junction	153 R.													
8	Park Siding	91 F.													
9	Cribbwr Ballast Sgs.	91 F.													
9	TONDU JUNCTION	82 F.													

STATIONS.	J	B	B	B	B	B	B	B	B	B	B	B	B	B	B
	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.
PORTHCAWL															
Nottage Halt															
Cornelly															
Heol-y-sheet Cross'g															
Pyle West															
PYLE															
KENFIG HILL															
Cefn Junction															
Park Siding															
Cribbwr Ballast Sgs.															
TONDU JUNCTION															

†—Distance from Heol-y-sheet Crossing.

L—Via Waterhall or Pyle as required.

Up Trains.	PORTHCAWL BRANCH, AND PYLE WEST LOOP.	Week Days.
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99	99	99
100	100	100

[illegible]

Up Trains.	Week Days.	Sundays	Commencing May 28th 1950

	K	G	J	K	B	B	B	B	B	B
	8-45 p.m. Port Talbot Docks. Employs. SX	En- gine.	11 30 p.m. (Sats.) Swausea E.D. Freight	3 15 a.m. Briton Ferry Freight	Cardiff Pass.	Pass.	Pass.	New- port Pass.		
	arr.	dep.	arr.	dep.	dep.	dep.	dep.	dep.		
PORTHCAWL	p.m.	p.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.		
Nottage Halt	.....	10 45	.....	.....	11 0	1 15	5 0	7 0	8 30	
Cornelly	.....	10 55	R	.....	11 7	1 26	5 7	6 78	CS 378	
Heol-y-sheer Cross S	.....	—	.....	.....	—	—	—	—	—
Pyle West	.....	.....	.....	.....	—	—	—	—	—
PYLE	.....	10 56	.....	.....	11 11	1 26	5 11	7 11	8 41	
KENFIG HILL	.....	.....	.....	.....	—	—	—	—	—
Cefn Junction	9 50	CS	2 20	5 20	—	—	—	—	—	
Park Siding	—	—	—	—	—	—	—	—	—	
Crabwr Ballast Sgs.	—	—	—	—	—	—	—	—	—	
TONDU JUNCTION	10 0	11 10	2 30	5 30	—	—	—	—	—	

LIST OF SIGNAL BOXES.

Distance Box to Box. M. C.		NAME OF BOX.	TIMES DURING WHICH BOXES ARE OPEN.						Whether provided with Switch.
			Week Days.		Sundays.				
			Opened.		Closed at	Opened at	Closed. at		
			Mondays.	Other Days.					
0	55	Swindon Loco. Yard.....	See No. 4.	—	—	—	—	—	Yes.
2	40	Bremell Sidings.....	Open	as required.	—	—	—	—	Yes.
1	19	Purton.....	6. 0 a.m.	6. 0 a.m.	10. 0 p.m.	—	—	—	Yes.
3	79	Minety & A. Keynes.....	Contin	uously.	—	{ 7. 0 p.m.	2. 0 p.m.	—	Yes.
5	42	Kemble.....	Contin	uously.	—	—	—	—	No.
4	4	Gloucester Town.....	5.35 a.m.	5.35 a.m.	After last trn	5.45 p.m.	12.20 a.m.	—	No.
—	65	Coates.....	See	Note Z	—	—	—	—	Yes.
2	42	Sapperton Sidings.....	Contin	uously.	—	{ 10.0 p.m.	2.0 p.m.	—	Yes.
2	1	Frampton Crossing.....	8.40 a.m.	6.40 a.m.	9.20 p.m.	—	—	—	Yes.
1	40	Chalford.....	6.15 a.m.	6.15 a.m.	{ 10.40 p.m. L 11.45 pm Sats	L 2. 0 p.m.	10. 0 p.m.	—	Yes.
1	29	Brimacombe East.....	Contin	uously.	—	{ 9.0 p.m.	2.0 p.m.	—	Yes.
—	20	Brimacombe West.....	{ 12.20 p.m. 6. 0 p.m.	{ 12.20 p.m. 6. 0 p.m.	{ 1.30 p.m. 7.40 p.m.	—	—	—	Yes.
2	40	Stroud.....	Contin	uously.	—	—	—	—	Yes.
2	68	Stonehouse.....	6. 0 a.m.	—	—	—	6. 0 a.m.	—	Yes.
1	63	Standish Junction (L.M.R.)....	Contin	uously.	—	—	—	—	Yes.
1	24	Haresfield (L.M.R.).....	Contin	uously.	—	—	—	—	No.
1	61	Naas Crossing (L.M.R.).....	Contin	uously.	—	—	—	—	No.
2	19	Tuffley Junction (L.M.R.).....	6. 0 a.m.	—	—	—	2. 0 p.m.	—	Yes.
—	—	Tramway Junction (L.M.R.)....	Contin	uously.	—	—	—	—	No.
—	20	Engine Shed Junction (L.M.R.)..	Contin	uously.	—	—	—	—	No.
1	8	Elm Bridge (L.M.R.).....	6. 0 a.m.	—	—	—	6. 0 a.m.	—	Yes.
1	37	Churchdown.....	Contin	uously.	—	—	—	—	Yes.
—	75	Badgeworth.....	6. 0 a.m.	6. 0 a.m.	10. 0 p.m.	—	—	—	Yes.
1	29	Hatherley Junction.....	4. 0 a.m.	—	—	—	6. 0 a.m.	—	Yes.
—	—	Gloucester Loop Junction.....	See No. 15 S	ervice Book.	—	—	—	—	No.
—	38	Lansdown Junction.....	Contin	uously.	—	—	—	—	Yes.
—	42	Cheltenham (Malvern Road).}	4. 0 a.m.	—	—	—	8. 0 a.m.†	—	Yes.
—	25	Cheltenham (Malvern Road).}	Contin	uously.	—	—	—	—	Yes.
—	19	Cheltenham Station.....	Contin	uously.	—	—	—	—	No.
1	18	Gloucester South Junction.....	Contin	uously.	—	—	—	—	Yes.
—	27	Gloucester North.....	4.30 a.m.	—	—	—	8. 0 a.m.	—	Yes.
—	12	Tramway Junction.....	Contin	uously.	—	—	—	—	No.
—	23	Gloucester East.....	Contin	uously.	—	—	—	—	No.
—	23	Gloucester West.....	Contin	uously.	—	—	—	—	No.
1	33	Over Junction.....	3.45 a.m.	—	—	—	8. 0 a.m.†	—	Yes.
—	30	Over Sidings.....	4. 0 a.m.	—	—	—	8. 0 a.m.†	—	Yes.
3	37	Oakle Street.....	6. 0 a.m.	6. 0 a.m.	10. 0 p.m.	—	—	—	Yes.
1	70	Grange Court.....	5. 0 a.m.	—	—	—	2. 0 p.m.	—	Yes.
3	37	Longhope.....	6.15 a.m.	6.15 a.m.	D10.0 p.m.R	4.15 a.m.	6. 0 a.m.†	—	No.
2	68	Mitcheldean Road.....	6.15 a.m.	6.15 a.m.	C10.15 p.m.R	1.45 p.m.	4. 0 p.m.†	—	No.
4	2	Ross-on-Wye.....	6.15 a.m.	6.15 a.m.	10.30 p.m. R	1.45 p.m.	4. 0 p.m.†	—	No.
4	14	Fawley.....	6.45 a.m.	6.45 a.m.	A10.40 p.m.R	4. 0 a.m.	5.45 a.m.†	—	No.
—	—	—	—	—	—	1.45 p.m.	4.15 p.m.†	—	No.
6	54	Rotherwas Junction.....	Contin	uously.	—	2. 0 p.m.	10. 0 p.m.	—	Yes.
—	—	—	—	—	—	11.55 p.m.	—	—	—
—	—	Over Junction.....	3.45 a.m.	—	—	—	8†0 a.m.	—	—
3	32	Newent.....	6.30 a.m.	6.30 a.m.	H9.15 p.m.	—	—	—	No.
3	63	Dymock.....	10K35 a.m.	10K35 a.m.	5.55 p.m.	—	—	—	Yes.
3	20	Newnham.....	8. 0 a.m.	8. 0 a.m.	3.20 p.m.	—	—	—	Yes.
—	74	Bullo Pill East.....	5. 0 a.m.	—	—	—	8. 0 a.m.†	—	Yes.
—	26	Bullo Pill West.....	Contin	uously.	—	{ 10.0 p.m.	2.0 p.m.	—	Yes.
3	20	Eastern United Q.....	7.15 a.m.	7.15 a.m.	M	—	—	—	Yes.
1	38	Bilson Junction.....	7.15 a.m.	7.30 a.m.	E	—	—	—	No.
2	7	Awre Junction.....	Contin	uously.	—	—	—	—	No.
—	—	Berkeley Road Jcn. (LMR)....	Contin	uously.	—	—	—	—	No.
—	—	Berkeley Rd. Sth. Jcn. (LMR)...	7.15 p.m.	7.15 p.m.	2.35 a.m.	9.30 a.m.†	4.25 p.m.†	—	Yes.
1	22	Berkeley Loop Jcn.....	7. 0 p.m.	7. 0 p.m.	E	9.30 a.m.†	4.25 p.m.†	—	Yes.
2	17	Sharpness South.....	7.10 a.m.	7.10 a.m.	E	9.30 a.m.†	E†	—	No.
—	55	Sharpness Station.....	7. 5 a.m.	7. 5 a.m.	E	9.30 a.m.†	E†	—	No.
—	—	Sharpness Swing Bridge.....	7. 0 a.m.	7. 0 a.m.	E	8.30 a.m.†	E†	—	No.
1	26	Severn Bridge.....	7. 0 a.m.	7. 0 a.m.	E	9.30 a.m.†	E†	—	No.
2	30	Otters Pool Jcn.....	6. 0 a.m.	6. 0 a.m.	E	9.30 a.m.†	E†	—	No.
—	32	Lydney Engine Shed.....	6. 0 a.m.	6. 0 a.m.	E	—	—	—	No.
—	51	Lydney Town.....	6.45 a.m.	6.45 a.m.	E	—	—	—	No.
1	61	Tufts Jnc.....	6.50 a.m.	6.50 a.m.	E	—	—	—	No.

A-10.50 p.m. Saturdays. C-10.35 p.m. Saturdays. D-10.45 p.m. Saturdays. E-Remain open until last train has cleared.
 L-Or after last Auto has cleared. M-Remain open until last freight train has cleared. On Saturdays, to close after 11.5 a.m.
 Freight ex Bilson has cleared. O-When this Box is closed the E.T.S. circuit is between Bilson Junction and Bullo Pill West by
 Electric Token Instrument. R-Or after last train has cleared. Z-Open to deal with the following freight trains having traffic to
 attach or detach. 8.15 a.m. Swindon to Gloucester, 8.55 a.m. Kemble to Gloucester, 10.15 a.m. Gloucester to Swindon. †-Unless
 otherwise ordered by Control. ‡-During Engineer's occupation of Severn Tunnel only. Hereford line Signal Boxes to
 remain open for return assistant engines. H-11.10 p.m. Saturdays. K-To open specially by prior arrangement to attach
 or detach traffic by 9.20 a.m. Gloucester to Ledbury.

List of Signal Boxes—continued.

Distance Box to Box. M. C.	NAME OF BOX.	TIMES DURING WHICH BOXES ARE OPEN.					Whether provided with Switch.
		Week Days.		Sundays.			
		Opened.		Closed at	Opened at	Closed at	
		Mondays.	Other Days.				
1 51	Parkend	6.45 a.m.	6.45 a.m.	E	—	—	No
— 31	Travellers Rest	6.45 a.m.	6.45 a.m.	E	—	—	No
— 15	Coleford Jnc.	7. 0 a.m.	7. 0 a.m.	E	—	—	No
1 76	Speech House Road	7. 0 a.m.	7. 0 a.m.	E	—	—	No
1 46	Serridge Jnc.	9. 0 a.m.	9. 0 a.m.	E	—	—	No
1 22	Cinderford Jnc.	8. 0 a.m.	8. 0 a.m.	E	—	—	No
4 77	Lydney Junction	4. 0 a.m.	—	—	—	8. 0 a.m.	Yes.
— 22	Lydney West	Continuously.	—	—	—	—	Yes.
2 54	Woolaston	4. 0 a.m.	—	—	‡ 9. 0 a.m.	6. 0 a.m. 5. 0 p.m.	Yes.
3 58	Beachley Junction	6. 0 a.m.	—	—	{ 10.45 a.m.†	6. 0 a.m. 1. 0 p.m.†	Yes.
— 60	Wye Valley Junction	7.50 a.m.	7.50 a.m.	9. 0 p.m.	—	—	Yes.
0 44	Chepstow Station	Continuously.	—	—	—	—	No.
— 32	Chepstow West	Open when require d.	—	—	—	—	Yes.
— 48	Thornwood	Open when require d.	—	—	—	—	Yes.
2 16	Portskewett	6. 0 a.m.	—	—	—	6. 0 a.m.	Yes.
1 15	Caldicot Junction	Continuously.	—	—	—	—	Yes.
4 72½*	Sewern Tunnel West	Continuously.	—	—	—	—	No.
§ 1 37	Sewern Tunnel Junction East	Continuously.	—	—	—	—	No.
0 50	Sewern Tunnel Junction Middle	Continuously.	—	—	—	8. 0 a.m.B	Yes.
0 30	Sewern Tunnel Junction West	Continuously.	—	—	2. 0 p.m.‡	2. 0 p.m.	Yes.
0 57½	Undy Crossing	Continuously.	—	—	10. 0 p.m.	—	No.
1 10	Magor	6. 0 a.m.	—	—	—	5. 0 a.m.	Yes.
1 72	Bishton	Continuously.	—	—	—	—	No.
1 69	Llanwern	Continuously.	—	—	—	—	No.
1 36	Llswerry	Continuously.	—	—	—	—	No.
0 58	East Usk Junction	3.0 a.m.	—	—	—	6. 0 a.m.	Yes.
0 41¶	Nettlefolds Branch	6. 0 a.m.	—	—	—	6. 0 a.m.†	Yes.
0 63¶	Maindee Junction East	Continuously.	—	—	—	—	Yes.
0 39	Maindee Junction North	Continuously.	—	—	—	—	Yes.
0 45	Newport East	Continuously.	—	—	—	—	No.
0 29	Newport West	Continuously.	—	—	—	—	No.
0 53	Gaer Junction	—	—	—	8. 0 p.m.	8. 0 a.m.	Yes.
0 27	Alexandra Dock Junction	2.45 a.m.	—	—	—	6. 0 a.m. P	Yes.
0 30	Ebbw Junction	Continuously.	—	—	—	—	Yes.
1 70	St. Brides	6. 0 a.m.	—	—	—	6. 0 a.m.	Yes.
1 60	Marshfield Station	Continuously.	—	—	—	—	Yes.
1 58	St. Mellons East	Closed	—	—	3. 0 p.m.	11. 0 p.m.	Yes.
0 60	St. Mellons West	6. 0 a.m.	—	—	—	2. 0 p.m.	Yes.
1 43	Rumney River Bridge Junction	—	—	—	{ 10. 0 p.m.	2. 0 p.m.	Yes.
0 41	Pengam Junction	Continuously.	—	—	—	—	Yes.
0 61	Roath	6. 0 a.m.	—	—	—	2. 0 p.m.	Yes.
0 17	Long Dyke Junction	Continuously.	—	—	—	—	Yes.
1 6	Stonefield	Continuously.	—	—	—	—	No.
0 19	Newtown East	6. 0 a.m.	—	—	—	10. 0 p.m.	Yes.
0 29	Newtown West	Continuously.	—	—	—	—	No.
0 30	Cardiff East	Continuously.	—	—	—	—	No.
0 29	Cardiff West	Continuously.	—	—	—	—	No.
0 23	Penarth Curve East	6. 0 a.m.	—	—	—	6. 0 a.m. †	Yes.
0 22	Penarth Curve North (see No. 9)	—	—	—	—	—	—
0 47	Leckwith Junction	—	—	—	—	—	—
0 30	Canton Sidings	Continuously.	—	—	—	—	Yes.
0 50	Leckwith Junction	2.30 a.m.	—	—	—	6. 0 a.m.	Yes.
1 10	Ely	7.30 a.m.	7.30 a.m.	11.30 p.m.	—	—	Yes.
1 55	St. Fagans	Continuously.	—	—	—	—	No.
1 78	Peterston East	6. 0 a.m.	—	—	—	6. 0 a.m. †	Yes.
0 40	Peterston West	6. 0 a.m.	—	—	—	6. 0 a.m. †	Yes.
1 45	Pontsarn Crossing	Continuously.	—	—	—	—	No.
1 18	Miskin Crossing	Continuously.	—	—	—	—	No.
1 67	Llantrisant East	5.15 a.m.	—	—	—	6. 0 a.m.†	Yes.
0 31	Llantrisant West	Continuously.	—	—	—	—	No.
1 51	Llanharan East	6. 0 a.m.	—	—	—	6. 0 a.m.	Yes.
0 18	Llanharan West	6. 0 a.m.	—	—	—	6. 0 a.m.	Yes.
0 39	Llanharan Colliery	8.30 a.m.	—	4.30 p.m.	—	—	Yes.
0 65	Bryn-y-Gwynon	Continuously.	—	—	—	—	Yes.
1 49	Pencoed East	Continuously.	—	—	—	—	No.
0 67	Pencoed West	5. 0 a.m.	—	—	—	6. 0 a.m.	Yes.
1 27	Tremains East	6.45 a.m.	6.45 a.m.	9.25 p.m.	—	—	Yes.
0 72	Tremains West	6.45 a.m.	6.45 a.m.	9.25 p.m.	—	—	Yes.
0 53	Bridgend East	Continuously.	—	—	—	—	Yes.
0 19	Bridgend Middle	4.15 a.m.	—	—	—	6. 0 a.m.	Yes.

B—Closed 8.0 a.m. to 2.0 p.m. during Engineer's occupation of Severn Tunnel only. P—After last Freight train and Yard work completed. †—Unless otherwise ordered by Control. ‡—Applies during Engineer's occupation of Severn Tunnel only. §—From Caldicot. ¶—From East Usk Junction. *—From Severn Tunnel East.

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.				
0	23	Bridgend West	Continuously.	—	—	—	—	Yes.
2	2	Laleston	6. 0 a.m.	Continuously.	—	—	2. 0 a.m. †	Yes.
1	51	Stormy	Continuously.	—	—	—	—	Yes.
1	21	Pyle East	5. 0 a.m.	—	—	—	—	Yes.
0	60	Pyle West.	6. 0 a.m.	5.10 a.m.	{8.40 p.m.M 7.50 p.m.M}	{a.m. 10J15}	6. 0 a.m.	Yes.
1	7	Pyle Sand Siding	Open as required.	—	—	—	9.10 p.m.	Yes.
—	—	Llantrisant East	—	—	—	—	—	—
0	40	Mwyndy Junction	6. 0 a.m.	6. 0 a.m.	E	—	—	Yes.
0	67	Yaysmaerdy South	Open as required between 10.0 a.m. and 1.0 p.m.	—	—	—	—	Yes.
0	51	Yaysmaerdy North	Open as required between 10.0 a.m. and 1.0 p.m.	—	—	—	—	Yes.
0	29	Llantrisant Common Junction.	9.25 a.m.	9.25 a.m.	4.45 p.m.	—	—	Yes.
1	77	Gellyrhaidd Junction	7. 0 a.m.	7. 0 a.m.	E	—	—	Yes.
0	65	Tonyrefail	Opened when required for traffic purposes only.	—	—	—	—	Yes.
0	41	Cilely	9. 0 a.m.	9. 0 a.m.	4.20 p.m.	—	—	Yes.
1	52	Penygraig	7. 0 a.m.	7. 0 a.m.	E	—	—	No.
1	64	Clydach Vale	9.40 a.m.	9.40 a.m.	E	—	—	No.
—	—	Bridgend Middle	Continuously.	—	—	—	—	—
—	21½	Bridgend West	Continuously.	—	—	—	—	—
0	65	Coity Junction	4.45 a.m.	—	N	—	—	No.
1	32	Tondu South	4.30 a.m.	—	N	—	—	Yes.
0	30	Tondu Middle	4.30 a.m.	—	N	—	—	No.
0	16	Tondu North	5. 0 a.m.	—	N	—	—	No.
1	41	Gelli Las	7.45 a.m.	7.45 a.m.	3. 5 p.m.	—	—	Yes.
1	64½	Llangynwyd	5. 0 a.m.	—	N	—	—	No.
1	47½	Maesteg, South	5.10 a.m.	—	N	—	—	—
0	22	Maesteg, Castle Street	5.20 a.m.	4.20 a.m.	12.20 night	—	—	Yes.
0	36	Llynvi Junction	Open as required.	—	—	—	—	Yes.
0	19	Nantyffyllon Sidings	Open for traffic purposes only.	—	—	—	—	Yes.
0	23	Nantyffyllon North	8.30 a.m.	8.30 a.m.	11.10 p.m.	—	—	Yes.
0	30	Coegnant	Open for traffic purposes only.	—	—	—	—	Yes.
0	35	Caerau	3.45 a.m.	—	—	—	5. 0 a.m.	No.
1	27	Cymmer	3.15 a.m.	—	N	—	—	No.
2	41	Abergwynn	5.40 a.m.	5.40 a.m.	M	—	—	No.
—	—	Tondu Middle	—	—	—	—	—	—
0	16½	Tondu Ogmogre Junction	4.30 a.m.	—	—	—	6. 0 a.m.	No.
0	42	Brynmelyn Junction	5.20 a.m.	5.20 a.m.	M	—	—	No.
2	3	Llangeinor	5.30 a.m.	5.30 a.m.	M	—	—	No.
1	11	Pontyrrhyll	Opened when required for traffic purposes.	—	—	—	—	Yes.
1	37	Pontycymmer	7.10 a.m.	7.10 a.m.	M	—	—	Yes.
0	29½	Victoria	Open only when required for traffic purposes.	—	—	—	—	Yes.
0	36½	Blaengarw	5.50 a.m.	5.50 a.m.	M	—	—	No.
—	—	Brynmelyn Junction	—	—	—	—	—	—
2	4	Blackmill	10. 0 a.m.	10. 0 a.m.	6. 0 p.m.	—	—	Yes.
2	18	Caedu	5.30 a.m.	5.30 a.m.	M	—	—	No.
0	48	Ogmogre Vale, South	5.40 a.m.	5.40 a.m.	M	—	—	No.
0	8½	Ogmogre Vale, North	5.40 a.m.	5.40 a.m.	M	—	—	No.
0	59½	Wynndham Pits South	5.45 a.m.	5.45 a.m.	M	—	—	Yes.
0	49½	Nantymoel	5.45 a.m.	5.45 a.m.	M	—	—	No.
—	—	Blackmill	—	—	—	—	—	—
3	33	Hendreforgan	8.45 a.m.	8.45 a.m.	4.45 p.m.	—	—	No.
1	0	Gilfach Goch	8.55 a.m.	8.55 a.m.	4.55 p.m.	—	—	No.
—	—	Hendreforgan	—	—	—	—	—	—
1	50	Gellyrhaidd Junction	—	—	—	—	—	—
—	—	Llanharan West	—	—	—	—	—	—
4	50½	Bryncethin Junction	9.50 a.m.	9.50 a.m.	M	—	—	No.
2	17	Tondu Ogmogre Junction	—	—	—	—	—	—
—	—	Tondu Middle	—	—	—	—	—	—
0	16½	Tondu Velin Vach	4.50 a.m.	—	—	—	M	No.
2	29	Cefn Junction	4.50 a.m.	—	—	—	M	No.
3	25½	Pyle East	5. 0 a.m.	—	—	—	6. 0 a.m.	—
0	62½	Heol-y-sheet Crossing	5.20 a.m.	5.20 a.m.	11.20 p.m.	{10.15 a.m.J 10.15 a.m.J}	9. 0 p.m.	Yes.
0	47	Cornelly	5.30 a.m.	5.30 a.m.	11. 0 p.m.	10.15 a.m. J	8.45 p.m.	No.
2	14	Porthcawl	5.50 a.m.	5.50 a.m.	11. 0 p.m.	10.15 a.m. J	8.45 p.m.	No.

E—Remains open until last train has cleared.

J—Commencing May 28th 1950.

F—These Boxes are attended to by the Signalman at Nantyffyllon North from 8.30 a.m. to 11.10 p.m. or as ordered by Control.

M—After train service is completed. N—After last train on Saturday.

The Llynvi, Ogmogre, Garw, and Porthcawl Branches and Tondu Yard Boxes close after the train service is completed on Sunday mornings, or as instructed by the Tondu Controller. The times of closing on week nights are approximate, and it must be understood those boxes close when the train service is completed.

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

IMPORTANT. THE SPEED OF TRAINS MUST NOT EXCEED 75 MILES PER HOUR
AT ANY PLACE, EXCEPT WHERE SPECIALLY AUTHORISED
(See page 5).

Inspectors, Signalmen, and others must report to their Superior Officer every case in which trains run in excess of the speed limits shown below, and full particulars must be forwarded at once to the Divisional Superintendent. NOTE.—The speed of all Light Engines or Trains ENTERING or LEAVING all Bay, Engine, Carriage, Avoiding Lines and Goods Loop JUNCTIONS must be restricted to 10 miles an hour except where restricted to a lower speed in the following list or elsewhere.

EXCHANGING TRAIN STAFFS 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 all stations and places where the Electric train Staff Exchange Apparatus is provided, the speed of the Train must in no case exceed 15 miles per hour when passing the Apparatus.

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

NAME OF PLACE.	DIRECTION OF TRAIN.		Miles per Hour.
	From.	To.	
DOWN MAIN LINE.			
Swindon West	Down Through Line	Down Gloucester Line	10
Swindon Station West Box	Down Platform or Down Gloucester Platform Line	Down Main or to 77 m. 40 ch. on Down Gloucester Line	15
Swindon (Gloucester Line)	Between 77 m. 40 ch., and 77 m. 60 ch.	60 ch.	30
Brimscombe Incline. Between Sapperton Tunnel West End and Brimscombe Station	All Passenger Trains over the reverse curves.	(See note A)	40*
Brimscombe Station and Stroud	All Down Trains over the reverse curves		45
Standish Junction	L.M.R. Line	W.R. Line	35
Gloucester South Junction	Stonehouse	Cheltenham	40
Gloucester South Jc. Box. Between 113 m. 12 ch. and 113 m. 15 ch. (over curves in Main Line)	Swindon	Gloucester	20
Tramway Junction. Between 113 m. 49 ch. and 113 m. 59 ch.	Swindon	Gloucester	10
Gloucester Station	Cheltenham	Gloucester	10
Gloucester Station	Main Line	Platform Line	15
Gloucester Station	Platform Line	Main Line	15
Gloucester Station	When passing from one line to another through Scissors Cross-roads between platform s		5
Over Junction. Between 115½ m.p. and Over Junction Signal Box	Gloucester	Chepstow	30*
Over Junction	Gloucester	Ledbury	5
Over Junction	Between Main Line and Docks Branch		5
Bullo Pitt West Box	Main Line	Forest Branch	15
Awre Junction and Lydney Junction. 128 m. 60 ch. to 129 m. 60 ch.	Gloucester	Newport	50
Awre Junction and Lydney Junction. 131 m. 60 ch. to 132 m.p.	Gloucester	Newport	60
Wye Valley Junction	Wye Valley Line	Main Line	10
Chepstow (see page 142 of General Appendix 141 m. 5 ch. to 141 m. 30 ch. Down)	for special instructions for working large engines over River Bridge).		25*
Chepstow West, 141 m. 67 c.	All Trains over River Wye Bridge and Curve		15
Chepstow and Portskewett. 142 m. 20 ch. and 143 m.	Crossover Road		15
Severn Tunnel Junction East	Chepstow	Newport	50*
Severn Tunnel Junction East	Severn Tunnel Line	Gloucester Line	30
Severn Tunnel Junction Middle	Down Gloucester Line	Up Gloucester Line	5
Severn Tunnel Junction West	Severn Tunnel Line	Gloucester Line	30
East Usk Junction	Down Goods Trains over Goods Line between East and West Ends		10
East Usk Branch	East Usk Branch	Main Line	10
Maindee Loop	All Down Trains over Branch not to exceed		20
Maindee North Junction to Newport East Junction	All Trains passing over Loop between and including Maindee North and East Junctions		15*
	All Trains passing over line between North Junction and Newport East		25*

*—Permanent Speed Restriction Indicator provided. A—Freight trains must not exceed 20 m.p.h. when descending this incline, vide instructions on page 77 of Appendix to No. 7 Service Book.

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

NAME OF PLACE.	DIRECTION OF TRAINS.		Miles per Hour.
	From.	To.	
Down Main Line—continued.			
Between Maidee Junction East and Newport East	Severn Tunnel Junction	Newport	30*
Down 157 m. 73 ch. to 158 m. 18 ch.	(All trains passing over junctions and curves in Main and Relief Lines between Maidee Junction and 158½ m.p.)	East Junction and 158½ m.p.)	
Newport East	Down Main	Down Platform Line	20
Newport East	Down Relief	Down Main	10
Newport East	Down Relief	Down Platform	20
Newport East	Down Relief	No. 8 Platform	15
Newport East	Relief Line through Nos. 6 and Scissors Crossover Roads Down any direction	7 Platforms	20
Newport East	Down Main (Middle Line) between East Box and East end of Platforms	Main and Down Platform Lines,	10
Newport West	Scissors Crossover Roads, Up and 7 and 8 Platforms, any direction	Down Relief Lines, between Nos. on	30
Newport West	Scissors Crossover Road opposite to Up Relief, either direction	Newport West Box, Down Relief	10
Newport West	Down Main	Down Relief	10
Newport West	Facing Crossover Down Main to Box, either direction	Up Main opposite Newport West	15
Newport West	Up Main	Down Relief	15
Newport West	(Through slip road in compound in Down Relief).	Down Main Line	25
Newport West	Down Platform Line	Down Main Line	25
Newport East and West	Down Main (Middle Line) between West Box	East end of Platforms and	40
Gaer Junction	Down Relief	Gaer Branch	15
Gaer Junction	Relief Line	Main Line	15
Gaer Junction	(Through Scissors Crossover).	Relief Line	15
Gaer Junction	(Through Scissors Crossover).	Crossover).	15
Gaer Junction	Through Direct Running Junctions in Main Line	ons in Main Line	30
Alexandra Dock Junction	Newport	Docks	10
Ebbw Junction	Park Junction	Cardiff	15*
Ebbw Junction	Main Line	Relief Line	15
Ebbw Junction	Relief Line	Main Line	15
Ebbw Junction and Rumney River Bridge Jct.	Down Relief	Main Line	40
St. Brides	Down Main	Down Relief	15
St. Mellons East	Down Main	Down Relief	15
St. Mellons East	Down Relief	Up Relief	10
St. Mellons East	(Through Trailing Crossover.)	Sorting Depot	10
St. Mellons West	Down Relief	Down Relief	10
St. Mellons West	Down Relief	Up Relief	10
St. Mellons West	(Through Facing Crossover)	Down Main	15
Rumney River Bridge	Down Main	Down Relief	15
Rumney River Bridge	Down Relief	Down Main	15
Pengam Junction	Down Relief	Down Main	15
Pengam Junction	Down Relief	Down Main	15
Roath	Down Trains over Reverse Curves	Down Roath Docks Branch	15
Roath	Down Relief	between 169 m.p. and 169m12ch.	40*
Long Dyke Junction	Down Main	Down Main	20
Long Dyke Junction	Down Relief	Down Relief	15
Newtown West	Down Main	Down Butte Docks Branch	15
Newtown West	Down Relief	Down Relief	15
Newtown West Box and Cardiff East Down	Over Down Main	Down Main	15
Home Signals	Over Down Relief	Down direction	40
Cardiff East	Down Relief	No. 7 Platform Line	10
Cardiff East	Down Main	Down Middle	20
Cardiff East	Down Relief	Down Middle	15
Cardiff East	Down Middle	Nos. 3 and 4 Platform Lines	15
Cardiff East	Down Relief	No. 4 Platform Line	15
Cardiff East	Down Taff	No. 4 Platform Line	10
Cardiff West	No. 3 Platform Line	Down Main thro' Scissors Cross'g	15
Between West End of Cardiff (General) Platforms and Clare Road Bridge.	All diverging Junctions except Box	No. 3 Platform Line to Down Main	10
Cardiff West	Down Goods Lines	Clare Road Bridge Down Main	35
Cardiff West	Down Main	Penarth Curve East	15
Canton Sidings	From Radyr Loop, Junction in	Down Goods	10
Leckwith Junction	Down Main	Down Main	20
St. Fagans Junction	174 m. 24 ch.	Pontypridd	10
St. Fagans	176 m., 60 ch.	175 m. 30 ch. (over curves)	60
Peterston	Down Main	177 m. 40 ch. (over curve)	60
Llantrisant	Down Main	Ely Valley	10
Llanharan Junction	185 m.	Bryncethin	10
Between Llanharan and Pencoed	190 m.p.	185 m. 25 ch.	40
Bridgend (East End of Station)	(Down Main Line Trains over Curve).	190½ m.p.	40*
Bridgend East	Barry Line	Down Main	10
Bridgend Middle	Down Main	L. and O. Line	10
Pyle East	L. and O. Line	Down Main	10
Pyle East	Down Main	Portcawl	20
Pyle West	Down Loop	Down Main	40

*—Permanent Speed Restriction Indicator provided.

CAERWENT BRANCH.

PLACE.		M.P.H.
Caldicot Junction	Up Main Line to Caerwent Branch (through facing Junction)	10
Caldicot Junction	All other connections (any direction)	10
Branch Line	Between Caldicot Junction and Main (Chepstow—Newport) Road Bridge	25
Branch Line	Between Main (Chepstow—Newport) Road Bridge and Caldicot Junction	25
Branch Line	Between Main (Chepstow—Newport) Road Bridge and Factory	10
Branch Line	Between Factory and Main (Chepstow—Newport) Road Bridge	10
Factory	Over Loop Line at Platform (either direction)	5

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

NAME OF PLACE.	DIRECTION OF TRAINS.		Miles per Hour.
	From.	To.	
UP MAIN LINE.			
Pyle West	Up Main	Up Loop	40
Pyle East	Porthcawl	Up Main	20
Pyle East	Up Main	L. and O. Line	10
Stormy and Bridgend	193 m.p.	192½ m.p.	50
	(Over Reverse Curves).		
Bridgend Middle	L. and O. Line	Up Main	10
Bridgend East	Up Main	Barry Line	10
Bridgend (East End of Station)	190½ m.p.	190 m.p.	40*
	(Up Main over Curve).		
Between Pencoe and Llanharan	185 m. 25 ch.	185 m.	40
Llanharan Junction	Bryncethin	Up Main	10
Llantrisant	Ely Valley	Up Main	10
Peterston	177 m. 40 ch.	176 m. 60 ch. (over Curve)	60
St. Fagans	175 m. 30 ch.	174 m. 24 ch. (over Curves)	80
St. Fagans Junction	Pontypridd	Up Main	10
Leckwith Junction	Up Main	Radyr Loop	20
Leckwith Junction	Up Main	Up Relief	20
Canton Sidings	Up Relief	Up Goods	10
Canton Sidings	Up Relief	Up Main	10
Cardiff West	Penarth Curve East	Up Goods Lines	15
Cardiff West	Clare Road Bridge	Box (Up Main)	20
Between Clare Road Bridge and West End of Cardiff (General) Platforms	All diverging Junctions		10
Cardiff (General) Station	Over curved portion No. 1 Platform	form, West End of Station	15
Cardiff (General) Station	Up Middle	Up Main	10
Cardiff East	No. 2 Platform Line	Up Middle	15
Cardiff East	No. 6 Platform Line	Up Relief	10
Cardiff East	No. 1 Platform Line	Up Main or Up Relief	15
Cardiff East	Up Middle	Up Relief	10
Cardiff East, Down Home Signals, & Newt'n W	Over Up Main		40
Cardiff East, Down Home Signals, & Newt'n W	Over Up Relief		40
Newtown West	Up Main	Up Goods	15
Newtown West	Up Main	Up Relief	15
Newtown West	Up Relief	Up Main	15
Long Dyke Junction	Up Bute Docks Branch	Up Relief	15
Long Dyke Junction	Up Relief	Up Main	15
Roath	Up Main	Up Relief	20
Roath	Up Trains over Reverse Curves	between 169 m. 12 ch. and 18½ m.	40*
Pengam Junction	Up Main	Up Relief	15
Pengam Junction	Roath Docks Branch	Up Relief	15
Rumney River Bridge	Up Main	Up Relief	15
Rumney River Bridge	Up Relief	Up Main	15
Rumney River Bridge and St. Brides	Up Relief		40
St. Mellons West	Up Main	Up Relief	15
St. Mellons West	Up Relief	Down Relief	10
	(Through Facing Crossover)		
St. Mellons West	Down Relief	Sorting Depot	10
St. Mellons East	Sorting Depot	Down Relief	10
St. Mellons East	Down Relief	Up Relief	10
	(Through Trailing Crossover)		
St. Mellons East	Up Relief	Up Main	15
St. Brides	Up Relief	Up Main	15
Ebbw Junction	Relief Line	Main Line	15
Ebbw Junction	Main Line	Relief Line	15
Ebbw Junction	Cardiff	Park Junction	15
Alexandra Dock Junction	Docks	Newport	30
Gaer Junction	Through Direct Running Junction	n in Main Line	10
Gaer Junction	Main Line	Relief Line (Through Scissors)	15
Gaer Junction	Relief Line	Main Line (Crossover)	15
Gaer Junction	Gaer Branch	Up Relief	15
Newport West	Facing Crossover Up Main to West Box	Down Main opposite Newport	15
Newport West	Up Main	Up Platform	25
Newport West	Up Relief	Up Main Line	20
Newport West	Up Relief	Up Platform Line, Nos. 5 and 4	20
Newport West	Scissors Crossover Road opposite Down Relief	Newport West Box, Up Relief to	10
Newport West	Scissors Crossover Road opposite to No. 7 Platform Line		20
Newport West	Scissors Crossover Roads, Up and 7 and 8 Platforms, any direction	Down Relief Lines, between Nos	10
Newport West	Scissors Crossover Roads Up Main, any direction	n and Up Platform Lines and vice	10
Newport West and East	Up Main (Middle Line) between forms	West Box and East end of Plat-	40
Newport East	Up Main (Middle Line) between E	ast end of Platforms and East Box	30
Newport East	Up Platform Line	Up Main Line	20
Newport East	Relief Line, through Nos. 6 and 8 Platforms	Up Relief Line	15
Newport East	No. 6 Platform	Up Relief (East End of Station)	15
Newport East	Up Main	Up Relief (on River Usk Viaduct)	15
Newport East	Up Main	Sewern Tunnel Junction.	30*
Between Newport East and Maindee Junction East	All trains passing over junctions	and curves in Main and Relief	30*
Up 158 m. 18 ch. to 157 m. 73 ch.	Lines between 158½ m.p. and	Maindee East Junction).	
Newport East Junction to Maindee North Junction	All Trains passing over lines between Maindee North Junction	between and including Newport East	25*
Maindee Loop	All Trains passing over Loop between North Junctions	s. between and including Maindee East	15*
East Usk Branch	All Up Trains over Branch not to Main Line	exceed	20
East Usk Junction	Up Goods Trains over Goods Line	East Usk Branch	10
Sewern Tunnel Junction West	Gloicester Line	between West and East Ends	10
Sewern Tunnel Junction Middle	Gloicester Line	Sewern Tunnel Line	30
Sewern Tunnel Junction East	Gloicester Line	Sewern Tunnel Line	35

*—Permanent Speed Restriction Indicator provided.

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

NAME OF PLACE.	DIRECTION OF TRAINS.		Miles per Hour.
	From.	To.	
Up Main Line—continued.			
Portskewett and Chepstow, 143 m. and 142 m. 20 ch.	Newport	Chepstow	50*
Chepstow West, 141 m. 67 c.	Crossover Road		15
Chepstow Racecourse Platform, 141 m. 66 c.	Up Main	Racecourse	15
Chepstow (see page 142 of General Appendix)	special instructions for working	large engine over River Bridge	e).
141 m. 80 ch. to 141 m. 5 ch.	All Trains over Curve and River	Wye Bridge	25*
Wye Valley Junction	Main Line	Wye Valley Line	10
Lydney	Main Line	Severn and Wye Line	10
Lydney Junction and Awre Junction, 132 m. p. to 131 m. 60 ch.	Newport	Gloucester	60
Lydney Junction and Awre Junction, 129 m. 60 ch. to 128 m. 60 ch.	Newport	Gloucester	50
Bullo Pill West Box	Forest Branch	Main Line	10
Over Junction. Between Signal Box and 115½ m.p.	Chepstow	Gloucester	30*
Over Junction	Ledbury	Gloucester	5
Over Junction	Between Main Line and Docks	Branch	5
Gloucester Station	Main Line	Platform Line	15
Gloucester Station	Platform Line	Main Line	15
Gloucester Station	When passing from one line to another through Scissors Crossover		5
Tramway Junction. Between 113 m. 59 ch. and 113 m. 49 ch.	Gloucester	Swindon	10
Gloucester South Jc. Box. Between 113 m. 15 ch. and 113 m. 12 ch. (over curves in Main Line)	Gloucester	Cheltenham	10
Gloucester South Junction	Gloucester	Swindon	20
Standish Junction	Cheltenham	Stonehouse	40
Stroud and Sapperton Tunnel	W.R. Line	L.M.R. Line	35
Swindon Station West Box	All Up Trains between 102 m. 13 ch. and 95 m. 74 ch.		50
Swindon Station West Box	Up Main	Up Main Platform	20
Swindon:	Up Gloucester Line	Up Main or Up Main Platform	15
From 77 m. 60 ch. to 77 m. 40 ch.	Gloucester	Swindon	30
From 77 m. 40 ch. to 77 m. 25 ch.	All Up Gloucester Trains between	77 m. 40 ch. and Station	20

BRANCH LINES.

CIRENCESTER BRANCH.—The speed of trains over this Branch must not exceed 40 m.p.h.

TETBURY BRANCH.

The speed of trains over this Branch must not exceed 40 m.p.h. and must be further restricted to lower speeds as shewn.

Between Kemble and Culkerton between 1½ m.p. and 1½ m.p.	All Down and Up Trains	20
Approaching Tetbury	All Down Trains	10
Approaching Kemble	All Up Trains	10

CHELTENHAM AND GLOUCESTER LINE.

Up Lines.

Tramway Junction, 0 m. 0 c. to 0 m. 6 c.	Gloucester	Cheltenham	10
All crossovers between Tramway Junction and ½ m.p.	All UP Trains		15
Engine Shed Junction UP Main and UP Relief	Gloucester	Cheltenham	35
Engine Shed Junction	Stonehouse	Cheltenham	35
Churchdown	Up Main	Up Relief	40
Churchdown	Up Relief	Up Main	40
Churchdown UP Relief, 3 m. 0 c. to 3 m. 20c.	Gloucester	Cheltenham	50
Hatherley Junction	Up Relief	Up Main	40
Hatherley Junction	Up Main	Leckhampton	25
Lansdown Junction	Up Relief	Up Main	40
Lansdown Junction	Leckhampton	Cheltenham (W.R.)	40
Lansdown Junction	Up Main	Cheltenham (L.M.R.)	40
Lansdown Junction	Leckhampton	Cheltenham (L.M.R.)	30
Cheltenham Lansdown (L.M.R.) over curve through Station	Gloucester and Leckhampton	Cleeve (L.M.R.)	20
Malvern Road Junction	Gloucester	Honeybourne	25

Down Lines.

Malvern Road Junction	Honeybourne	Gloucester	25
Lansdown Junction	Down Main	Down Relief	40
Lansdown Junction	Down Main	(Commencement of Relief Line)	40
Lansdown Junction	Cheltenham (W.R.)	(Through Crossover Road)	40
Lansdown Junction	Cheltenham (L.M.R.)	Leckhampton	40
Cheltenham Lansdown (L.M.R.) over curve through Station	Cleeve (L.M.R.)	Down Main	40
Lansdown Junction	Gloucester and Leckhampton		20
Hatherley Junction	Cheltenham (L.M.R.)	Leckhampton	30
Hatherley Junction	Leckhampton	Down Relief	25
Churchdown	Down Relief	Down Main	40
Churchdown	Down Main	Down Relief	40
Churchdown (Down Relief), 3 m. 25 c. to 2 m. 70 c.	Down Relief	Down Main	40
Engine Shed Junction Down Main and Down Relief	Cheltenham	Gloucester	50
All crossovers between ½ m.p. and Tramway Junction	Cheltenham	Gloucester	35
Engine Shed Junction	All Down Trains		15
Engine Shed Junction	Down Main	Stonehouse	35
Engine Shed Junction	Down Relief	Stonehouse	35
Tramway Junction, 0 m. 6 ch. to 0 m. 0 chs.	Cheltenham	Gloucester	10

*—Permanent Speed Restriction Indicator provided.

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

BRANCH LINES—continued.

NAME OF PLACE.	DIRECTION OF TRAINS.		Miles per Hour.
	From.	To.	
GLOUCESTER AND HEREFORD BRANCH (Grange Court to Rotherwas Junction).			
The speed of trains between Grange Court and Rotherwas Junction must not exceed 35 m.p.h. and must be further restricted to lower speeds as shewn.			
Grange Court	All Up and Down Trains	.. .. .	15
Longhope	All Up and Down Trains	.. .. .	10
Welshdean Road	All Up and Down Trains	.. .. .	15
Ross-on-Wye	Gloucester	Hereford	10
Ross-on-Wye	Hereford	Gloucester	10
Ross-on-Wye	All Trains to or from Monmouth	Branch	10
Fawley	Gloucester	Hereford	10
Fawley	Hereford	Gloucester	15
Rotherwas Junction	Gloucester	Hereford	15
Rotherwas Junction	Hereford	Gloucester	15
Rotherwas Junction	Up Branch Line	Single Line	25

GLOUCESTER AND LEDBURY BRANCH.

At Over Junction	All Trains to and from Branch	.. .. .	15
Over Junction to 1 m.p.	All Up and Down Trains	.. .. .	30
1 m.p. to 4½ m.p.	All Up and Down Trains	.. .. .	40
4½ m.p. to 5 m. 50 ch.	All Up and Down Trains	.. .. .	35
5 m. 50 ch. to 6½ m.p.	All Up and Down Trains	.. .. .	45
6½ m.p. to 7½ m.p.	All Up and Down Trains	.. .. .	35
7½ m.p. to Newent Loop Junction	All Up and Down Trains	.. .. .	40
Newent Station and Loops	All Up and Down Trains	.. .. .	15
Newent Loop Junction to 9½ m.p.	All Up and Down Trains	.. .. .	40
9½ m.p. to Dymock Loop Junction	All Up and Down Trains	.. .. .	50
Dymock Station and Loops	All Up and Down Trains	.. .. .	15
Dymock Loop Junction to 13 m. 50 ch.	All Up and Down Trains	.. .. .	45
13 m. 50 ch. to 15½ m.p.	All Up and Down Trains	.. .. .	35
15½ m.p. to curve at Ledbury Junction	All Up and Down Trains	.. .. .	30
Ledbury Junction and Curve	All Trains to and from Branch	.. .. .	15

GLOUCESTER DOCKS BRANCH.—The speed of trains over this branch must not exceed 15 miles per hour in either direction and must be further restricted to 5 miles per hour when passing over Llanthony Swing Bridge at the Docks.

FOREST OF DEAN CENTRAL LINE.—The speed of trains between Awre Junction and Terminus must not exceed 10 miles per hour in either direction.

BERKELEY ROAD, LYDNEY TOWN AND CINDERFORD, COLEFORD AND LYDBROOK BRANCHES (Severn and Wye Line)

Berkeley Road Junction	Junction from Double to Single Line .. .. .	.. .. .	15
Berkeley Road to Sharpness	All Up and Down Trains	.. .. .	40
Sharpness—Over the Junction at South Signal Box	All Up and Down Trains	.. .. .	20
Sharpness—Goods Yard, and Station Box	Drivers of Up Goods trains approach speed to 4 miles per goods yard and must exercise goods line, and be prepared to stop at any point.	proaching Station Box must hour when passing through great care when working over to stop at any point.	4
Sharpness	South Docks Junction to and from Passenger Station .. .. .	.. .. .	20
Sharpness	North Dock Branch .. .. .	.. .. .	6
Severn Bridge	No engine or train must cross the iron portion of the Severn Bridge in less than 3 minutes, when passing over Sharpness South Junction.	Drivers to keep a sharp look-out	25
Severn Bridge to Otters Pool Junction	All Up and Down Trains	.. .. .	10
Lydney Junction	Otters Pool Junction	Lydney Jcn. Station	10
Lydney Town to Tufts Junction	Otters Pool Jcn.	South Wales Main Line	20
Coleford Branch	All Up and Down Trains	.. .. .	15
Coleford Branch	Coleford Junction	Coleford (Whitecliff)	15
Coleford Branch	Coleford (Whitecliff)	Coleford Junction	15

The speed of trains between Tufts Junction and Cinderford Station, and Serridge Junction and Lydbrook Junction must not exceed 25 m.p.h., and must be further restricted to lower speeds as shewn.

Parkend 12m. 20c. to 12m. 60c.	All Up and Down Trains	.. .. .	10
Coleford Junction	Double to Single Line	.. .. .	15
Bicladale Siding 13m. 50c. to 13m. 60c.	All Up and Down Trains	.. .. .	20
Speech House Road Station—			
(South End) 14m. 57c. to 14m. 65c.	All Up and Down Trains	.. .. .	15
(North End) 14m. 70c. to 14m. 77c.	All Up and Down Trains	.. .. .	15
Wimberry Branch 15m. 12c. to 15m. 45c.	All Up and Down Trains	.. .. .	15
Serridge Jcn.	To and from Lydbrook Branch	.. .. .	15
Speculation Curve 16m. 57c. to 17m. 0c.	All Up and Down Trains	.. .. .	15
Waterloo Sidings 18m. 35c. to 18m. 46c.	All Up and Down Trains	.. .. .	15
Upper Lydbrook Station—			
18m. 60c. to 18m. 76c.	All Up and Down Trains	.. .. .	15
Upper Lydbrook (South)—			
17m. 76c. to 18m. 72c.	Lydbrook	Serridge Junction	10
Upper Lydbrook (South)—			
18m. 72c. to 18m. 60c.	Lydbrook	Serridge Junction	15
Upper Lydbrook (North)—			
19m. 5c. to 19m. 10c.	All Up and Down Trains	.. .. .	15
(Through Tunnel)			
Upper Lydbrook (North)—			
19m. 16c. to 19m. 24c.	All Up and Down Trains	.. .. .	15
Lydbrook Viaduct 19m. 66c. to 19m. 76c.	All Up and Down Trains	.. .. .	5
Mineral Loop Line	Drybrook Road	Tufts Junction	15
Mineral Loop Line	Drybrook Road	Drybrook Road	25
Slag Branch	Tufts Junction	Drybrook Road	5
	All Up and Down Trains	.. .. .	5

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

Branch Lines—continued

NAME OF PLACE	DIRECTION OF TRAINS		Miles per Hour
	From	To	
FOREST OF DEAN BRANCH. —The speed of trains between Bullo Pill and Bilson Junction must not exceed 30 miles per hour and must be further restricted to lower speeds as shown :			
Churchway Branch	All Up and Down Trains		25
Bullo Pill (Goods Trains only 330 yards outside Up Distant Signal for Bullo Pill West Box at spot where restrictions commence)	Forest Branch	Main Line	5*
Bullo Pill West Box	Main Line	Forest Branch	15
Bullo Pill West Box	Forest Branch	Main Line	10
Bullo Pill West Box, Facing Points near Engine Shed	Yard	Forest Branch	10
Bullo Pill and 2½ m.p. (at Upper Soudley Halt)	Forest Branch	Yard	10
2½ m.p. (at Upper Soudley Halt)...	Forest Branch	Main Line	30
2½ m.p. (at Upper Soudley Halt)...	Main Line	Forest Branch	30
At Staple Edge 3 m. 24 ch. and 3 m. 30 ch.	Newnham	Drybrook	25
At Ruspidge Halt 3 m. 78 ch. and 4 m. 9 ch.	Drybrook	Newnham	25
Bilson Junction and Drybrook Halt, 5 m. 5 ch. and 7 m. 24 ch.	All Up and Down Trains		20
	All Up and Down Trains		20
Bilson Junction	Newnham	Drybrook	25
Bilson Junction	Drybrook	Newnham	10
Bilson Junction	Newnham	Cinderford	10
Bilson Junction	Cinderford	Newnham	15
Cinderford Junction	Bilson Junction	Cinderford Station	15
Cinderford Junction	Cinderford Station	Bilson Junction	15
SUDBROOK BRANCH | Speed not to exceed at any point | 20			
GARW BRANCH.			
Brynmenyn Junction	Down Trains at end of Single Line	Line	10
Llangeinor Station	Up and Down Trains through Scissors Crossover		5
Blaengarw Station	Up and Down Trains when running through facing Crossover Roads		5
Blaengarw Station	Up and Down Trains between Station and Terminus		5
OGMORE BRANCH.			
Tondu Ogmores Junction	Brynmenyn	Tondu Middle Junction	5
Tondu Ogmores Junction	Brynmenyn	Tondu North Junction	5
Tondu Ogmores Junction	Tondu	Bryncethin	5
Tondu Ogmores Junction	Bryncethin and Brynmenyn	Tondu	10
Brynmenyn Junction	Blackmill (At end of Single Line)	Tondu, Up Trains	10
Blackmill Junction	Tondu	Hendreforgan	15
Blackmill Junction	Hendreforgan	Tondu	15
Blackmill Junction	Tondu	Ogmores Vale	15
Blackmill Junction	Ogmores Vale	Tondu	15
Caedu	Up Line	Single Line	10
Ogmores Vale Middle	Single Line	Up Line	10
Wyndham Colliery (inlet)	Nantymoel	Ogmores Vale	20
Ocean Colliery (inlet)	Nantymoel	Ogmores Vale	15
GILFACH BRANCH.			
Blackmill Station Junction	(Speed of all trains must not exceed 15 miles per hour). Hendreforgan	Tondu	10
Hendreforgan	Gellyrhaidd Junction	Gilfach Goch	15
Hendreforgan	Gilfach Goch	Gellyrhaidd Junction	15
Hendreforgan	Gellyrhaidd Junction	Tondu	15
Hendreforgan	Tondu	Gellyrhaidd Junction	15
Gilfach Goch Station Junc. with Goods Line	Hendreforgan	Terminus	5
TONDU OGMORES BRANCH.			
Llanharan Junction	(Speed of all trains must not exceed 20 miles per hour). Main Line	Branch	10
Llanharan Junction	Branch	Main Line	10
Bryncethin Junction	Facing Points from each Section,	Up and Down	10
BRÖFISCIN BRANCH.			
Bröfiscin-Maesaraul	Ground Frame	End of Branch Up and Down	15
BRYNCETHIN BRANCH.			
Tondu Ogmores Junction Single Line to Double Line	Bryncethin Junction	Tondu Down Trains	10

*—Permanent Speed Restriction Indicator provided.

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

Branch Lines—continued.

NAME OF PLACE.	DIRECTION OF TRAINS.		Miles per hour.
	From.	To.	
PORHCRAWL BRANCH.			
Except where shown below, no train must exceed a speed of 25 miles an hour when passing over any portion of this Branch, and the speed over the CURVED portions of the Branch must not exceed 20 miles per hour.			
Tondu Middle Junction	Ogmore Junction	Velin Vach	5
Tondu Velin Vach Junction at end of Single Line	Tondu	Porthcawl	5
Cefn Junction, Single Line to Double Connection	Tondu	Porthcawl	10
Cefn Junction, Double Connection to Single Line	Porthcawl	Port Talbot Docks	
Cefn Junction	Port Talbot Docks	Tondu	10
Cefn Junction	Tondu	Porthcawl	10
Cefn Junction	Tondu	Port Talbot Docks	
Cefn Junction	Port Talbot Docks	Tondu	10
Kenfig Hill. Both ends of Loop	Tondu	Porthcawl	10
Kenfig Hill. Both ends of Loop	Porthcawl	Tondu	10
Pyle East	Tondu	Main Line	10
Pyle East	Main Line	Tondu	10
Pyle East	Main Line	Porthcawl	20
Pyle East	Porthcawl	Main Line	20
Between Pyle Station and Cornelly	Pyle	Porthcawl	30
Between Cornelly and Pyle Station	Porthcawl	Pyle	30
Pyle Station. West End Crossover	Up Main	Down Main	10
Pyle Station. West End Crossover	Down Main	Up Main	10
Heol-y-sheet Crossing	All trains over Junction		30
Cornelly	Down Main	Single Line	15
Cornelly	Single Line	Up Main	15
Porthcawl	Both ends of Loop (Up and Down)		10

ELY VALLEY BRANCH.

Llantrisant	Main Line	Ely Valley	10
Llantrisant	Ely Valley	Main Line	10
Mwyndy Junction	Llantrisant	Gellyrhaidd Junction	20
Mwyndy Junction	Gellyrhaidd Junction	Llantrisant	20
Mwyndy Junction	Llantrisant	Maesaraul	20
Mwyndy Junction	Maesaraul	Llantrisant	20
Maesaraul Junction	Mwyndy Junction	Brofiscin	15
Maesaraul Junction	Brofiscin	Mwyndy Junction	15
Maesaraul Junction	Mwyndy Junction	Pontypridd	15
Maesaraul Junction	Pontypridd	Mwyndy Junction	15
Cowbridge Road Crossing	Up and Down Trains		15
Llantrisant Common Junction	Penygraig	Branch	15
Gellyrhaidd Junction	Llantrisant	Hendreforgan	15
Gellyrhaidd Junction	Hendreforgan	Llantrisant	15
Penygraig to Clydach Vale	Llantrisant	Clydach Vale	20
Clydach Vale to Penygraig	Clydach Vale	Llantrisant	20

LLYNVI BRANCH.

Bridgend	Bay Platform Line	Tondu	5
Bridgend	Tondu	Bay Platform Line	5
Bridgend Middle Junction	Main Line	L. and O. Line	10
Bridgend Middle Junction	L. and O. Line	Main Line	10
Coity Junction	Tondu	Barry Line	10
Coity Junction	Barry Line	Tondu	10
Tondu Middle Junction	Tondu Station	Ogmore Junction	5
Tondu Middle Junction	Ogmore Junction	Tondu Station	5
Tondu Middle Junction	Tondu Station	North Junction	10
Tondu Middle Junction	North Junction	Tondu Station	10
Tondu North Junction	Maesteg	Tondu Station and Ogmore Jct.	15
Gelli Las	Up and Down trains at both ends of Loop.		10
Llangynwyd, North and South	Up and Down Trains. Facing	Points at both ends of Loop	10
Maesteg, South	Up Line	Single Line	10
Nantfyllon	Engines must not be worked coupled over River Bridge No. 44 at 9 m. 13½ chs.		—
Nantfyllon, North	Maesteg (9 m. 11 ch.)	Caerau (9 m. 17 ch.)	15
Nantfyllon, North	Caerau (9 m. 17 ch.)	Maesteg (9 m. 11 ch.)	15
Caerau	Double to Single Line connection	ions in both directions	10
Cymer Tunnel Ground Frame	Over junction in both directions		10
Cymer Station	Up and Down Trains. Junctions	at both ends of Loop	15
Cymer Station	Up and Down Trains over Truck	Weighbridge in Loop	5
Abergwynn and Cymer	Up Trains between 12 m. 60 ch. and 14 m. 60 ch.		40
Abergwynn	Up and Down Trains. Junction	with Passenger Line and Terminus	15

REFUGE SIDINGS AND LOOPS.

STATION.	Refuge Siding.	Running Loop.	No. of 10-ton Wagons, Siding or Loop Holds in addition to Eng. and Van.	STATION.	Refuge Siding.	Running Loop.	No. of 10-ton Wagons, Siding, or Loop Holds in addition to Eng. and Van.
DOWN.				UP.			
Purton	1	—	50	Stormy	—	1	67
Minety	—	1	70	Bridgend	—	1	60
Coates	1	—	43	Hendreforgan	—	1	30
Sapperton Sidings	—	1	68	Ogmore Vale	—	1	134
Brimscombe	1	—	41H	Caedu	—	1	190
Stonehouse	1	—	44	Gilfach Goch	—	1	47
Gloucester T. Yard	—	1*	78	Blackmill (Gilfach Bach)	—	1	35
Cheltenham (Malvern Rd.)	—	1	58	Blackmill	—	1	45
Over Sidings	—	1	140	Llangenor	—	1	64
Grange Court	—	1	72	Cymmer	—	1	28
Bullo Pill	—	1	70	Maesteg	—	1	43
Lydney	—	1	70	Tremains	—	1	120Z
Beachley Junction	—	1C	73	Pencoe	—	1	162
Portskewett	1	—	60†	Llanharan West	—	1	60B
Caldicot	—	1	K	Gellyrhaidd Junction	—	1	50
Severn Tunnel Junction (East and Middle)	—	1	50	Llantrisant West	1	—	43
Severn Tunnel Junction (Middle to West)	—	2	J	Llantrisant Branch Box	—	1	15
Severn Tunnel Junction (West to Undy Crossing)	—	2	O	Llantrisant West Box	—	1	71
Permissive Loops:				Miskin	1	—	45
Undy Crossing to Magor	—	1	238T	Miskin and Pontsarn	—	1	250A
Magor to Bishton	—	1	375P	Peterston	—	1	142E
Bish on to Llanwern	—	1	380P	Ely	1	—	70
Llanwern to Llsawery	—	1	304S	Leckwith Jct. to Cardiff E	—	1	Q
Llsawery to EastUsk Jct.	—	1	140V	Newtown Yard	—	1	101
Newport East	—	1	239L	Rumney River Bridge	—	1	60
Maindee North	—	1	83M	St. Mellons West	1	—	45
St. Brides	1	—	40	Marshfield	1	—	45
Marshfield	1	—	70	St. Brides	1	—	45
Rumney River Bridge	—	1	61	Ebbw Junction	—	1	63
Roath	—	1	120	Maindee East	—	1	165G
Engine Shed Junction to Canton Sidings	—	1	35 N	Permissive Loops:			
Canton Sgs to Leckwith Jct	—	1	130	East Usk Junction to Llsawery Crossing	—	1	140V
St. Fagans	—	1	65	Llsawery to Llanwern	—	1	302S
Peterston	—	1	151D	Llanwern to Bishton	—	1	350S
Miskin and Pontsarn	—	1	240A	Bishton to Magor	—	1	415P
Llantrisant (Mwyndy Jc)	—	1	47	Magor to Undy Crossing	—	1	213U
Llantrisant West	—	1	65	Severn Tnl. Jct. (Undy Crg)	—	1	138
Gellyrhaidd Junc (Bach)	—	1	18	Severn Tunnel Jct. W Box	—	1	68
Llanharan East	—	1	60B	Severn Tunnel Jct E Box	—	1	118
Llanharan West	—	1	—	Caldicot	1	—	65
(Tondu & Ogmore Bach)	—	1	45	Portskewett	—	1	78
Pencoe	—	1	140F	Beachley Junction	1C	—	73
Tondu and Brynmenyn	—	1	90	Lydney	—	1	64
Maesteg	—	1	43	Bullo Pill	—	1	60
Llangenor	—	1	64	Grange Court	—	1	66
Pontyrhyll	1	—	31	Over Sidings to Over Jct. No. 1 Loop	—	1	140X
Blackmill	—	1	45	No. 2 Loop	—	1	140Y
Blackmill (Gilfach Bach)	—	1	35	Gloucester T. Yard	—	1	67
Gilfach Goch	—	1	47	Standish Junction	—	2	70 each
Hendreforgan	—	1	30	Stonehouse	1	—	42
Tremains	—	1	120Z	Stroud	—	1*	50
Bridgend	—	1	60	Brimscombe	1	—	58
Stormy	—	1	73	Sapperton Sidings	—	1†	73
				Coates	1	—	31
				Minety	—	1	70
				Purton	—	1	70
				Swindon Toco. Yard	1	1	60

†—Total length, 1,310 feet. ‡—Total length, 1,642 feet. *—Available for Up or Down Trains. A—Holds 4 trains of 60 wagons, each with engine and van. B—Holds 1 train of 60 wagons, with 2 engines and van. C—Down Loop available as Refuge Siding for Up trains. D—Inlet to middle connection, 87 wagons and van. Middle connection to outlet, 57 wagons, engine, and van. E—Inlet to middle connection, 64 wagons, engine, and van. Middle connection to outlet, 65 wagons, engine, and van. F—Holds 2 trains of 70 wagons each, engines, and vans. G—Total holding capacity, 165 wagons, 2 engines, and 2 vans. (91 wagons, engine, and van Newport East to Second Inlet, and 62 wagons, engine, and van Second Inlet to Outlet.) H—Also available for up trains but will only hold 35 wagons. J—No. 1 Loop 74. No. 2 Loop 67. K—Holds engine 60 wagons and Brake Van. Will hold an additional eight wagons between Home and Starting Signals, subject to crossover of train over crossing, if necessary. L—Total 239 wagons, 4 engines, and 4 vans. East Usk Junction to Maindee East, 153 wagons, 3 engines and 3 vans. Maindee East to Newport East, 62 wagons, 1 engine, and 1 van. M—65 wagons for Newport direction, 83 wagons for East Usk Junction direction. N—Continuous Goods Line. O—Severn Tunnel Junction West and Loop Adv. Starting: No. 1 Loop 24. No. 2 Loop 28. Severn Tunnel Junction West Loop Adv. Starting to Undy Crossing: No. 1 Loop 87. No. 2 Loop 98. P—Holds 6 Engines and 6 Brake Vans in addition. Q—Continuous Goods Line (Leckwith Jct. to Canton 62 wagons, Canton to Cardiff West 86 wagons, Cardiff West to Cardiff East 37 wagons). R—218 wagons from Hereford Line inlet, 203 wagons from South Wales Line inlet; 85 wagons, engine, and van from Hereford Line inlet; 70 wagons, engine, and van from South Wales Line inlet to outlet at Maindee Junction East; 112 wagons, 2 engines, and 2 vans from outlet at Maindee Junction East to outlet at East Usk Junction. S—Holds 5 Engines and 5 Brake Vans in addition. T—Holds 4 Engines and 4 Brake Vans in addition. U—Holds 3 Engines and 3 Brake Vans in addition. V—Holds 2 Engines and 2 Brake Vans in addition. X—Will hold two 70-wagon trains in addition to 2 engines and 2 Vans. An intermediate exit to the Main Line is provided in the centre of the Loop, adjacent to Over Sidings Signal Box. Y—No. 2 Loop 58-wagons Engine and Van at the Over Sidings end and 82 wagons, Engine and Van at the Over Junction end with an intermediate exit to Up Main Line adjacent to Over Sidings Signal Box. Z—Plus two engines and vans.

WORKING OF LARGE ENGINES.

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

ENGINE GROUP.	Indicated on following list by figure.	ENGINE GROUP.	Indicated on following list by figure.
0-6-2 T. (56XX and 66XX)	1	2-8-0 (28XX)	7
2-6-0 (26XX, 43XX-73XX	2	2-8-0 (30XX)	8
2-6-0 (93XX)	3	4-6-0 (29XX)	10
2-6-2 T. (51XX, 61XX)	4	4-6-0 (40XX)	11
2-6-2 T. { 3100, Diagram A.13. }	5	4-6-0 4073-4099, 5000-5099, 100, 111, 4000, 4016, 4032, 4037	12
2-8-0 T. (42XX-52XX) 2-8-2 T. (72XX) ..	6	4-6-0 (49XX, 59XX, 69XX)	13
		4-6-0 (68XX)	14
		4-6-0 (78XX)	15

SECTION OF LINE.	PROHIBITIONS.
<p>Swindon (exclusive) to Beachley Junction (via Gloucester). Types of engines authorised: All except 60XX.</p> <p>†—Also applies to 72XX Class.</p> <p>*—Also applies to 47XX Class.</p>	<p>4-6-0 (49XX) "Hall" and "1000" Class. Must not enter Sidings at which stop boards are exhibited. Gloucester Station: Goods Shed. Siding alongside Cattle Pens. Over Weighbridge. Grange Court.—Down Dock Siding behind Passenger Platform. CHURCHDOWN TO CHELTENHAM SPA (ST. JAMES'). Cheltenham Spa (St. James').—Through lead on Cattle Pen Siding.</p> <p>2-8-0 T. (42XX) Class. *Kemble.—Pump House Coal Road. *Loading Dock—Up Side. *Chalford.—All Sidings. *Gloucester.—Lines at Engineer's Depot. *Grange Court.—Down Dock behind Passenger Platform. Crossover from Down Siding to Centre of Back Siding Down Side. *Lydney.—Connection leading to Shunting Neck and Severn and Wye Transfer Sidings Up Side.</p> <p>72XX and 28XX. Kemble.—Tetbury Down Sidings to Pump House Road. Loading Dock, Up Side.</p> <p>2-8-0 H(47XX). Brimscombe.—Outer Up Sidings. Gloucester.—Up and Down Relief Lines. Nos. 1 and 2 Down Sidings at East End of Platform and Transfer Road. Docks Branch.—All Sidings.</p> <p>*50XX, 49XX and "1000" Class. Kemble.—Lead from Tetbury Down Siding to Pump House Road. *—These engines may work over the Curves from the Down Main Line to Tetbury Branch Platform and Back Road subject to a speed restriction of 5 m.p.h.</p> <p>4-6-0 Chepstow.—Over weighbridge. Newport Maindee Bank.—Nos. 2, 3, 4, 5 and 6 Sidings—4-6-0 and 2-8-0, also Tank 1358 walking pace only. No. 7 Siding—4-6-0, 2-8-0, and Tank 1358 absolute. Newport (High Street) Passenger Station.—Fish Jetties (both). Newport (High Street) Goods Yard.—Back Siding (No. 6 Road). All Goods Shed Platforms. Alexandra Dock Junction.—Docks Lines prohibited except: Inwards Road No. 59 and Outwards Road of Docks Branch Lines No. 2, which may be used to and from top connection East Mendalgief. Connection (Point No. 62 worked from Alexandra Dock Junction Signal Box) from Outwards Road No. 2, i.e., in the Up Docks Branch to the Eastern Valley Sidings is prohibited. Eastern Valley Sidings.—To and from top connection East Mendalgief. Waterloo Loop Lines.—Crossover between Up and Down Waterloo Loop Lines (Point No. 20, Waterloo Loop Signal Box) prohibited. Crossover between Up and Down Goods Loop— Points No. 19 Alexandra Dock Junction Signal Box— Prohibited for 4-6-0, 2-8-0 (28XX, 38XX), 0-8-2T. (1358), and 4-4-0 (33XX) type engines. The following classes may use the crossover at slow speed: 2-6-0 (26XX, 43XX), 0-6-2 (56XX), 2-8-0T. (42XX, 52XX), 2-8-2T. (72XX), 2-6-2T. (31XX, 51XX, 61XX). (The speed of trains worked by "Red" Engines over the Docks Branch and Eastern Valley Sidings is restricted to 5 m.p.h.)</p> <p>2-6-2 T. and 2-8-0. Chepstow.—Down Bay Line. Magor.—Cattle Pens Siding. East Usk Junction.—Llswerry Mileage Yard. Newport (High Street).— Maindee Ballast Sidings No. 3 Road. Simpkins Siding (31XX & 2-8-0). 2-8-0 T. 42XX.</p> <p>Chepstow.—All Sidings at back of Goods Shed on Up Side.</p>

SECTION OF LINE.

PROHIBITIONS.

Large engines prohibited beyond Red Post 25 yards from Post Office Level Crossing.
 "Red" Group engines must not work beyond 3½ M.P. and the following prohibitions apply to engines in this Group.

Healey and Pearl's Siding.—Absolute.
Stewarts & Lloyds Sidings (All).—Absolute.
Lysaght's Inwards Siding adjoining Branch.—Absolute.
Lysaght's Outwards Siding adjoining Branch.—To the engine Stop Post painted red.
Lysaght's Sidings (except those above mentioned).—Absolute.
Channel Dry Dock Co.'s Sidings.—Absolute.
N.B.—The speed of "Red" Group Engines must not exceed 15 m.p.h. at any point.

2-8-0 (28XX and 30XX).

Long Siding.—Connection Foundry End.
Healey and Pearl's Siding.—Connection at East and West Ends.
Spytty Lane Ground Frame.—Stewarts & Lloyds No. 2 Outward Bank Siding.
 Connection to Loop.
Lysaght's Outwards Bank.—Beyond Crossing in Right-hand Siding adjacent to
 Branch Running Line.
Lysaght's Inwards Bank.—Nos. 2 and 3 Sidings.
 Junction with Works Road at Bottom.
 Connection between Nos. 1 and 4 Sidings at Works End.
The Lower Connection to Right Hand Sidings.—These Engines must not pass
over the curve in the Main Line through this connection. They may, however,
use either the Right Hand or Left Hand Sidings.

2-6-0 (26XX, 43XX, 53XX, 63XX, 73XX).
 Lliswerry Mileage Yard.—No. 2 Siding.
 Heeley and Peart's Siding.—Connection at East End.
 Spytty Lane Ground Frame.—Stewarts & Lloyds No. 2 Outward Bank Siding.
 Lysaght's Outwards Bank.—Beyond Crossing in Right Hand Siding adjacent
 to Branch Running Line.
 Lysaght's Inwards Bank.—No. 3 Sidings.
 Junction with Works Road at Bottom.
 Restrictions on the working of G.W. Engines over the Private Sidings in the British
 Aluminium Company's Works are as follows :
 East Siding (Centre Group).—Not to work over Coal Tippler Plant.
 West Siding (Centre Group).—Not to work over the Truck Weighing Machine.
 West Siding (nearest River Usk).—Not to pass over Weighing Machine at North
 End.
 All other Sidings, Crossover Roads, etc.—Speed not to exceed 8 m.p.h.
 Large engines prohibited beyond "Stop" post.

2-6-2, T. 2-8-0 T. 2-8-2 T. and 2-8-0.
4-6-0 (68 and 78XX). 0-6-OT (94XX).

Pengam Coal Yard.—Mileage Sidings on Up Side.
Penarth Curve.—Sidings Nos. 1, 2, and 5 South Junction, also 7 and 8 at East Box.
Canton Sidings.—Tattle Pen Sidings
 Curnier's Stone Yard } Wide Coaching Stock also prohibited.

Ely: Paper Mills Sidings.—All Sidings and loading banks, **except the two reception roads and run-round crossover adjacent to the Down Main Line.**
Mileage Yard.—Stop block road **absolute.** Crossover road, from Down Main line to Mileage Yard and vice versa may be used at walking pace only.
 Crosswells' Brewery Siding.—Connection and Siding **absolute.**
St. Fagans.—Branch dead end, also Crossover between Goods and Platform Siding.
Llantrisant West.—Mountford Phillips' Pottery Siding.

Llanharan Colliery Sidings :

East End.

Empties Road ..	..
1, 2, and 3, Coal Roads ..	..
4 and 5 Washery Roads ..	..
Transfer Loop ..	..

2-8-0 T. (42XX) 2-8-2 T. (72XX) and
2-6-2T. (31XX).
Push empties clear of points only.
Not to enter—coal to be dropped.
Not to enter—coal to be dropped.
No prohibition.

West End.

Loaded Roads 1 and 2	..
Spoil Road	..

May not work beyond the red post.
Not to enter.

Other large engines (except 0-6-2 types) are not authorised.
Pencoted—Howell's Sidings
Bridgend—Jenkins' Lineworks Sidings, Down Line.
 Carriage Shoot Sidings,
 Down Line Weighing Machine near Goods Shed.
 Cement Works Sidings, L. and O. Branch Line.
 Barry Bay Line and Carriage Shoot.
Pyle.—Weighing Machine Road.

Pyle Sand Siding.—All engines larger than 0-6-O.T. 57XX Class prohibited beyond the railway boundary.

WORKING OF LARGE ENGINES—continued.

SECTION OF LINE.	PROHIBITIONS.
<p>St. Brides to Pyle Sand Siding— continued Types of Engines authorised: All except 60XX and 47XX—cont.</p>	<p>Pyle. Transfer Sidings (ex P.T.R.). Engines of the 2-6-0, 2-8-0T, and 2-8-2T types may use the connections at the Pyle End of the Transfer Sidings at walking pace, special care being necessary until the fittings and plain line in the Sidings adjacent to them are re-laid. Engines in the 4-6-0 Group and those not capable of negotiating curves of five chains radius at a slow speed are prohibited from working into the Sidings. Back Road. Any class of engine (except 4-6-0 "King," and 2-8-0 47XX) may use the short Siding known as the "Back Road" (i.e., behind the Goods Shed) at walking pace. Down Sidings. Any class of engine (except 4-6-0 "King," and 2-8-0 47XX) may use the Down Sidings at the rear of the Up Platform at slow speed. 4-6-0 (Nos. 100, 111, 4000, 4016, 4032, 4037, 4073-4099, 5000-5099). Penarth Curve.—Engines of the above type may work over the triangle for turning purposes in cases of emergency, subject to the following restrictions:— Penarth Curve East to Penarth Curve North and vice versa, 10 miles per hour. Penarth Curve North to Penarth Curve South and vice versa, 15 miles per hour. Penarth Curve South to Penarth Curve East and vice versa, 15 miles per hour. Through all Crossovers and Junctions, 5 miles per hour. The engines must not work into any Sidings at or between the Signal Boxes mentioned. 0-8-2 T. (Port Talbot, No. 1358). East and North Junction Sidings, Nos. 8 and 9. East and South Junction Sidings, Nos. 1, 2, 5, and 7. South and North Junction Sidings, Nos. 1, 2, 3, 4, and 5. Canton Storage Sidings, Nos. 5, 6, 8, 9, 10, 11, 12, 13, and 14.</p>
<p>Llantrisant to Clydach Vale Types of Engines authorised: Nos. 1, 2, 3, 4, 5, 6, 10.</p>	<p>2-6-0 (43XX) and 4-6-0 (29XX). Common Junction, Coed Ely Colliery, New Outlet.—Beyond Gate. Coed Ely Colliery Outlet.—Beyond Gate. Coed Ely Colliery Inlet.—Beyond Gate. Gellyrhaidd Junction.—over Down Siding. Tonyrefail Mileage Yard.—Over Sidings at Back of Goods Shed. Cilcely Colliery.—Beyond Gate. Beyond Penygraig Station.—Over any lead with exception of Crossover Road immediately above station. These engines must not proceed on running lines beyond Nantgwyn South. 2-8-0 T. (42XX), 2-8-2 T. (72XX), 2-6-2 T. and 0-6-2 T. (56XX). 0-6-0 (94XX) Ynysmaerdy South (Outlet).—Over Sidings beyond Clearing Point inside junctions. Ynysmaerdy North (Inlet).—Beyond the Gate. Coed Ely Colliery: Outlet.—Beyond the Stop Post inside the Gate, and must use 3-way Junction at walking pace. Inlet.—Beyond the Gate. Tonyrefail Mileage Yard.—Over Siding at back of Goods Shed. Cilcely Colliery.—Absolute. Penygraig: Watkins' Private Siding.—Beyond the Gate. Goods Shed connection at South End of Shed Lead from Up Loop to Goods Shed Siding at Station } Absolute. Penygraig.—Under the Overbridge on the Long Siding (Down Side of Branch). Clydach Vale Colliery: Main Running Road } Absolute. All other Sidings } 0-6-2 T. (A2 and A3) (Ex T.V.04 diagram). Ynysmaerdy South (Outlet).—Over Sidings beyond clearing point inside junctions. Ynysmaerdy North (Inlet).—Beyond the Gate. Coed Ely Colliery: Outlet.—Beyond the stop Post inside the gate. Inlet.—Beyond the Gate. Cilcely Colliery—All Sidings. Absolute. Penygraig: Watkins' Private Siding.—Beyond the Gate. Under the Overbridge on the Long Siding (Down side of Branch).—Absolute.</p>

WORKING OF LARGE ENGINES—continued.

SECTION OF LINE.	PROHIBITIONS.
Llantrisant to Glydach Vale— Types of Engines authorised: Nos. 1, 2, 3, 4, 5, 6, 10—continued.	<p>The following may be used at walking pace only:</p> <p>Tonyrefail, Milenge Yard—Siding at back of Goods Shed.</p> <p>Penygraig: Goods Shed connection at South end of Shed. Lead from Up Loop to Goods Shed Siding at Station.</p> <p>Glydach Vale Colliery: Main running road—to stop post ONLY. All Sidings—to stop post ONLY.</p>
Gellyrhaidd Junction to Gilfach .. Types of Engines authorised: Nos. 1 and 6.	<p>2-8-0 T. (42XX and 52XX), 2-8-2 T. (72XX), and 0-6-2 T. (56XX). 0-6-0 (94XX) Speed not to exceed 20 miles per hour.</p> <p>Hendreforgan Station: Bottom Connection to No. 2 Siding Absolute.</p> <p>Gilfach Station: Engine Loop Runaway Catchpoint between Station and Signal Box, Up Side } Absolute. Gilfach Goods Yard, Lower Connection }</p> <p>Glenavon Colliery (Gibbs): Outlet.—Beyond Gate. Inlet.—Beyond Catchpoint.</p> <p>Trane Colliery: Outlet, No. 1 Siding.—Beyond Clearing Point to No. 2 Siding. Outlet, Nos. 2, 3, and 4 Sidings } Absolute Inlet, All Sidings }</p> <p>Britannic Colliery. Junction to Coronation Yard off Gilfach Branch } Absolute. Junction to Coronation Yard off Loop alongside Gilfach Branch } Loop alongside Gilfach Branch.—No engine must be on the Branch when an engine is on the Loop, or vice versa.</p> <p>0-6-2 T. (A2 and A3) Ex T V 04 diagram)</p>
Pyle to Porthcawl .. Types of Engines authorised: Nos. 1, 2, 3, 4, 5, 6, and 8.	<p>Britannic Colliery: Junction to Coronation Yard off Gilfach Branch.—Absolute. Junction to Coronation Yard off Loop alongside Gilfach Branch.—Absolute. Loop alongside Gilfach Branch.—No engine must be on the Branch when an engine is on the Loop, or vice versa.</p> <p>The following may be used at walking pace only</p> <p>Hendreforgan Station—Bottom connection to No. 2 Siding.</p> <p>Gilfach Station: Engine Loop— Runaway catchpoint used as Spur, between Station and Signal Box, Up side. Lower connection to Goods Yard.</p> <p>Glenavon Colliery (Gibbs): Outlet.—Up to the Gate. Inlet.—Up to the Catchpoint.</p> <p>Trane Colliery: Outlet No. 1 Siding.—Up to the clearing point. Outlet Nos. 2, 3, and 4 Sidings.—Over the junctions and for a distance of 100-ft. beyond same. Inlet, All Sidings.—Over the junctions and for a distance of 100-ft. beyond same.</p> <p>2-6-0 (43XX-93XX). 2-6-2 T. (3100, 3150, 51XX). 2-8-0 T. (42XX, 52XX), 2-8-2 T. (72XX). 0-6-0 (94XX).</p> <p>Speed of "Red" Engines not to exceed 20 m.p.h. throughout. The maximum speed for all classes of engines must not exceed 20 m.p.h. over the curved portions of the Branch.</p> <p>Cornelly. Grove Sidings. All sidings debarred except the straight siding immediately adjoining the Company's fence. Baldwin's Siding. Gaen's Siding.</p> <p>Porthcawl. Passenger Station. Crossover road (near the stopblock) between platform Lines Nos. 1 and 2. Triangle.—May be used to turn, but: (a) Speed not to exceed 5 m.p.h. (b) Not to proceed beyond level crossing gate on station side of promenade. Goods Shed Road.—Beyond the catchpoint. Goods Yard Sidings.—No. 3 High Level Road—beyond point opposite load gauge. Carriage Sidings.—Beyond the clearing point in 7 Sidings. Sidings beyond No. 3 Platform.</p> <p>4-4-0, 41XX, 3252, 33XX, and 37XX .. } Must not exceed a speed of 4-4-2T, 22XX .. } 5 m.p.h. over the Triangle 2-6-0, 26XX, 43XX-93XX, inclusive .. } at Porthcawl. 2-8-0T, 42XX, 52XX, and 2-8-2T, 72XX .. }</p> <p>Any engine, with the exception of the 4-6-0 (60XX) "King" Class and 2-8-0 47XX Class, may be employed for through working in either direction between Tondy and Pyle via Kenfig Hill, subject to the speed of engines in the "Red" Group being limited to 20 m.p.h., and no engine of the 4-6-0 type must exceed 5 m.p.h. in either direction over the sharp curves between the undermentioned mileages:</p>
Tondy to Pyle (via Kenfig Hill) Types of Engines authorised: All except 60XX and 2-8-0 (47XX).	

WORKING OF LARGE ENGINES—continued.

SECTION OF LINE.

Tondu to Pyle (via Kenfig Hill) ..
Types of Engines authorised:
All except 60XX and 2-8-0
(47XX)—continued.

PROHIBITIONS.

Mileage from Tondu—ZERO.

From	To
M. Chs.	M. Chs.
1 53	1 58½
2 37½	2 41½
3 11	3 16
4 8	4 22
4 35	4 53
5 15	5 38

Tondu Triangle

Any engine (except 60XX and 2-8-0 (47XX) may work round the triangle to turn, including use of the crossovers between the Up and Down lines normally used, subject to the following speed restrictions which must be strictly observed:
Between Tondu North and Tondu Ogmre Junction and vice versa—5 m.p.h.
Between Tondu Ogmre Jct. and Tondu Middle and vice versa—5 m.p.h.
Between Tondu Middle and Tondu North and vice versa—10 m.p.h.
Over Crossover Roads—5 m.p.h.

4-6-0 (68XX and 78XX).

Tondu Felin Fach.

Down Sidings Nos. 1, 2 and 3.—Speed not to exceed 5 m.p.h.

Down Sidings Nos. 4 and 5.—Absolute.

Back of Platform Siding (Weigh machine road).—Absolute over weigh machine.

Tondu Station.

Portcawl Branch (Bay Platform Line).—Speed not to exceed 5 m.p.h. in or out.

Tondu Middle.

Down Siding No. 1.—Speed not to exceed 5 m.p.h.

Down Siding No. 2.—Absolute.

Engine Shed (all Connections and Sidings).—Absolute.

Tondu North.

Down Side Carriage Sidings (2.).—Speed not to exceed 5 m.p.h.

Nos. 1 and 2 Loop Sidings.—Speed not to exceed 5 m.p.h.

Sidings (2) on Shed Side of Loop (between Tondu North and Tondu Ogmre Junction).—Absolute.

Tondu Ogmre Junction.

Sidings Nos. 1 to 9, inclusive (on North Side).—Speed not to exceed 5 m.p.h.

Sidings Nos. 10 and 11 (Cripple Roads on North Side).—Absolute.

Shop Sidings (North Side).—Absolute.

No. 2 Loop Siding Connection.—Speed not to exceed 5 m.p.h.

Tondu Ogmre Junction to Tondu Middle.

Down Running Loop and Connections.—Speed not to exceed 5 m.p.h.

Engines in the Red Group must not enter the Breakdown Van Siding.

Tondu South.

North's Colliery (Down Side) Siding nearest Branch.—Speed not to exceed 5 m.p.h. up to signal only; absolute beyond.

North's Colliery Outside (or "back") Road.—Speed not to exceed 5 m.p.h. up to first colliery points only; absolute beyond.

Up Side Sidings (3).—Speed not to exceed 5 m.p.h.

Tondu to Nantymoel ..
Types of Engines authorised:
Nos. 1, 4, 5, and 8.

2-8-0 T. (42XX), 2-8-2 T. (72XX), 2-6-2 T. (31XX).
0-6-0 T. (94XX).

BRYNMENYN.

Goods Yard Siding.—Beyond a point opposite Down Starting Signal.

Mary Pitt Inlet.—Beyond the Gate.

Rhondda Main Inlet.—20 yards beyond the Gate.

Rhondda Main Outlet (No. 5 Siding).—Beyond the Crossing.

OGMORE VALE.

Penllwyngwent Colliery Junction.—Beyond the Catchpoint.

Aber Colliery.—Over Sidings Nos. 1, 3, and 4.

Wyndham Colliery Inlet.—Over Sidings Nos. 1 and 2 more than 100 yards beyond the Catchpoint.

Over Siding No. 3 more than 60 yards beyond the Catchpoint.

Wyndham Colliery Outlet.—Sidings Nos. 1 to 6 beyond a point 40 yards on the Ogmre Vale side of Colliery Company's Weighbridge Machine Office.

Siding 7, 18 yards beyond Crossing.

Ocean Colliery Inlet.—Beyond the Gate.

Ocean Colliery Outlet.—Over Sidings Nos. 1, 2, and 3 beyond a point 40 yards South of Colliery Underbridge.

Goods Shed Road.—Over Loading Bank at the extreme end of Shed Road.

NANTYMOEL.—Over the points leading to the Goods Shed Road.

2-6-2 T. (45 XX).

Ogmre Vale:

Wyndham Colliery.—Sidings Nos. 4 and 5.

0-6-2 T. (56XX).

Ogmre Vale:

Aber Colliery.—Nos. 1 and 4 Sidings, absolute.

Penllwyngwent Colliery.—Nos. 2, 3, and 4 Sidings absolute.

WORKING OF LARGE ENGINES—continued.

SECTION OF LINE.	PROHIBITIONS.
<p>Bridgend to Abergwynfi Types of Engines authorised: Nos. 1, 4, 5, and 6.</p> <p>Pengam Junction to King's Junction Queen's Dock. Types of Engines authorised: All except 60XX and 47XX</p>	<p style="text-align: center;">2-8-0 T. (42XX) 2-8-2 T. (72XX), 2-6-2 T. (3100, 3150) Types. 0-6-0T. (94XX);</p> <p>Tondu North.—Coytrahen Colliery Connection out of Up Siding Dead-end Carriage Sidings. Llangynwyd.—Station Siding. Llynfi Junction.—Crossover from Up Main to Sidings on Down Side. Coegnant Colliery.—Outlet Junction. Cymmer Station.—Junction for R. and S.B. Section Sidings.</p> <p style="text-align: center;">0-6-2 T. (56XX).</p> <p>Llynfi Valley Colliery.—Beyond Gate. Gas Works Siding.—Beyond Catchpoint. Nantyllyfyllon South.—Colliery Sidings, beyond Catchpoint. Coegnant Colliery.—Full Sidings, beyond Crossing with inlet. Empty Sidings beyond clearance with Full Sidings outlet. Caerau Colliery.—Over Colliery Company's Bridge. Cymmer.—Over Viaduct on Glyncoirwg Branch. Weighing Machine, absolute. May work over the Junction between G.W. and R.S.B. Sections subject to the speed not exceeding 10 m.p.h. Glenavon Colliery.—Outlet, over Colliery Company's Bridge. Inlet, beyond Catchpoint. Abergwynfi Ocean Colliery.—Pitwood Siding, over River Bridge. as beyond the trap points in any of the Traders' or Colliery Sidings on the Lines. All Engines are subject to a speed restriction of 15 miles per hour when working over the Junction to and from the Roath Branch (T.V. Section).</p> <p style="text-align: center;">2-8-0 T. (42XX) 2-8-2 T. (72XX) 2-6-2 T. (3100 & 3150) Type Engines.</p> <p>Swansea Street South Sidings.—Facing Crossover from Up Line towards dead end. Up Line Siding, No. 9. Sploitt Junction.—Up Line Sidings, Nos. 7, 8, and 9. Trailing Ship Road.—Up Main to dead end.</p>

WORKING OF ENGINES IN STEAM COUPLED TOGETHER.

Main Line Routes.

Instructions relative to the double-heading of engines in steam on main line routes and also the types of engines permitted to assist the 4-6-0 60XX "King" Class, are given on page 142 of the General Appendix to the Book of Rules and Regulations.

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

- (a) **Banbury to Gloucester**, via Hatton Junction and Stratford-on-Avon.
- (b) **Swindon to Lydney**—On any group of two or more engines speed must be reduced to 10 m.p.h. when passing over River Severn Bridge at Over Junction.
- (c) **Chepstow River Bridge**—For special instructions see page 308.
- (d) **Severn Tunnel Junction and Cardiff**—Subject to a speed restriction of 10 m.p.h. on any group of more than TWO engines when passing over the Runney River Bridge at 167 m. 67 ch. near Cardiff.

Routes other than Main Lines.

On the sections of the Western Region not dealt with in the main line route instructions, not more than two engines in steam of the appropriate types in the group or groups authorised to work, may be coupled together and worked at customary speeds, EXCEPT 4-6-0 "King" Class Engines and also 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.

Two engines coupled must not in any circumstances be run over the Severn Bridge (Severn and Wye Line).

The "double heading" or assistance in the foregoing is subject to the following special regulations:—

Trains running over the Severn Bridge must not be worked by more than one engine in front. Two engines coupled together must not in any circumstances be run over the Bridge.

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

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

WORKING OF ENGINES

L.M.R. ENGINES BETWEEN PADDINGTON AND NEWPORT VIA GLOUCESTER

Engines of the 2-6-0 Class 2F may work between above points without restriction.

HEAVY ENGINES—GLOUCESTER DOCKS BRANCH SIDINGS AND GLOUCESTER DOCKS.

Engines of the 0-6-0 T. 19 XX and 20 XX Classes may work over the Docks Sidings.

All other classes of Engines may work over the straight road and the water crane road at the Docks, subject to the speed thereover not exceeding 5 m.p.h., but on account of sharp curves are prohibited from using the remaining roads.

Engines of 0-6-0T (94XX) class are prohibited from working into Gloster Docks.

WORKING OF ENGINES—continued.

HEAVY ENGINES 4-6-0 29XX AND 40XX TRAMWAY JUNCTION AND CHELTENHAM (MALVERN ROAD) OR ST. JAMES.

Subject to the observance of all service restrictions engines of the 4-6-0 "W" type may work between Tramway Junction, Cheltenham (Malvern Road), or St. James', and may also use the triangle at Hatherley for turning purposes.

HEAVY ENGINES 2-6-2 T. (55XX TYPE)—CIRENCESTER BRANCH.

These Engines may work over the Cirencester Branch subject to the following restriction :—Not to work into Engine Shed on account of the smoke shoots being too low.

WORKING OF L.M.R. ENGINES OVER W.R. LINE BETWEEN GLOUCESTER (TRAMWAY JUNCTION) AND BRISTOL VIA THE SEVERN TUNNEL

The undermentioned types of L.M.R. engines may be allowed to work between Gloucester and Bristol via Severn Tunnel Junction, subject to the observance of the usual speed restrictions and to the additional conditions below in respect of the two types of engines marked with an asterisk :

*Standard Class 5X 4-6-0 passenger.

*Standard Class 5P 2-6-0 Freight.

*Speed not to exceed 40 m.p.h. between Severn Tunnel Junction and Patchway, and pending reconstruction, speed to be reduced to 5 m.p.h. when passing over following bridges :

9m. 28½c. } On Bristol side of Pilning station.
9m. 1¼c. }

Standard Class 4 4-4-0 passenger (compound).

Standard Class 3 4-4-0 passenger.

Standard Class 2 4-4-0 passenger.

Standard Class 5P 4-6-0 mixed traffic.

Standard Class 8 2-8-0 freight tender.

Standard Class 7 0-8-0 freight tender.

Standard Class 4 0-6-0 freight tender.

Standard Class 5P 2-6-0 freight tender.

Ex Mid. Class 3 0-6-0 freight tender.

L.M.R. ENGINES BETWEEN CHELTENHAM AND CHURCHDOWN.

Two engines of the L.M.R. 4-4-0 passenger tender and standard 4-4-0 Class 4 compound passenger tender types may work coupled together over the section of line in the W.R. maintenance between Cheltenham and Churchdown, subject to the speed not exceeding 45 m.p.h.

WORKING OF ENGINES. CHELTENHAM (ST. JAMES')—NEW ST. YARD.)

WEBB'S SIDINGS

Engines of the undermentioned classes only are permitted to work into this siding :—

850, 1501, 1701, 2021, 14XX, 2251, 2301, 2361, 58XX, 94XX, 54XX, 64XX, 74XX, 36XX, 37XX, 46XX, 57XX, 67XX, 77XX, 87XX, 96XX, 97XX,

WORKING OF 4-6-0 AND 2-6-0K ENGINES, GRANGE COURT JCN. TO ROTHERWAS JCN.

See instructions on pages 255 and 257.

WORKING OF ENGINES GRANGE COURT TO HEREFORD.

2-8-0T. (42XX) and 2-8-2T. (72XX) classes.

The above engines may work between Grange Court and Rotherwas Junction at a maximum over-all speed not exceeding 20 m.p.h. and subject to the observance of the following prohibitions :

Ross-on-Wye :

Connection from No. 1 Down Siding to Main Line.

No. 2 Down Siding.

Engine Shed Siding.

Main Line Crossover.

Connections from up Main Line to Goods Shed.

Goods Shed.

Crane Siding.

Cattle Pens and Loading Bank Siding on Up Side.

Backney Siding : Cattle Pen Siding.

Fawley.—Loading Bank Siding.

Holme Lacy.—Loading Bank Siding

2-6-2T. (45XX), (55XX) and 2-8-0 "Austerity" Classes.

The above engines may work over this section subject to the following prohibitions :

Ross-on-Wye :

Connections from No. 1 Down Siding to Main Line.

Engine Shed Siding.

Goods Shed.

Cattle Pens and Loading Bank Siding, Up Side.

Backney Siding.—Cattle Pen Siding.

Fawley.—Loading Bank Siding.

Holme Lacy.—Loading Bank Siding.

0-6-0T (94XX) Class

The above engines may work over this section subject to the following prohibitions :

Ross-on-Wye.—Engine Shed Siding.

WORKING OF ENGINES OVER CHEPSTOW RIVER BRIDGE.

(a) The speed of all Trains must not exceed 15 m.p.h.

(b) Not more than two Engines coupled together must work over the Bridge.

(c) Two "Red" Tank Engines must not run coupled together.

(d) When a Tank Engine and a Tender Engine (both of the "Red" classification) are coupled together, the Tank Engine must be coupled to the tender of the other Engine.

WORKING OF ENGINES—continued.

WORKING OF ENGINES OVER FOREST OF DEAN BRANCHES.

0-6-0 T 57XX and 2-8-0 Austerity type may work over the undermentioned Sections of Line, subject to the observance of service restrictions and to the speed not exceeding 25 m.p.h. and the following prohibitions:

Routes:

- (1) Bullo Pill to Drybrook Quarries.
- (2) Bilson Junction Loop to Cinderford (S. & W.) Station.
- (3) Bullo Pill to termination of the Dock Branch.
- (4) Churchway Branch. To the Stop Board at termination of Branch.

Prohibitions.

- Route: (1):
 Eastern United Colliery.
 Sidings Under Screens.
 Drybrook Quarries Under Screens.

WORKING OF ENGINES OVER THE SEVERN BRIDGE.

The following engines only are permitted to pass over the Severn Bridge

WESTERN REGION ENGINES.

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

LONDON, MIDLAND REGION ENGINES.

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

Trains running over the Severn Bridge must not be worked by more than one engine in front. Two engines coupled together must not in any circumstances be run over the bridge.

WORKING OF ENGINES BETWEEN BERKELEY ROAD AND SHARPNESS.

In addition to types of engines already authorised to work over this Section as shewn in preceding paragraph, 43XX, 53XX, 63XX, 73XX and 78XX Class engines may work between Berkeley Road South Junction and Sharpness via Berkeley Loop or via Berkeley Road Junction, also over Sharpness North and South Dock Branches, subject to the following restrictions:—

- (1) Not to use Crossover road between Sharpness Branch Platforms at Berkeley Road Station.
- (2) On Sharpness North Dock Branch may work up to but not over Swing Bridge No. 3 over Gloucester and Berkeley Canal ($4\frac{1}{2}$ m.p. and $4\frac{1}{2}$ m.p.).
- (3) On Sharpness South Dock Branch may work up to but not beyond gate.
- (4) 78XX Class engines not to work into No. 2 Inwards Siding at Sharpness.
- (5) Turntable at Sharpness not to be utilised.

The following restrictions also apply:—

36XX, 37XX, 46XX, 57XX, 67XX, 77XX, 87XX, 96XX, 97XX, 2251, 56XX and 57XX Classes are prohibited over Sharpness North Docks.

3150 Class to travel with caution through Berkeley Platform and Sharpness Up Platform.

L.M.R. engines working over the Gloucester to Bristol Section may work over the Severn and Wye Section between Berkeley Road and Sharpness without restriction.

WORKING OF W.R. 0-6-0 TANK (74XX) ENGINES BETWEEN OTTERS POOL AND ENGINE SHED. LYDNEY S. & W. LINE.

These Engines may work between Otters Pool Junction and Lydney Severn and Wye Engine Shed.

WORKING OF ENGINES COUPLED TOGETHER CATHAYS, CANTON AND PENARTH DOCK.

Cathays Shed and Canton Shed (Cardiff)—Subject to the speed not exceeding 30 miles per hour three small engines may run coupled together for, or after repair, and travel between the above-mentioned points.

Route (1) Canton and Long Dyke.

Route (2) Canton and Penarth Curve North.

Route (3) Canton and Penarth Curve North and to Penarth Dock.

Subject to the speed not exceeding 30 m.p.h. and the speed being reduced to 20 m.p.h. when passing over Clare Road Bridge at 170 m. 57 ch. S.W. Main Line, the following groups are specially authorized to work between the points scheduled:

Route (1) Four 0-6-0 tanks.

Route (2) 56XX and four 0-6-2 ex T.V. tanks.

Route (3) 56XX and two 0-6-2. „ „ „

WORKING OF L.M.R. ENGINES—TREDEGAR AND CARDIFF (General.)

L.M.R. Class 7.F.0-8-0. (Diagrams ED168, and 168A)

The above may work from Tredegar to Cardiff General via Nine Mile Point, Risca, Park Junction and the Cardiff Curve to Tbbw Junction, thence to Cardiff General Station and also to Canton Carriage Sidings and Canton Loco Shed, subject to the observance of the restrictions applicable to W.R. large engines.

WORKING OF W.R. ENGINES AT TREMAINS SIDINGS.

W.R. Sidings—All classes of engines may use the Sidings in the W.R. Marshalling Yard up to but not beyond the Royal Ordnance Factory Gate

Royal Ordnance Factory Sidings—The R.O.F. Marshalling Yard is prohibited to W.R. engines, which must not enter it from either the Tremains or Cowbridge Road Junction end.

Loop from Cowbridge Road Junction to R.O.F., Tremains—The following classes of engines may run from Cowbridge Road Junction on to the R.O.F. Loop up to the site of the new retaining wall, and come out the same way:

AT NORMAL SPEED:
 2-6-0 (26XX and 43-93XX).
 0-6-2T (56XX and 66XX).
 2-8-0T (42XX and 52XX).
 2-8-2T (72XX).
 2-6-2T (31XX, 51XX and 45XX).
 0-6-0T (37XX and 57-97XX).

AT SLOW SPEED:
 2-8-0 (28XX).
 0-8-2T.

ALL OTHER CLASSES OF ENGINES ARE PROHIBITED.

WORKING OF ENGINES—continued.

ENGINE RESTRICTIONS, R.O.F. SIDING, No. 2 COAL DUMP. TREMAINS

The undermentioned restrictions apply to W.R. engines over the lead to the Siding serving Coal Dump No. 2 in the W.R. Marshalling Yard:

AT SLOW SPEED (5 M.P.H.):

2-6-0 26XX and 43XX, 53XX, 63XX, 73XX, 93XX.

0-6-2 Tank 56XX at walking pace.

2-6-2 Tank 38XX.

2-6-2 Tank 31XX, 51XX, 61XX.

2-6-2 Tank 45XX, 55XX, 5 cbs. normal speed

0-6-0 Tank 57XX, 67XX, 77XX, 87XX.

Also a few of the "absorbed" engines.

(There is an understanding between this Company and H.M.O.W. that the traffic to and from the Sidings serving No. 2 Dump will be berthed by the Factory engine and that in the ordinary way this Company's engines will not be required to pass over the Siding.)

WORKING OF ENGINES, NANTYFFYLLON—Engines must not work coupled over River Bridge No. 44 at 9 m. 19½ cbs.

POINT-TO-POINT RUNNING TIMES FOR ASSISTANT ENGINES RETURNING LIGHT.

From.	To.	Time to be Allowed.	From.	To.	Time to be allowed.
SWINDON AND G	LOUCESTER LINE.		GARW BRANCH.		
Sapperton Sidings ..	Frampton Sig. Box	4 Mins.	Blaengarw	Pontyrhyll	5 Mins.
Frampton Sig. Box	St. Mary's Crossing	7 "	Pontyrhyll	Brynmenyn Jct.	7 "
St. Mary's Crossing	Brimscombe	1 "	Brynmenyn Jct.	Tondu	2 "
MAIN LINE.			Nantymoel	Ogmore Vale	3 "
Llanharan	Llantrisant	5 "	Ogmore Vale	Blackmill Jct.	6 "
Llanharan	Pencoed	6 "	Blackmill Jct.	Brynmenyn Jct.	4 "
Pencoed	Bridgend	8 "	Bryncethin Jct.	Tondu	5 "
Stormy	Pyle	3 "	GILFACH BRANCH.		
Stormy	Bridgend	9 "	Gilfach Goch	Hendreforgan	5 "
SEVERN TUNNEL	LINE.		Hendreforgan	Blackmill	7 "
Pilning	Severn Tun. East ..	4 "	ELY VALLEY LINE.		
Severn Tun. East ..	Severn Tun. West ..	8 "	Naval Sidings	Penygraig	2 "
Severn Tun. West ..	Severn Tun. Jct. ...	3 "	Naval Sidings	Gellyrhaidd Jct.	6 "
LLYNVI BRANCH.			Gellyrhaidd Jct.	Llantrisant	9 "
Abergwynn	Caerau	9 "	Hendreforgan	Gellyrhaidd Jct.	4 "
Caerau	Maesteg	4 "	PORTHCAWL BRANCH.		
Maesteg	Llangynwyd	4 "	Ffos Bank	Tondu	6 "
Llangynwyd	Tondu	7 "	Ffos Bank	Pyle	8 "

BRIMSCOMBE ASSISTANT ENGINES—SUNDAYS.

Down Freight trains on Saturday nights after 10-0 p.m. and on Sundays, to be confined to a single engine load for Sapperton Bank on leaving Swindon.

STANDARD LOADS OF PASSENGER TRAINS FOR ENGINE WORKING PURPOSES.

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

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

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

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

STANDARD LOADS OF PASSENGER TRAINS FOR ENGINE WORKING PURPOSES (continued).

LOADED VANS CONTAINING OCEAN MAILS AND BAGGAGE.

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

PARCELS AND FISH TRAINS.

Owing to the difference in the weights of loaded and unloaded parcels vans and fish trucks, it will be necessary in the case of parcels and fish trains to add to the total of the tare weights shown on the vehicles an agreed figure representing the weight of the average load, for every loaded truck formed in the train. It has been decided that this fixed figure shall be one ton per vehicle for parcels and three tons per vehicle for fish, and, therefore, a guard in calculating the load of his train, must multiply the number of loaded trucks by these figures and add the resulting figure to the total of the tare weights marked upon the trucks.

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

Milk Tanks:

	Empty Tons	Loaded Tons
Fixed Milk Tanks ("Miltas")	14	23
Road/Rail Milk Tanks ("Rotanks")	18	28
Siphons F, G, H, and BG Vehicles:		
Empty	Tare Weight.	Tare Weight.
Loaded (empty churns)	Tare Weight, plus 5 tons.	Tare Weight, plus 3 tons.
Loaded (full churns)	Tare Weight, plus 8 tons.	Tare Weight, plus 5 tons.

Siphons J and BG Vehicles:

Other Vehicles:

MIXED TRAINS.—The weight of parcels (including stores), perishables, fish and milk trains, which are run in accordance with passenger train regulations, must not exceed a gross weight of 550 tons, including brake, whether assisted or un-assisted.

Where trains are authorised to be run as "Mixed" trains, the total weight of the train is to be obtained as follows:

Tonnage of Passenger Stock.

Tare Weight of Goods Brake Van (where provided).

Tonnage of Freight Vehicles to be calculated as under

Class 1 Traffic—16 tons per wagon.

Class 2 Traffic—13 tons per wagon.

Class 3 Traffic—10 tons per wagon.

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

Notes:

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

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

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

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

Stations will, in wiring particulars of trains, give the number, the number of vehicles and the total weight of each portion of the train in tons, viz.: Train 120 five late; one Plymouth, 34; five Penzance, 179; three Newquay, 100; two Kingsbridge, 61; Engine 4093 loading moderate.

When trains are not numbered the time of the train must be shown in place of the number viz.:

11.0 a.m. Paddington five late, etc., etc.

CLASS OF ENGINE.

SECTION.

From	To	100, 111, 4000, 4016, 4032, 4037, 4073-4099, 5000-5099, 70XX, 10XX	4003-4072 (except 4016, 4032, 4037), 39XX, 49XX, 59XX, 69XX, 68XX	29XX, 78XX, 43XX, 53XX, 63XX, 73XX, 83XX, 31XX, 41XX, 51XX, 61XX, 81XX, 56XX, 66XX, 3355-3455	4400-4410, 4500-4599, 5500-5574, 36XX, 37XX, 46XX, 57XX, 77XX, 87XX, 96XX, 97XX, 94XX, 90XX	2200-2299, 32XX, 0-6-2 T. "B" Group.	0-6-0 and 0-6-0 T. 0-6-2 T. "A" Group.	2-4-0 T. Metro. 0-4-2 T., 14XX and 58XX, 844-896	0-4-2 T., 3574, 3575, 3577, 1334, 1335, 1396
		Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Swindon	Gloucester	455	420	420	364	336	308	—	—
Gloucester	Severn Tun. Jct.	455	420K	420	392	364	336	—	—
Padding	Severn Tun. Jct.	455	420	406	336	308	280	196	168
Severn Tun. Jct.	Cardiff	455	420K	420	392	364	336	—	—
Cardiff	Neath (General)	455F	420N	406	336	308	280	—	—
Neath (General)	Cardiff*	455F	420J	406	336	308	280	—	—
Neath (General)	Cardiff†	427	392	378	308	280	252	—	—
Cardiff	Severn Tun. Jct.	435	455	420	392	364	336	—	—
Severn Tun. Jct.	Patchway	455	420D	406	336	308	280	170	140
Patchway	Badminton	435	455	420	364	364	336	220	198
Badminton	Paddington	500	485	455	406	392	364	220	198
Severn Tun. Jct.	Gloucester	455	420	420	392	364	336	—	—
Gloucester	Brimacombe	455	420	420	364	336	308	—	—
Brimacombe	Kemble‡	371	336	308A	247	234	208	—	—
Brimacombe	Kemble†	342	308	280A	221	195	195	—	—
Kemble	Swindon	455	420	420	392	364	336	—	—

A-Load for Engine 2935: 280 tons (‡). **252 tons (‡)** **D-Load, 49XX Engines, 430 tons for Milk Parcels and Fish Trains** **F**—500 tons for Fish, Parcel, and Milk Trains. **J**—450 tons for Fish, Parcels and Milk Trains subject to two minutes extra running time Neath to Bridgend. **K**—Load for 3.20 p.m. **(SX)** 4.25 p.m. **(SO)** Fish Empties, Swindon to Neyland, 455 tons from Gloucester to Cardiff when worked by 49XX or 68XX Classes. **N**—450 tons for Fish Empties, Parcels and Milk Trains subject to extra running time as follows:— Cardiff to Bridgend 3½ minutes, Bridgend to Pyle 2 minutes, ‡—Stopping at Chalford. †—Running through Chalford ‡—Stopping at Pyle. *—Running through Pyle. †—Load for "Castle" Class Engine on 3.50 p.m. Whitland and 4.35 p.m. Neyland Parcels, 500 tons Cardiff to Swindon, 530 tons Swindon to Paddington.

Loads for Tank Class Engines working Auto Car Trains.

The tonnage loads shown in the "Standard Loads Table" do not apply when Auto Car services are being worked by engines of the 48XX, 54XX and 64XX classes, the authorised loads for which are specially laid down separately, in accordance with the instruction in Clause 19 page 130 of the General Appendix.

Standard Loads of Passenger Trains for Engine Working Purposes—cont.

SECTION.		CLASS OF ENGINE.							
From.	To.	100, 111, 4000, 4016, 4032, 4037, 4073-4099, 5000-5099, 70XX, 10XX 4003-4072 (except 4016, 4032, 4037), 39XX 49XX, 59XX, 68XX, 69XX 29XX — 78XX 43XX, 59XX, 63XX, 73XX, 93XX 31XX, 41XX, 51XX, 61XX, 81XX, 56XX, 66XX 3335-3455 4400-4410, 4500-4599, 5500-5574 36XX, 37XX, 46XX, 57XX, 77XX, 87XX, 96XX, 97XX, 94XX 90XX 2200-2299, 32XX 0-6-2 T. "B" Group. 0-6-0 and 0-6-0 T. 0-6-2 T. "A" Group. 2-4-0 T. Metro 0-4-2 T., 14XX and 58XX 844-896 0-4-2 T., 3574, 3575, 3577 1334, 1335, 1336.							
		Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Bristol	Filton|| .....	420	392Y	964	308	280	252	196	168
Filton	Pontypool Road|| .....	455	420	406	336	308	280	196	168
Pontypool Road ..	Sewern Tun. Jct.|| .....	455	420	420	392	364	336	280	254
Sewern Tun. Jct. ..	Bristol	455	420	406	336	308	280	170	140
Cheltenham Spa ..	Gloucester	455	420	420	864	336	308	280	252
Gloucester	Cheltenham Spa ..	455	420	420	364	336	308	280	252
Kemble	Cirencester.....	—	—	—	—	—	280	252	224
Cirencester	Kemble	—	—	—	—	—	300	270	240
Kemble	Tetbury B	—	—	—	—	—	—	—	150
Tetbury	Kemble B	—	—	—	—	—	—	—	160
Gloucester	Newent	—	—	—	336	308	280	252	224
Newent	Dymock	—	—	—	308	280	252	224	196
Dymock	Ledbury	—	—	—	*252	224	186	175	152
Dymock	Ledbury C	—	—	—	225	202	178	158	138
Ledbury	Dymock	—	—	—	356	308	280	252	224
Dymock	Newent	—	—	—	*308	280	252	224	196
Newent	Gloucester	—	—	—	336	308	280	252	224
Grange Court	Hereford	364H	336J	308	252	224	224	196	168
Hereford	Grange Court	364H	336J	308	252	224	224	196	168
Newnham	Bilson Junction ..	—	—	—	180D	—	140	—	120
Bilson Junction ..	Cinderford	—	—	—	220D	—	196	—	132
Bilson Junction ..	Drybrook Halt.....	—	—	—	—	—	140	—	120
Drybrook	Newnham	—	—	—	—	—	252	—	220
Cinderford	Newnham	—	—	—	300D	—	252	—	220
Berkeley Road	Lydney Junction ..	—	—	—	—	—	280	—	—
Lydney Junction ..	Coleford Junction ..	—	—	—	—	—	308	—	—
Coleford Junction ..	Speech House Road ..	—	—	—	—	—	264	—	—
Speech House Road ..	Drybrook Road	—	—	—	—	—	144	—	—
Drybrook Road	Cinderford	—	—	—	—	—	208	—	—
Cinderford	Drybrook Road	—	—	—	—	—	192	—	—
Drybrook Road	Lydney	—	—	—	—	—	308	—	—
Lydney	Berkeley Road	—	—	—	—	—	280	—	—
Coleford Junction ..	Coleford Town	—	—	—	—	—	95E	—	—
Coleford Town	Coleford Junction ..	—	—	—	—	—	154	—	—
Serridge Junction ..	Lydbrook Junction ..	—	—	—	—	—	308	—	—
Lydbrook Junction ..	Serridge Junction ..	—	—	—	—	—	168	—	—
Llantrisant	Penygraig	—	—	180	150	—	120	—	—
Penygraig	Llantrisant	—	—	240	210	—	180	—	—
Bridgend	Brynmenyn	—	—	270	220	—	180	—	—
Brynmenyn	Blaengarw	—	—	160	140	—	120	—	—
Brynmenyn	Nantymoel	—	—	150	130	—	110	—	—
Blackmill	Gilfach	—	—	—	120	—	100	—	—
Gilfach	Blackmill	—	—	—	200	—	160	—	—
Nantymoel	Brynmenyn	—	—	300	220	—	180	—	—
Blaengarw	Brynmenyn	—	—	300	220	—	180	—	—
Brynmenyn	Bridgend	—	—	300	300	—	260	—	—
Tondu	Maesteg	—	—	180	160	—	130	—	—
Maesteg	Cymmer	—	—	160	130	—	110	—	—
Cymmer	Abergwynn	—	—	130	110	—	90A	—	—
Abergwynn	Cymmer	—	—	300	200	—	160	—	—
Cymmer	Maesteg	—	—	300	220	—	180	—	—
Maesteg	Tondu	—	—	300	240	—	200	—	—
Pyle	Tondu	—	—	—	308	—	240	200	—
Tondu	Pyle	—	—	—	308	—	240	200	—
Pyle	Porthcawl	—	—	406	336	308	308	280	—
Porthcawl	Pyle	—	—	406	336	308	280	202	—
		—	—	378‡	308‡	280‡	252‡	224‡	—

A—Load may be increased to 100 tons with 2 minutes more running time. B—Engines of the 2-6-2 T. Yellow Type can convey 270 tons. C—For trains calling at Ledbury Halt. D—For 45XX Class Engines. E—Also see page 313. H—Engines of the 4073-4099 and 5000-5099 Types (maximum speed 20 m.p.h.). J—Engines of the 4003-4072 and 49XX and 68XX Types (maximum speed 20 m.p.h.). V—49XX, 59XX, 68XX Engines, 364 tons. *—Through loads between Gloucester and Ledbury. Provision to be made at Dymock and Newent for crossing. This tonnage also applies to Mixed Trains. ‡—Stop in at Pyle. §—Running through Pyle. ||—Through Trains.

STANDARD LOADS FOR ENGINE OF PASSENGER TRAINS—COLEFORD JUNCTION TO COLEFORD TOWN

The following maximum loads and running times operate:

	Running time required Minutes.	Maximum load Tons
Coleford Junction	13 5	95
Milkwall		
Coleford Town		
Coleford Town	5 13	154
Milkwall		
Coleford Junction		

A maximum load of 110 tons can be conveyed from Coleford Junction to Coleford Town if the following point-to-point running time is allowed:

17 minutes Coleford Junction to Milkwall.

6 minutes Milkwall to Coleford Town.

Also see instructions on page 312, Note E.

SPECIAL LOADS FOR WORKMEN'S TRAINS—TONDU TO ABERGWYNFI, BLAENGARW AND NANTYMOEL.

From.	To.	56XX Tons.	45XX 57XX Tons.	F—9 minutes extra running time from Maesteg. K—5 minutes extra running time from Brymmenyn. L—4 minutes extra running time from Brymmenyn.
Tondu	Cymmer	180F	140F	
Cymmer	Abergwynfi	160F	140F	
Tondu	Blaengarw	170K	145K	
Tondu	Nantymoel	170L	145L	

SPECIAL LOADS FOR PASSENGER TRAINS DIVERTED IN CASE OF EMERGENCY VIA ROUTES NOT NORMALLY USED FOR PASSENGER TRAIN WORKING.

SECTION.		CLASS OF ENGINE.						
From	To.	4073 etc. Tons.	4003 etc. Tons.	29XX etc. Tons.	33XX etc. Tons.	32XX etc. Tons.	0-6-0 etc. Tons.	240T etc. Tons.
Llanharan Junction	Margam Junction	394	364	336	288	264	240	200
(Via Bryncthyn Junction, Llanharan Junction	Tondu and Waterhall Jct.)	394	364	336	288	264	240	200
(Via Bryncthyn Junction and Tondu)	Pyle	436	364	336	288	264	240	200
Llanharan Junction	Bridgend	436	364	336	288	264	240	200
(Via Bryncthyn Junction and Tondu)	Llanharan Junction	326	298	288	224	196	196	164
Margam Junction	Tondu and Bryncthyn Jct.)	326	298	288	224	196	196	164
(Via Waterhall Junction, Pyle	Llanharan Junction	326	298	288	224	196	196	164
(Via Tondu and Bryncthyn Junction)	Llanharan Junction	326	298	288	224	196	196	164
Bridgend	n Junction)	326	298	288	224	196	196	164
(Via Tondu and Bryncthyn Junction)								

For loads between Cardiff (General) and Rumney River Bridge via Roath Branch Junction and Docks Storage North and via Queen Street and Stonefield, see No. 9 Service Book.

TRANSFER OF WAGONS FROM GLOUCESTER "T" SIDINGS TO BARNWOOD (L.M.R.).

When necessary arrangements can be made to work wagons as above direct to Barnwood without going into Old Yard. Arrangements to be made to run same taking up the times in lieu of a booked Transfer Trip from Over Sdgs. to Barnwood. A Brake Van to be formed at each end and whenever possible another engine provided to back on the trip at East Box to avoid the train engine having to run round.

The Control will be responsible for making the necessary arrangements and advising all concerned.

MAXIMUM LOADS OF PASSENGER TRAINS—SCHOOL PARTIES SPECIALS, RHONDDA VALLEY STATIONS TO PORTHCAWL, VIA CYMMER AFAN.

SECTION.		CLASS OF ENGINE.				
From.	To.	29XX, 43XX, 53XX, 63XX, 73XX, 81XX, 93XX, 51XX, 41XX, 56XX, 61XX, 66XX.	0-6-2T. "C" Group (ex T.V.).	3300-3455, 4400-4410, 4500-4599, 5500-5574, 57XX, 77XX, 87XX, 97XX.	3252-3291, 1003-1013, 5251-2280, 0-6-2T. "B" Group.	0-6-0 and 0-6-0 T. 0-6-2T. "A" Group.
		Tons.	Tons.	Tons.	Tons.	Tons.
Treherbert	Cymmer Afan ..	200	145	140	130	115
Cymmer Afan ..	Treherbert ..	200	145	140	130	115
Cymmer Afan ..	Porthcawl	200	145	140	130	115
Porthcawl	Cymmer Afan ..	200	145	140	130	115

These loads to apply for through Excursions only. The loads set out under the "D" Group heading are for 56XX and 66XX engines only.

POINT TO POINT TIMES FOR ABOVE LOADS.

UP TRAINS.		
Cymmer Afan to Tondy (pass)	25 minutes	This timing to apply in both directions and to through excursion trains only.
Tondy to Pyle (pass)	14 "	
Pyle to Porthcawl	11 "	

LOCAL FREIGHT AND MINERAL TRAINS. Cardiff (Canton).

Target No.	Starting Time.	To.	Remarks.
H.18 ..	1.35 a.m. ..	Radyr Junction ..	MX.
H. 1 ..	2.30 a.m. ..	Rogerstone ..	6.45 a.m. MO.
H. 2 ..	2.50 a.m. (Penarth Curve) ..	Tondy ..	
H. 3 ..	4.30 a.m. ..	Barry ..	5.40 a.m. MO.
H. 4 ..	5. 0 a.m. ..	Penygraig ..	4.20 a.m. MO.
H. 5 ..	5.50 a.m. ..	Radyr Junction ..	
H. 6 ..	8. 0 a.m. (Penarth Curve) ..	Llanharan ..	
H. 8 ..	8. 0 a.m. ..	Rogerstone ..	
H. 9 ..	8.15 a.m. ..	Peterston ..	
H.18 ..	8.20 a.m. ..	Radyr Junction ..	
H.11 ..	10.30 a.m. ..	Barry ..	
—	1.30 p.m. ..	Ely ..	SX
H.15 ..	2.30 p.m. ..	Dock Street ..	
H.16 ..	3. 0 p.m. ..	Rogerstone ..	
H.17 ..	2.30 p.m. (Penarth Curve) ..	Tondy ..	
H.19 ..	5.55 p.m. ..	Rogerstone ..	
H.20 ..	6.35 p.m. ..	Tondy ..	
H.21 ..	8. 0 p.m. ..	Llantrisant ..	
H.22 ..	9.15 p.m. (Penarth Curve) ..	Rhymney Valley ..	7.55 p.m. SO.
H.23 ..	11.50 p.m. ..	Dock St. ..	6.30 p.m. SO.
H.25 ..	8. 0 p.m. ..	Rogerstone ..	

Set No.	Time.	From.	To.	Remarks.
TONDU				
U.1 ..	5 0 a.m.	Tondy ..	Porthcawl. ..	
U.2 ..	5 50 "	" ..	Nantymoel.	
U.4 ..	7 0 "	" ..	Blaengarw ..	
U.5 ..	10 0 "	" ..	Llanharan and Trips ..	
U.6 ..	8 0 "	" ..	Abergwynfi ..	
U.8 ..	7 10 "	" ..	Nantymoel and Trips ..	Relieved.
U.7 ..	10 15 a.m.	" ..	Blaengarw ..	
U.9 ..	10 20 "	" ..	Nantymoel ..	
U.11 ..	12 0 noon	" ..	Bridgend and Llanharan ..	
U.12 ..	9 45 a.m.	" ..	Bridgend & Blaengarw ..	
—	12 15 p.m.	" ..	Porthcawl.	
U.13 ..	11 45 a.m.	" ..	Abergwynfi ..	Relieved.
U.14 ..	1 30 p.m.	" ..	Nantymoel ..	
U.15 ..	2 25 "	" ..	Abergwynfi ..	
U.17 ..	4 50 "	" ..	Nantymoel ..	
U.18 ..	5 0 p.m.	" ..	Blaengarw and Trips ..	
U.23 ..	7 15 "	" ..	Blaengarw ..	SX
U.24 ..	2 45 a.m.	Cymmer ..	Tondy ..	
U.22 ..	9 10 p.m.	Nantymoel ..	Tondy ..	WSX
LLANTRISANT				
Z.1 ..	9 0 a.m.	Llantrisant ..	Ely (Main L.) & Giffach ..	
Z.4 ..	8 55 "	" ..	Giffach and Trips ..	
Z.6 ..	8 40 "	" ..	Clydach Vale and Trips ..	
Z.8 ..	5 40 "	" ..	Cowbridge Branch ..	
Z.10 ..	9 45 "	" ..	Coedely and Trips ..	

The Mineral Trains from Tondy and Llantrisant shewn above, work in accordance with the instructions of the Tondy and Cardiff Controllers, respectively.

NEWPORT (HIGH STREET), ALEXANDRA DOCK JCT., AND EBBW JUNCTION PILOTS.

DOWN.		UP.	
Depart ex High Street.	Engine.	Depart ex Alexandra Dock Junction.	Engine.
8.15 a.m. MO	Return of 7.50 a.m. A.D. Jct. } Ex Godfrey Return of 5.20 a.m. A.D. Jct. } Road. Return of 10.45 a.m. A.D. Jct. } High Street Yard Pilot.	2.15 a.m. MX	High Street Yard Pilot. Light Engine MO To Godfrey Road, No. 6. A.D. Jct. Pilot. To Godfrey Road, No. 7. A.D. Jct. Pilot. Engine off 6.50 a.m. Workmen's. No 6. A.D. Jct. Pilot.
8.15 a.m. MX		5.20 a.m. MX	
11.40 a.m.		5.20 a.m. (Sun.)	
4.45 p.m. SO		7.50 a.m. MO	
5.45 p.m. SX		10.45 a.m. MO	
9. 0 p.m.		10.45 a.m. MX	
11. 0 p.m. SX			

PILOT SERVICES—ALEXANDRA DOCK JUNCTION TO NEWPORT (DOCK STREET) AND MILL STREET.

6.0 a.m. Trip—Newport (Dock Street) to Mill Street. (No. 11 Pilot.)

4. 0 a.m. A.D. Junction to Dock Street (No. 11 Pilot).

12.30 p.m. A.D. Junction to Dock Street (No. 10 Pilot).

5. 0 p.m. A.D. Junction to Dock Street (No. 10 Pilot).

8. 0 p.m. A.D. Junction to Dock Street (No. 10 Pilot).

WORKING BETWEEN PENGAM AND RECEPTION ROADS.

Through loaded trains with Eastern and Western Valleys coal for Cardiff Docks must, unless arrangements to the contrary are specially made in particular cases, be worked direct to the Reception Roads, where the Docks Department will specially reserve accommodation for them. Such trains will be signalled from the Newport Division by the Special Bell Code 3 pause 4 pause 3, which must be used in asking "Is Line Clear?" throughout to destination.

Small lots of Monmouthshire coal for Cardiff Docks, and all coal from the Llynvi, Ogmore and Garw Valleys and Ely Valley must be put off at Pengam and worked from there by pilot engine.

MINERAL TRAINS PUTTING OFF EMPTIES AT WYNDHAM COLLIERY TOP GROUND FRAME.

When a Mineral Train has wagons to put off at Wyndham Top Ground Frame, the Assistant Guard accompanying the train from Ogmore Vale should ride on the engine, with a coupling pole, so that on arrival at Wyndham he may proceed immediately to the Ground Frame to operate same, and the rear guard, upon the train coming to a stand, should immediately secure the hand brake on the van.

The object of this instruction is to save waiting for a guard to walk from the van up to the Ground Frame at Wyndham.

The loading of all trains over the Ogmore Valley to be advised to the Signalman at Ogmore Vale North by Tondy Control.

PYLE SAND SIDING.

Not more than 12 wagons must be
propelled into this Siding at one time.

LLYNVI BRANCH—W.R. ENGINES WORKING INTO COEGNANT COLLIERY, CAERAU, OVER NORTH'S NAVIGATION COLLIERY COMPANY'S BRIDGE AT 9m. 50 chs.

W.R. engines in the "Yellow" and "Uncoloured" Classes may pass over the bridge at this point and as far as the engine stop board, 24-ft. beyond the bridge.

INSTRUCTIONS FOR CALCULATING LOADS OF FREIGHT TRAINS.

- (1) The maximum "engine" and "working" loads applicable to the lines referred to in this sectional time table are shown on pages 321 to 326.
- (2) Loaded wagons will bear labels overprinted with the numerals 1 (coal, coke, or patent fuel), 2 (other minerals), 3 (general merchandise), and guards, to arrive at the load of a train, must ascertain the number of wagons of each class of traffic, or empty wagons to be conveyed. Wagons conveying empty containers to be counted as loaded Class 3 wagons.
- (3) In order that due allowance may be made for certain heavy traffics in Classes 2 and 3 any wagons (except pitwood), although bearing Class 2 or 3 labels, which are carrying contents weighing 7 tons or over, must be calculated as Class 1 for train loading. Such wagons must, however, be entered on the guards' journals in the same columns as the number overprinted on the label.

- (4) Examples of traffics in Classes 2 or 3, which must be calculated as Class 1 are

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

- (5) Ammunition not in full train loads (see above), Pitwood, Cogwood and Sugar Beet traffic bearing Class 3 labels must, for loading purposes, be calculated as Class 2 traffic.
- (6) The maximum and working loads shown on pages 321 to 326 apply (with few exceptions specially indicated) to ordinary freight wagons. Wagons of larger dimensions must be calculated as under:

WHEN LOADED.

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

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

10 and 12-ton vehicles—
 As one 10-ton loaded class 2 traffic.

14-tonners—
 3-4 10-ton wagons when loaded
 To be treated as 12-ton wagons when empty.

15/16-ton vehicle—
 As one 10-ton loaded Class 1 traffic.

Note.—Wagons of 20, 21 and 22-ton capacity are shown in special tables on page 319.

- (7) Special class wagons such as "Crocodiles," "Macaws," "Oil Tanks," etc., when loaded and empty are to be calculated as shown in table on page 317 and 318.

- (8) Mixed loads should be calculated upon the basis of the traffic which forms the greatest proportion of the train, e.g.

WHEN EMPTY.

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

20/21-ton vehicle—
 As one 12-ton loaded Class 1 traffic.

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 320 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, 49XX, 59XX, 40XX, 68XX, 47XX and 'Castle' types in the Table shown on page 319 of this Service Book are applicable only when such engines are working 'C' and 'D' Head Lamp Freight Trains timed at standard point-to-point allowances."

- (11) Classes 1 and 2 traffic. Class 3 traffic enumerated in paragraph 4, former private owners' wagons fitted with Grease Axle Boxes and Tanks (except as provided for in General Appendix dated August 1st, 1936) must not be conveyed by Freight Trains carrying "C" Head Lamps.

- (12) Classes 1 and 2 traffic, former private owners' wagons fitted with Grease Axle Boxes and Tanks (except as provided for in General Appendix dated August 1st, 1936) must not be conveyed by Freight Trains carrying "D" Head Lamps.

- (13) In addition to the foregoing when calculating the load of Freight trains allowance must be made for all wagons which are longer than ordinary wagons, i.e., exceeding 21 feet over buffers and train advices must include the following information:—

- 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. 2 2.

COACHING STOCK.

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

In dealing with fractions of ten tons, five tons and under to be dropped, and over five 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 coaching weighing 24 tons 19 cwt. should be counted as 20 tons, equalling two Class 3 wagons.

CLASSIFICATION OF SPECIAL WAGONS, EMPTY AND LOADED.

SHOWING THEIR RELATIONSHIP IN WEIGHT TO A CLASS 3 LOADED WAGON.

CODE.	DESCRIPTION.	Maximum Length over Buffers of Vehicle.	Maximum Carrying Capacity of Vehicle.	Maximum Tare of Vehicle.	EQUALS.		
					When empty.	When loaded.	
					A	B	
					Loaded Class 3 Wagons.		
		Ft.	Ins.	Tons.	Tons. Cwt.		
Aero	Air Screw Wagon	20	6	12	5 18	X	2
Asmo†	Covered Motor Car Truck	36	4	10	11 5	1	2
Bocar A (8 wheels)	Motor Car Body Truck	50	11	5	16 5	2	2
Bocar B (4 wheels)	Motor Car Body Truck	36	5	5	8 6	1	1
Bobol A	Bolster Wagon	38	0	30	16 0	2	5
Bobol A	Bolster Wagon	38	0	25	14 3	1	4
Bobol C	Bolster Wagon	48	0	30	15 6	2	5
Borail B	Bolster Wagon	48	0	30	19 9	2	5
Borail C	Bolster Wagon	73	0	30	21 4	2	5
Borail D	Bolster Wagon	48	0	40	23 0	2	6
Borail F	Bolster Wagon	65	0	40	22 3	2	6
Cart Truck	Carriage Truck	21	0	12	5 9	X	2
Carfit	Carriage Truck	21	0	12	6 10	X	2
Cart Truck "A"	Carriage Truck	24	3	10	7 4	X	2
Cone	Gunpowder Van	19	6	10	8 2	1	2
Coral	Glass Wagon	23	5	12	6 2	X	2
Coral A	Glass Wagon	24	6	12	7 9	X	2
Crocodile	Well Trolley	37	0	15	8 6	1	2
Crocodile A	Well Trolley	50	0	25	16 8	2	4
Crocodile B	Well Trolley	53	0	15	15 1	2	3
Crocodile C	Well Trolley	56	0	25 or 40	18 15	2	4 or 6
Crocodile E	Well Trolley	65	0	20 or 35	24 19	2	4 or 6
Crocodile F	Well Trolley	57	0	25 or 40	19 19	2	4 or 6
Crocodile G	Well Trolley	50	0	35	23 8	2	6
Crocodile H	Well Trolley	45	6	65	23 12	2	9
Crocodile J	Well Trolley	57	0	50	28 6	3	8
Crocodile K	Well Trolley	49	0	10	17 2	2	3
Crocodile L	Well Trolley	89	6	120	82 2	8	20
Crocodile M	Well Trolley	65	6	12 or 20	21 3	2	3 or 4
Damo A†	Covered Motor Car Truck	33	4	10	11 2	1	2
Damo B*	Covered Motor Car Truck	23	4	10	8 19	1	2
Double	Bolster Wagon	28	6	14	8 18	1	2
Flatcase	Flat Wagon fitted with two Bolsters and Chains	19	6	12	5 18	1	2
Gane (Engineering Dept.)	Rail and Timber Wagon	48	0	40	18 0	2	6
Gane A (Engineering Dept.)	Rail and Timber Wagon	65	0	40	22 5	2	6
Grain Van	Grain Hopper	24	6	20	12 16	1	3
Grano	Grain Hopper Wagon (Covered)	22	6	20	10 5	1	3
Hydra	Well Truck	28	11	8	7 13	X	2
Hydra C	Well Truck	34	6	5	7 10	X	1
Hydra D	Well Truck	31	11	15	8 10	1	2
Hytwin	High-sided Twin Bolster Wagons	39	3	26	15 0	2	4
Loriot 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 10	1	3
Loriot Y	Well Trolley	35	0	25	14 0	1	4
Loriot P	Well Trolley	33	0	25	13 0	1	4
Mogo*	Covered Motor Truck	20	6	12	7 14	X	2
Morel	Propeller Wagon	28	0	25	10 12	1	4
Morel A.	Propeller Wagon	28	0	20	10 14	1	3
Parrot	—	63	0	20	18 14	2	4
Pollen A	Girder Wagon	52	1	40	16 16	2	6
Pollen B	Girder Wagon	52	11	60	24 10	2	8
Pollen C	Girder Wagon	42	6	40	14 14	1	5
Pollen D	Girder Wagon	41	3	40	15 16	2	6
Pollen E	When used as Gun Wagons, 4 per set	85	6	100	51 5	5	15
Pollen E	When used as Girder Wagons, 2 per set	46	6	60	21 12	2	8
Rectank	Rectank flat-top with ramp at each end	37	0	38	14 10	1	5
Roll Wagon	10-ton to 15-ton	23	0	15	9 11	1	2
Roll Wagon	30-ton (21993)	29	14	30	15 16	2	5
Single	Single Bolster Wagon	19	6	12	5 18	X	2
Sleeper (Chaired Wagon)	18-ton	35	5	18	11 16	1	3
Sleeper Wagon	10-ton to 14-ton	31	6	14	7 17	X	2
Sleeper Wagon	Fall-down Sides	34	6	14	8 12	1	2
Signal Dept. Wagon	10-ton	23	0	10	5 11	X	2
Signal Dept. Wagon	14-ton	28	0	14	6 11	X	2
Totem	Armour-plate Wagon	37	0	45	18 16	2	6
Totem A	Armour-plate Wagon	25	1	50	17 19	2	7
—†	10-ton to 14-ton Tank	20	6	14	10 0	1	2
—**	20-ton Tank	24	6	20	12 10	1	3
Travan (No. 47722 to 47727)	40-ton (Ministry of Food) Tank	33	10	25 to 40	24 0	2	4 or 6
Travan	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

For Notes see next page.

CLASSIFICATION OF SPECIAL WAGONS, EMPTY AND LOADED.

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

In compiling the Working Load, allowance must be made for the additional length of any vehicle exceeding 21 feet over buffers in order to conform with the maximum length of train over section which train works. See also clause 12 "Instructions for calculating Loads of Freight trains."

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.

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

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

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

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

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

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

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

Total load to be calculated as 4 Class 3 traffic.

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

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

Type of Tank	Equivalent to following Class 3 traffic when loaded on RECTANKS		Equivalent to following Class 3 traffic when loaded on WARFLATS	
	Loaded with 1 Tank	Loaded with 2 Tanks	Loaded with 1 Tank	Loaded with 2 Tanks
Tetrarch	3	3	3	4
"U.S." Locust	3	3	3	4
Harry Hopkin	3	4	3	4
Stuart M1	3	4	4	5
„ M2	3	5	4	5
„ M5	3	5	4	5
Valentine	}	—	4	6
„ D.D.				
"U.S." Chaffer				
Covenanter				
Crusader	}	—	5	8
Matilda				
Over 26 t. 10 c. in weight	—	—	—	—

WORKING LOADS OF FREIGHT TRAINS— CALCULATION OF 20/21-TON 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		

N.B.—All 12-ton wagons formed in trains, the loads of which have been calculated from this Table, must be counted as shown in the Service Time Books, viz., 5 loaded 12-tonners equal 6 loaded 10-tonners.

Example.—Scheduled Maximum in 20/21-ton loaded wagons for Group "D" engine from Nine Mile Point to Park Junction is 38 wagons.

There are only 13 loaded 20/21-tonners available. To ascertain how many 10-ton loaded wagons may be attached to make up the scheduled maximum, make the following calculations:—

Scheduled maximum 38 wagons.
20/21-ton loaded wagons available 13

Deficiency = 25 wagons be made up with 10-ton loaded wagons.

25 Loaded 20/21 Tonners=46 Loaded 10 Tonners.

Therefore the maximum engine load can be made up as follows:—

LOADED WAGONS { 20/21 ton wagons=13
10 " " =46.

Nine 20/21-ton Wagons Loaded with Pitwood on a Train.

The "20/21-ton wagons loaded table" shows:—

9=17 Class 1 10-ton wagon. Count these as Class 2 wagons

The "Ready Reckoner" shows:—

17 Class 2=14 Class 1 } 10-ton wagons.
17 Class 2=21 Class 3 }
17 Class 2=28 Empties }

Loaded HOPPER wagons with carrying capacity of 21 and 22 tons are calculated on the basis of 5 equals 6 20 ton loaded wagons.

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

NUMBER OF EMPTY WAGONS.

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

Example.—Scheduled Maximum in 20/21-ton empties, for Group "E" engine from Maesglas to Rogerstone=80 wagons.

There are only 39 20/21-ton empties available. To ascertain how many empty 10-ton wagons may be attached to make up the scheduled maximum, make the following calculations:—

Scheduled maximum = 80 wagons.
20/21-ton empties available = 39

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

41 empty 20/21-tonners = 54 empty 10-tonners.

Therefore the maximum engine load can be made up as follows:—

EMPTY WAGONS { 39 empty 20/21-ton wagons.
54 empty 10-ton wagons

Empty HOPPER wagons with carrying capacity of 21 and 22 tons are calculated on the basis of 5 equals 6 20-ton empty wagons.

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

Codes of Vehicles	Maximum length over buffers	Codes of Vehicles	Maximum length over buffers	Codes of Vehicles	Maximum length over buffers
	ft. ins.		ft. ins.		ft. ins.
B	43 1	C C T ..	31 0½	Parcels Vans	31 11
B	51 1	C C T ..	32 1	Pasfruits C	25 5
B	51 7	C C T ..	33 1½	Pasfruits D ..	31 11
B G ..	43 1	Giants ..	53 7	S C V ..	29 5
B G ..	60 0	Hydras ..	29 2	Siphons ..	31 0½
B G ..	60 1	Hydras C ..	34 2	Siphons C ..	32 1
B G ..	60 6½	Hydras D ..	31 1½	Siphons F ..	43 7
B G ..	63 4½	Insixfish ..	34 5	Siphons G ..	53 7
B G ..	60 6½	Monsters ..	53 7	Siphons H ..	53 7
B G ..	63 6½	Monsters ..	53 8	Siphons J ..	53 7
Bloaters ..	31 11				

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	82	110
21	25	32	42	56	67	84	112
22	26	33	44	57	68	86	114
23	28	35	46	58	70	88	116
24	29	36	48	59	71	89	118
25	30	38	50	60	72	90	120
26	31	39	52	61	73	92	122
27	32	41	54	62	74	94	124
28	34	42	56	63	76	95	126
29	35	44	58	64	77	97	128
30	36	45	60	65	78	98	130
31	37	47	62	66	79	99	132
32	38	48	64	67	80	100	134
33	40	50	66	68	82	102	136
34	41	51	68	69	83	104	138
35	42	53	70	70	84	106	140

The above table is for the guidance of staff in computing the equivalent of mixed loads to Class 1, 2, or 3 Traffic or Empties.

Where variations occur between calculations obtained by the Ready Reckoner and the Maximum Loads shown on pages 316 to 321, the latter must be strictly adhered to.

MAXIMUM LOADS FOR MAIN LINE FREIGHT TRAINS.

SECTION		WORKING LOADS.		MAXIMUM ENGINE LOADS.													
From.	To.	Maximum No. of wagons to be conveyed except by Trains specially provided for in the Service Books or by arrangement.	For Group A Engines.			For Group B Engines.			For Group C Engines.			For Group D Engines.			For Group E Engines.		
			Class 1 Traffic.	Class 2 Traffic.	Empty.	Class 1 Traffic.	Class 2 Traffic.	Empty.	Class 1 Traffic.	Class 2 Traffic.	Empty.	Class 1 Traffic.	Class 2 Traffic.	Empty.	Class 1 Traffic.	Class 2 Traffic.	Empty.
DOWN	Swindon	70	45	54	60	52	62	78	54	65	81	75	90	100	90	100	100
	Coates	70	21	25	32	24	29	36	26	31	39	33	42	50	42	50	63
	Chalford	70	45	54	60	52	62	78	54	65	81	75	90	100	90	100	100
	Gloucester	70	38	46	57	44	53	66	47	56	71	63	76	91	76	91	100
	Bullo Pill	70	40	48	60	46	55	69	50	60	75	66	79	99	80	96	100
	Lydney	70	35	42	53	40	48	60	44	53	66	58	70	88	70	84	100
	Chepstow	70	45	54	60	52	62	78	54	65	81	75	90	100	90	100	100
	S.T. Junction	70	36	43	54	42	50	63	45	54	68	60	72	86	72	86	100
	A.D. Junction	100	45	54	60	52	62	78	54	65	81	75	90	100	90	100	100
	Cardiff Goods	100	25	30	38	29	36	45	30	36	45	32	38	48	32	38	48
	Ebbw Junction	60	42	53	60	48	58	70	44	53	66	58	70	88	70	84	100
	Roath	60	23	28	35	26	31	39	29	35	44	38	46	57	46	55	69
	Penarth Curve	60	23	28	35	26	31	39	29	35	44	38	46	57	46	55	69
	Penarth N. Cve	60	32	38	48	37	44	56	40	48	60	70	84	100	64	77	97
	Cardiff Goods	60	23	28	35	26	31	39	29	35	44	38	46	57	46	55	69
Peterston	60	45	54	60	52	62	78	54	65	81	75	90	100	90	100	100	
Llantrisant	60	45	54	60	52	62	78	54	65	81	75	90	100	90	100	100	
Llanharan	60	31	39	52	30	36	45	30	36	45	32	38	48	32	38	48	
Bridgend	65	54	60	60	52	62	78	54	65	81	75	90	100	90	100	100	
Stormy	65	54	60	60	52	62	78	54	65	81	75	90	100	90	100	100	
UP	Pyle	60	21	25	32	24	29	36	24	31	39	33	42	50	42	50	63
	Stormy	60	45	54	60	52	62	78	54	65	81	75	90	100	90	100	100
	Bridgend	60	40	48	60	46	55	69	50	60	75	66	79	99	80	96	100
	Pencoted	60	27	32	41	34	41	51	34	41	51	42	50	60	42	50	63
	Llanharan	60	24	29	36	26	31	39	29	35	44	38	46	57	46	55	69
	Llanharan Colliery	60	45	54	60	52	62	78	54	65	81	75	90	100	90	100	100
	Llanharan	60	45	54	60	52	62	78	54	65	81	75	90	100	90	100	100
	Ely	60	45	54	60	52	62	78	54	65	81	75	90	100	90	100	100
	Canton Sidings	60	39	48	60	46	55	69	50	60	75	66	79	99	80	96	100
	Penarth E. Cur.	60	35	42	53	40	48	60	44	53	66	58	70	88	70	84	100
	Cardiff Goods	58	27	32	41	34	41	51	34	41	51	42	50	60	42	50	63
	Cardiff Goods	70	45	54	60	52	62	78	54	65	81	75	90	100	90	100	100
	Ebbw Junction	70	45	54	60	52	62	78	54	65	81	75	90	100	90	100	100
	A.D. Junction	70	45	54	60	52	62	78	54	65	81	75	90	100	90	100	100
	Newport	60	34	42	53	40	48	60	44	53	66	58	70	88	70	84	100
S.T. Junction	60	34	42	53	40	48	60	44	53	66	58	70	88	70	84	100	
Chepstow	60	31	39	52	30	36	45	30	36	45	32	38	48	32	38	48	
Lydney	60	40	48	60	46	55	69	50	60	75	66	79	99	80	96	100	
Bullo Pill	60	36	43	54	42	50	63	45	54	68	60	72	86	72	86	100	

ASSTED TRAINS.—The load for trains assisted up inclines, except where otherwise shown, will be the maximum load for the train engine plus the maximum load the assistant engine can haul, as shown in above table, but if there is only one brake van, and the assistant engine is at the rear, an additional wagon of Class 1 traffic or two additional empty wagons may be conveyed in lieu of the second brake van for each assistant engine used. Assisted Trains must not exceed the Working Loads unless authorised, and no train must exceed 80 twenty-ton or 100 ten-ton wagons.

Working Loads.—In special circumstances, in order to clear Newport (High Street), freight trains may convey an additional 10 wagons (total 70-ton) from Newport (High Street) Goods to Ebbw Junction.

Relief Line only. Working Load for Main Line A.D. Junction to Cardiff 64 wagons. Cardiff Goods to A.D. Junction 86 wagons.

Trains for Western Valley direction must not exceed 64 wagons in length, passing through Newport Station.

Coal trains with through run from Roath to Cardiff Station.

Coop trains from Cardiff, Alexandra Dock Junction, Bassing, etc., to Severn Tunnel Junction may consist of equal to 56 ten-ton wagons in length to East Usk Junction and 70 wagons East Usk Junction.

Freight trains requiring assistance, Kenble to Supporter Sidings, must not exceed Group E load, i.e., 42 Class 1 or 63 Class 3 wagons, or equivalent to 66 wagons and brake van in length.

The following maximum loads may be worked by Pilots only from Alexandra Dock Junction to East Usk Junction when assisted from Alexandra Dock Junction to Gaer Junction.

Class 1 or equivalent

Class 2 or equivalent

Class 3 or equivalent

Class 4 or equivalent

Class 5 or equivalent

Class 6 or equivalent

Class 7 or equivalent

Class 8 or equivalent

Class 9 or equivalent

Class 10 or equivalent

Class 11 or equivalent

Class 12 or equivalent

Class 13 or equivalent

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Class 573 or equivalent

Class 574 or equivalent

Class 575 or

in above table, but if there is only one brake van, and the assistant engine is at the rear, an additional wagon of Class 1 traffic or two additional empty wagons may be conveyed in lieu of the second brake van for each assistant engine used.

Working Loads.—In special circumstances, in order to clear the Working Loads, unless authorised, and no train must exceed 80 twenty-ton or 100 ten-ton wagons.

Relief Line only.—Working Load for Main Line A.D. Junction to Cardiff (High Street). Freight trains may convey an additional 10 wagons (total 70) from Newport (High Street) Goods to Ebbw Junction.

Trains for West of Valley direction must not exceed 64 wagons in length, passing through Newport Station.

Trains with through run from Roath to Cardiff Station.—For classes of traffic see page 321.

Coal trains from Cardiff, Alexandra Dock Junction, Bassalee, etc., to Severn Tunnel Junction.—These loads apply also from Penarth Curve East to Cardiff Goods, to Severn Tunnel Junction.

Coal trains from Cardiff, Alexandra Dock Junction, Bassalee, etc., to Severn Tunnel Junction.—These loads apply also from Penarth Curve East to Cardiff Goods, to Severn Tunnel Junction.

Trains for Freight Trains carrying "C" and "D" Headlamps worked by 40 XX, 49 XX, and 43 XX Class Engines ("D" Group) and 29 XX ("C" Group), etc., see page 327.

Trains following maximum loads may be worked by Pilots only from Alexandra Dock Junction to East Usk Junction when assisted from Alexandra Dock Junction to Gaer Junction.

Engine Group { Class 1 or equivalent. 37 44 47

MAXIMUM LOADS FOR FREIGHT TRAINS.

BRANCH.		MAXIMUM ENGINE LOADS.											
		WORKING LOADS.			For Group A Engines.			For Group B Engines.			For Group C Engines.		
		Maximum No. of wagons to be conveyed by Trains specially provided for in the Service Books or by arrangement.	Class 1 Traffic.	Class 2 Traffic.	Class 3 Traffic.	Empties.	Class 1 Traffic.	Class 2 Traffic.	Class 3 Traffic.	Empties.	Class 1 Traffic.	Class 2 Traffic.	Class 3 Traffic.
UP—continued	Over Junction ..	70	40	48	60	60	46	55	69	80	50	60	75
	Bulio Pill ..	60†	27	32	41	39	31	37	47	62	34	41	51
	Gloucester T. Sgs. ..	50	29	35	44	58	32	40	50	66	38	46	57
	"T" Sidings ..	60	34	41	50	60	39	47	59	78	42	50	63
	Gloucester T. Sgs. ..	60	16	19	24	31	18	22	27	36	20	24	30
	Brimscombe ..	60	16	19	24	31	18	22	27	36	20	24	30
	Chalford ..	60	14	17	21	28	16	19	24	32	17	20	26
	Sapperton ..	70	45	54	60	60	52	62	78	80	54	65	81
	Swindon ..												
	Swindon ..												
CHELTENHAM.	Gloucester ..	70	34	41	51	60	39	47	59	78	42	50	63
	Malvern Road ..	80	45	54	60	60	52	62	78	80	54	65	81
L.M.S. LINE via	Gloucester ..	60	—	—	—	—	—	—	—	—	—	—	—
	Abbotswood Jct. ..	60	—	—	—	—	—	—	—	—	—	—	—
HEREFORD.	Grange Court ..	50	16	19	24	32	18	22	27	36	20	24	30
	Mitcheldean Rd. ..	50	45	54	60	60	52	62	78	80	56	67	84
HEREFORD.	Ross ..	50	13	16	20	26	19	23	29	38	21	25	32
	Ross ..	50	13	16	20	26	19	23	29	38	21	25	32
HEREFORD.	Mitcheldean Rd. ..	50	17	20	26	34	21	25	32	42	22	26	33
	Grange Court ..	50	34	41	51	60	39	47	59	78	42	50	63
CARDIFF DOCK	Pengam ..	80	30	36	45	60	35	42	53	70	38	46	57
	Marshalling Sdgs ..	60*	35	42	53	70*	40	48	60	80*	45	54	68
Long Dyke ..	Roath Basin Jct. ..	50	40	48	60	70	46	55	69	92	50	60	75
	Long Dyke ..	70	40	48	60	70	46	55	69	92	50	60	75
CARDIFF DOCK	Cardiff Docks ..	45	40	48	60	70	46	55	69	92	50	60	75
	Cardiff Docks ..	70	45	54	68	70	55	66	83	100	55	66	83
CARDIFF DOCK	Cardiff Docks ..	70	45	54	68	70	55	66	83	100	55	66	83
	Cardiff Docks ..	70	45	54	68	70	55	66	83	100	55	66	83

*—Increased to 80 wagons by arrangement with Pengam Inspector when train must pull into Pengam Inner Home Signal to clear Roath Branch Line.
†—Trains for Cheltenham line not to exceed 54 wagons unless shown in marshalling instructions or specially agreed by Control.

MAXIMUM LOADS FOR MAIN LINE FREIGHT TRAINS.

Maximum loads over gradients easier than 1 in 110 are increased for engines numbered as follows:

3000 to 3049	} Marked D.X.
4900 to 4999	
5900 to 5999	
6900 to 6930	
6800 to 6879	
2800 to 2899	} Marked E.X.
3800 to 3840	

From.	To.	Working load.	D.X.				E.X.			
			1	2	3	E'ties	1	2	3	E'ties.
DOWN.										
Swindon	Coates	70	83	99	100	100	90	100	100	100
Coates	Chalford	70	35	42	53	70	42	50	63	84
Chalford	Gloucester	70	83	99	100	100	99	100	100	100
Gloucester	Bullo Pill	70	69	84	100	100	84	100	100	100
Bullo Pill	Lydney	70	73	87	100	100	88	100	100	100
Lydney	Chepstow	70	64	77	97	100	77	92	100	100
Chepstow	Severn Tunnel Jct.	70	83	99	100	100	99	100	100	100
Severn Tunnel Jct.	Alexandra Dk. Jct.	70	66	79	99	100	79	94	100	100
Alexandra Dk. Jct.	Cardiff Goods	70	83	99	100	100	99	100	100	100
Cardiff Goods	Canton Sidings	60	38	46	57	76	46	55	69	92
Canton Sidings	Peterston	60	58	70	88	100	70	85	100	100
Peterston	Llantrisant	60	58	70	88	100	70	85	100	100
Llantrisant	Llanharan	60	38	46	57	76	46	55	69	92
Llanharan	Bridgend	60	83	99	100	100	99	100	100	100
Bridgend	Stormy	65	47	56	71	94	57	68	86	100
Stormy	Pyle	65	83	99	100	100	99	100	100	100
RELIEF LINES EBBW JUNCTION TO CARDIFF AND LECKWITH JUNCTION.										
Ebbw Junction	Roath	100	83	99	100	100	99	100	100	100
20-ton wagons ship	ment coal	—	45	—	—	—	55	—	—	—
Roath	Penarth Curve	60	64	77	97	100	77	85	100	100
20-ton wagons ship	ment coal	—	35	—	—	—	42	—	—	—
Penarth Curve East	Penarth Curve North	60	38	46	57	76	46	55	69	92
Penarth Curve North	Leckwith Junction	60	58	70	88	100	70	84	100	100
— With through run	Roath to Cardiff Station.	—	—	—	—	—	—	—	—	—
UP.										
Pyle	Stormy	60	35	42	53	73	42	50	63	84
Stormy	Bridgend	60	83	99	100	100	99	100	100	100
Bridgend	Pencoed	60	73	87	100	100	88	100	100	100
Pencoed	Llanharan	60	50	59	75	99	59	71	89	100
Pencoed	Llanharan	—	47	10-ton wagons.	—	—	56	10-ton wagons.	—	—
(Between November 1st and March 31st.)		—	—	—	—	—	—	—	—	—
Llanharan	Ely	60	83	99	100	100	99	100	100	100
Ely	Canton Sidings	60	73	87	100	100	88	100	100	100
Canton Sidings	Cardiff Goods	58	50	60	75	100	59	71	89	100
Cardiff Goods	Alexandra Dk. Jct.	66	82	99	100	100	99	100	100	100
Alexandra Dk. Jct.	Newport	66	46	55	69	92	56	67	84	100
Newport	Severn Tunnel Jct.	66	64	77	97	100	77	92	100	100
Severn Tunnel Jct.	Chepstow	60	43	52	65	86	52	62	78	100
Chepstow	Lydney	60	72	86	100	100	88	100	100	100
Lydney	Bullo Pill	60	66	79	99	100	79	94	100	100
Bullo Pill	Over Junction	70	72	86	100	100	88	100	100	100
Over Junction	Gloucester T. Sidings	60	45	54	68	90	54	65	81	100
Gloucester T. Sidings	Brimmscombe	60	62	74	94	100	75	90	100	100
Brimmscombe	Chalford	60	26	31	39	52	32	38	48	64
Chalford	Sapperton Sidings	60	23	28	35	46	28	34	42	56
Sapperton Sidings	Swindon	70	66	79	99	100	80	96	100	100
LECKWITH JUNCTION AND PENARTH CURVE EAST.										
Leckwith Junction	Penarth Curve Nth.	60	73	87	100	100	88	100	100	100
Penarth Curve North	Penarth Curve East	60	64	77	97	100	77	92	100	100
RELIEF LINE CARDIFF TO NEWPORT.										
Cardiff Goods	A.D. Junction	70	82	99	100	100	99	100	100	100
20-ton wagons		—	—	—	—	80	—	—	—	80
GHELTENHAM.										
Gloucester	Malvern Road	70	62	74	94	100	75	90	100	100
Malvern Road	Gloucester	80	82	99	100	100	99	100	100	100

MAXIMUM LOADS FOR BRANCH FREIGHT TRAINS—cont.

BRANCH.		WORKING LOADS.	For Group A Engines. (Except where otherwise stated).				REMARKS.
From.	To.	Maximum number of wagons to be conveyed except for trains specially provided for in the Service Books or by arrangement.	Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties.	
CIRENCESTER.							
Kemble	Cirencester	60	40	48	60	60	
Cirencester	Kemble	60	45	54	60	60	
TETBURY.							
Kemble	Tetbury	30	10	12	15	20	
Tetbury	Kemble	30	11	13	17	22	Pass. Tank Eng.
GLOUCESTER AND LE DBURY.							
Over Junction	Newent	55	36	43	54	60	Group "A" Engines.
Newent	Dymock	40	18	22	27	36	
Dymock	Ledbury	40	15	18	23	30	
Ledbury	Dymock	50	35	42	53	60	
Dymock	Newent	40	18	22	27	36	
Newent	Over Junction	50	40	48	60	60	Group "D" 2-6-0 Engines.
Over Junction	Newent	55	45	54	68	90	
Newent	Dymock	40	30	36	45	60	
Dymock	Ledbury	40	25	30	38	50	
Ledbury	Dymock	50	50	60	75	100	
Dymock	Newent	40	30	36	45	60	
Newent	Over Junction	50	50	60	75	100	
SEVERN AND WYE LINE.							
Lydney	Coleford Branch Jct. ..	—	27	32	41	49	
Coleford Branch Jct. ..	Speech House Road ..	—	21	23	32	42	
Speech House Road ..	Drybrook Road	—	10	12	15	20	
Drybrook Road	Cinderford	—	40	48	60	60	
Cinderford	Drybrook Road	—	12	14	18	25	
Drybrook Road	Acorn Patch	—	14	17	21	28	
Acorn Patch	Tufts Junction	—	82	38	48	60	
Pillowell Colly Sdgs. ..	"	—	40	—	—	—	
Tufts Junction	Moseley Green	—	10	12	15	20	
Moseley Green	Acorn Patch	—	14	17	21	28	
Acorn Patch	Drybrook Road	—	14	17	21	28	
Drybrook Road	Speech House Road ..	—	35	42	53	60	
Speech House Road ..	Lydney	—	50	54	60	60	
Tufts Junction	Princess Royal	—	9	11	14	18	
Coleford Junction	Coleford	—	7	8	11	14	
Coleford	Milkwall	—	10	12	15	20	
Lydney Junction	Miery Stock	—	11	13	17	22	
Lydney Junction	Sharpness	—	25	30	38	50	
Sharpness	Lydney	—	25	30	38	50	
Berkeley Road	Sharpness	—	36	43	54	60	
Coleford	Whitecliffe Sidings ..	—	40	48	60	60	
Whitecliffe Sidings ..	Coleford	—	11	13	17	22	
Princess Royal	Tufts Junction	—	50	54	60	60	
Miery Stock Colliery ..	Serridge Junction	—	40	48	60	60†	Group "A" 0-6-0 T 2021 class Engines
FOREST OF DEAN LINE.							
Awre Junction	Blakeney	32	25	30	38	50	
Blakeney	Howbeach	28	14	17	21	28	
Howbeach	Awre Junction	30	14	17	21	28	
Bullo Pill	Drybrook Quarries	40	12	14	18	25	
Bullo Pill	Drybrook Quarries	40	14†	17†	21†	30†	
Drybrook Quarries	Bullo Pill	40	40	48	60	60	
§Bilson Junction	Northern United Colliery	20	—	—	—	15	
§Bilson Junction	Northern United Colliery	20	—	—	—	24†	
Northern United Colly	Bilson Junction	40	35	—	—	—	
Northern United Colly	Bilson Junction	40	40†	—	—	—	
Bullo Pill	Bullo Docks	30	30	36	45	60	
Bullo Docks	Bullo Pill	30	9	11	14	18	
GLOUCESTER DOCKS.							
Gloucester Docks	To Docks	100	40	48	60	60	
Branch	From Docks	100	45	54	68	90	

† 10 and 12 ton mixed.

‡—Group "C" 57, 67, 77, 87 or 97XX. §—To be propelled Bilson Junction to Northern United Colliery.

MAXIMUM LOADS FOR BRANCH FREIGHT TRAINS—continued.

BRANCH.		MAXIMUM ENGINE LOADS.																	
WORKING LOADS.		For Group A Engines.			For Group B Engines.			For Group C Engines.			For Group D Engines.			For Group E Engines.					
From.	To.	Empty.			Empty.			Empty.			Empty.			Empty.					
		Class 1 Traffic.	Class 2 Traffic.	Class 3 Traffic.	Class 1 Traffic.	Class 2 Traffic.	Class 3 Traffic.	Class 1 Traffic.	Class 2 Traffic.	Class 3 Traffic.	Class 1 Traffic.	Class 2 Traffic.	Class 3 Traffic.	Class 1 Traffic.	Class 2 Traffic.	Class 3 Traffic.			
BRYNCEETHIN.																			
Tondu	Brynceethin Jct.	60	14	17	21	30	16	19	24	35	17	20	26	38	22	26	33	45	60
Tondu	Llanharan	60	45	54	60	60	45	54	68	80	45	54	68	85	60	72	90	100	100
LLANHARAN.																			
Llanharan Br.	Brynceethin Jct.	60	25	30	38	50	29	35	44	58	31	37	47	62	41	49	62	75	100
Tondu	Tondu	60	35	42	53	60	35	42	53	60	40	42	53	70	45	54	68	90	100
OGMORE.																			
Tondu	Blackmill	60	17	20	26	32	19	23	29	37	21	25	32	40	28	34	42	48	64
Blackmill	Caedu	60	13	16	20	26	17	20	26	35	19	23	29	38	22	26	33	45	60
Caedu	Ogmore Vale	60	12	14	18	22	15	18	23	31	17	20	26	34	20	24	30	40	54
Ogmore Vale	Nantymoel	60	10	12	15	22	11	13	17	25	12	14	18	27	16	19	24	33	44
Nantymoel	Rh'dda Mn. Clry.	60	40	48	60	60	—	—	—	—	40	48	60	60	50	—	—	—	—
Rh'dda Mn. Clry.	Blackmill	60	45	54	60	60	—	—	—	—	45	54	60	60	55	—	—	—	—
Blackmill	Tondu	60	50	60	60	70	50	60	60	70	50	60	60	70	60	72	90	100	100
GARW.																			
Tondu	Brynmynny	60	40	48	60	60	46	55	69	80	50	60	75	85	66	79	99	100	100
Brynmynny	Pontyrrhyll	60	18	22	27	34	21	25	32	39	22	26	33	42	30	36	45	51	68
Pontyrrhyll	Victoria Sidings	60	13	16	20	24	15	18	23	28	16	19	24	30	21	25	32	36	48
Victoria Sidings	Blaengarw	50	11	13	17	22	12	14	18	25	14	17	21	27	17	20	26	32	44
Blaengarw	Terminus	34	10	12	15	20	11	13	17	22	13	16	20	25	16	19	24	30	40
Terminus	"	9	9	11	14	18	10	12	15	20	11	13	17	22	13	16	20	25	36
"	Nantir Colliery	45	30	36	45	60	—	—	—	—	30	36	45	60	40	—	—	—	—
Nantir Colliery	Victoria	50	35	42	53	60	—	—	—	—	35	42	53	60	45	—	—	—	—
Victoria	Pontycymmer	50	35	42	53	60	—	—	—	—	35	42	53	60	45	—	—	—	—
Pontycymmer	Brynmynny	55	45	54	60	60	—	—	—	—	45	54	60	60	55	—	—	—	—
Brynmynny	Tondu	60	50	60	60	70	50	60	60	70	50	60	60	70	60	72	90	100	100
GILFACH.																			
Blackmill	Hendreforgan	50	11	13	17	22	12	14	18	25	14	17	21	27	17	20	26	33	44
Hendreforgan	Gilfach Terminus	50	10	12	15	20	11	13	17	25	12	14	18	25	15	18	23	30	40
Gilfach Terminus	Gilfach Station	50	30	36	45	60	—	—	—	—	30	36	45	60	45	54	68	90	100
Gilfach Station	Blackmill	45	35†	42	52	60	—	—	—	—	35	42	52	60	55	—	—	—	—
PORTECAWL.																			
Portcawl	Cornelly	45	22	26	33	44	25	30	38	50	27	32	41	54	36	43	54	72	88
Cornelly	Pyle West	10 ton w/gns	31	37	47	60	36	43	54	72	39	47	59	78	46	55	69	92	100
Pyle West	"	20 ton w/gns	32	—	—	—	37	—	—	—	40	—	—	—	—	—	—	—	—
"	Tondu	55	17	20	26	32	19	23	29	37	21	25	32	40	28	34	42	48	64
Tondu	Cefn Junction	70	25	30	38	50	29	35	44	58	31	37	47	62	41	49	62	82	100
Cefn Junction	Pyle	60	20	24	30	40	23	28	36	46	30	38	48	60	50	60	75	100	100
Pyle	Portcawl	55	40	48	60	60	43	52	62	78	54	65	81	100	80	100	100	100	100
Portcawl	Portcawl	55	45	54	60	60	52	62	78	80	54	65	81	100	90	100	100	100	100

†—Summer loads.

*—Winter loads.

†—Also applies from Britannic Company's new outlet.

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.	WORKING LOADS.			For Group A Engines.			For Group B Engines.			For Group C Engines.			For Group D Engines.			For Group E Engines.		
		No. of wagons to be conveyed except by Trains specially provided for in the Service Books or by arrangement.	Class 1 Traffic.	Class 2 Traffic.	Class 3 Traffic.	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.	
ELY VALLEY.																			
Llantrisant	Gellyrhaidd Jct.	70	16	19	24	31	18	22	27	36	20	24	30	39	26	31	38	46	
Llantrisant	Pennygraig	60	10	12	15	20	11	13	17	23	12	14	18	23	15	18	24	30	
Gellyrhaidd Jct.	Clydach Vale.	50	8	10	12	15	9	11	14	17	10	12	15	21	12	14	19	24	
Pennygraig	Clydach Vale.	40	25	30	38	50	25†	30	38	50	25†	30	38	50	40	48	60	80	
Pennygraig	Dinas Isba	55D	26D	31	39	52	—	—	—	—	—	—	—	31	39	52	65	85	
Gellyrhaidd Jct.	Gellyrhaidd Jct.	55	40	48	60	60	—	—	—	—	—	—	—	40	48	60	—	—	
Coed Ely	Coed Ely	60	45	—	—	—	—	—	—	—	—	—	—	50	55	—	—	—	
Ynysmaerdy	Ynysmaerdy	60	50	—	—	—	—	—	—	—	—	—	—	60	60	—	—	—	
Llantrisant	Llantrisant	60	55	60	60	60	55	60	60	60	55	60	60	60	65	78	84	100	
BROFISGIN.																			
Llantrisant	Brofiscin	50	22	26	33	44	25	30	38	51	27	32	41	55	36	43	54	66	
Brofiscin	Llantrisant	50	35	42	53	60	—	—	—	—	35	42	53	60	58	70	84	100	
HENDREFORGA.																			
Gellyrhaidd Jct.	Hendreforga	50	11	13	17	22	12	14	18	25	14	17	21	27	16	19	24	33	
Hendreforga	Gellyrhaidd Jct.	50	35	42	45	45	—	—	—	—	35	45	—	—	45	—	—	—	
L.L.V.N.V.																			
Tondu	Tondu	70	26	31	39	52	30	36	45	60	32	38	48	64	43	52	62	78	
Gelli Las	Gelli Las	60	20	24	30	40	23	28	35	46	25	30	38	50	33	40	48	60	
Nantfyllon	Nantfyllon	50	12	14	18	26	14	17	21	28	15	18	23	30	20	24	29	36	
Caeruan	Caeruan	50	9	11	14	18	10	12	15	20	11	13	17	22	14	17	22	27	
Cymmer	Cymmer	60	30	36	45	60	34	41	51	66	37	44	56	75	50	60	72	90	
Glenavon	Glenavon	50	12	14	18	24	14	17	21	28	15	18	23	30	20	24	29	36	
Aberdwyff	Aberdwyff	50	8	10	12	17	9	11	14	20	10	12	15	22	12	14	18	24	
Terminus	Terminus	50	7	8	11	15	8	10	12	17	9	11	14	19	11	13	17	23	
Aberdwyff	Aberdwyff	50	24	29	36	40	—	—	—	—	24	29	36	40	30	36	45	60	
Glenam	Glenam	50	32	38	48	60	—	—	—	—	32	38	48	60	40	48	60	80	
Cymmer	Cymmer	50	32	38	48	60	—	—	—	—	32	38	48	60	48	58	73	96	
Coednant Colliery	Coednant Colliery	50	35	42	52	60	35	42	53	60	45	54	66	83	54	64	77	97	
Nantfyllon	Nantfyllon	50	45	54	60	60	45	54	60	60	45	54	66	83	60	72	90	100	
Gelli Las	Gelli Las	50	45	54	60	60	45	54	60	60	45	54	66	83	60	72	90	100	
Tondu	Tondu	70	50	60	60	60	—	—	—	—	55	60	60	60	70	84	96	100	
XTENSION LINE.																			
Tondu	Cefn Jct.	60	20	24	30	40	23	28	36	46	25	30	38	50	30	36	45	60	
Cefn Junction	Waterhall Jct.	60	40	48	60	80	40	48	60	80	50	60	75	100	60	72	90	100	
Waterhall Jct.	Margam Jct.	65	45	54	60	80	52	62	78	80	67	80	100	100	90	100	100	100	
Margam Jct.	Newlands	80	26	31	39	52	30	36	45	60	43	52	65	80	52	62	78	90	
Newlands	Waterhall Jct.	80	18	22	27	36	21	25	32	42	30	36	45	60	36	43	54	72	
Waterhall Jct.	Cefn Jct.	70	17	20	26	34	19	23	29	38	21	25	34	42	28	34	41	51	

Note D.—No train from Pennygraig to Dinas Isaf to exceed 26 wagons of coal unless an engine is closely following the brake van. When an engine is in the rear between these points, the maximum single loads shown from Dinas Isaf to Gellyrhaidd Junction will apply from Pennygraig for all groups of engines. †—Double load 40 Class 1. ‡—Assisted load 60 Class 1.

STANDARD ENGINE LOADS FOR FREIGHT TRAINS RUN AS "PARTLY VACUUM FITTED" "C" AND "D" HEADLAMP TRAINS

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

SECTION.		"C" HEAD LAMPS.			"D" HEAD LAMPS.		
From.	To.	10XX.	49XX, 59XX, 69XX		47XX.	49XX, 59XX, 69XX	
		100, 111, 4000, 4016, 4032, 4037, 4073, to 4099, 5000 to 5099 70XX	4003 to 4072, inclusive —except Nos. 4016, 4032, 4037 and 68XX.	43XX, 53XX, 63XX, 73XX, 93XX, 78XX,	100, 111, 4000, 4016, 4032, 4037, 4073, to 4099, 5000 to 5099. 70XX	4003 to 4072, inclusive —except Nos. 4016, 4032, 4037, 68XX	43XX, 53XX, 63XX, 73XX, 93XX, 78XX
		47XX		29XX			
		Number of Wagons conveying Class 3 traffic or equivalent			Number of Wagons conveying Class 3 traffic or equivalent		
DOWN TRAINS.							
Swindon	Coates	70	67	64	70	70	64
Coates	Chalford	60	58	53	60	58	53
Chalford	Cardiff (Goods)	70	67	64	70	70	64
Cardiff	Llanharan	63	60	57	63	60	57
Llanharan	Pyle	70	67	64	70	70	64
UP TRAINS.							
Pyle	Stormy	60	58	53	60	58	53
Stormy	Brimscombe	70	67	64	70	70	64
Brimscombe	Chalford	45	43	39	45	43	39
Chalford	Sapperton Sidings	42	39	35	42	39	35
Sapperton Sidings	Swindon	70	67	64	70	70	64

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

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

MAXIMUM LOADS OF FREIGHT TRAINS FROM STORAGE SIDINGS, SERRIDGE JUNCTION FOR THE DIRECTION OF LYDNEY JUNCTION.

The maximum load of trains as above propelled from the Storage Sidings on to the Drybrook Road, Lydney Junction Section, at Serridge Junction, is as under:

Freight Trains with 2 Guards and 20-ton Brake Van at each end of train	..	..	Equal 32	Class 1.
Freight Trains with 1 Guard and 20-ton Brake Van at rear of train	..	..	Equal 20	Class 1.

WORKING LOADS—EAST USK BRANCH.

Between Lysaghts, B.M.T. Company, etc., to East Usk Junction and vice-versa, 100 wagons. Assistance to be provided between East Usk Junction and Lliswerry Road Bridge if necessary. See No. 7 Appendix.

AUTHORISED BANKING AND SHUNTING ENGINES.

STATION.	En- gine Nos.	Starting Time.	AUTHORISED HOURS.							Total hours per week.	PARTICULARS OF WORK.
			Mon.	Tues.	Wed.	Thur.	Fri.	Sat.	Sun.		
Brimscombe ...	1	12.1 a.m. MO	23	23	23	23	23	23	15	153	Stabled at Brimscombe. One hour cleaning fire between 2.0 p.m. and 4.0 p.m. (No Engine available between 2.0 p.m. & 11.0 p.m. Sundays) See Note "A."
	2	5.30 a.m. MX 1.35 p.m. MO	10½	18½	18½	18½	18½	19½	—	98	
Stroud	1	5.55 a.m. Mons. to Sats.	6½	6½	6½	6½	6½	7½	—	41	See Note "B."
Gloucester New Yard—Front Road. ..	1	6.0 a.m. Mons.	18	24	24	24	24	24	8	146	Shunts New Yard Front Road (inc. Cripple Sidings 12.30 p.m. to 1.30 p.m.). Engine changed at 4.15 a.m. Tues. to Sats.
Gloucester New Yard—Back Road. ..	2	5.0 a.m. Mons.	19	24	24	24	24	24	8	147	Shunts New Yard Back Rd. Wagon Repairs Ltd., Emlyn Works, Signal Dept. Sdgs. daily, Engineers' Yard MWFO Engine changed at 2.0 p.m. daily thence to Shed.
Gloucester Old Yard. ..	4	6.0 a.m. Mons.	18	24	24	24	24	24	8	146	Shunts traffic ex Goods Sidings. Works 11.0 p.m. Old Yard to New Yard and 11.50 p.m. RR New Yard to Old Yard. Mons. to Sats. 3.30 a.m. Old Yard to T. Sdgs. 4.5 a.m. Tues. to Sat., (4.0 a.m. Suns) "T" Sdgs. to Old Yard
Gloucester Docks Branch Sidings.	6	6.0 a.m. MO 12.45 a.m. Tues. to Suns.	18	26½	26½	26½	26½	26½	8½	157½	Shunts Docks Branch Works 1.20 a.m. New Yard to Docks Branch and 2.45 a.m. Docks Branch to Old Yard or 4.10 a.m. RR (MX) (4.0 a.m. Suns.) Over Sidings to Barnwood when latter required.
Gloucester Docks Branch Sidings.	7	6.0 p.m.	6	8	8	8	8	8	2	48	Shunts Docks Branch Docks end, also works trips between Docks Branch and Over Sidings as required. To leave Docks Branch for Shed 2.0 a.m. Tues. to Sundays.
Gloucester Transfer Pilot— Target No. 1.	8	6.15 a.m. Mons. to Sats.	17½	19½	19½	19½	19½	19½	2	118½	See Note "C."
Gloucester Transfer Pilot— Target No. 2.	9	Off Shed 5.30 a.m. Mons. to Sats.	7½	7½	7½	7½	7½	7½	—	43½	Engine and guard 5.40 a.m. Old Yard to Over Sdgs.—Shunt 9.45 p.m. Llandilo Jct., then work 7.25 a.m. trip ex Over Sdgs. 10.5 a.m. "T" Sdgs. to Docks Beh. Sdgs. As required between Docks Beh. Sdgs. and Over Sdgs. 12.30 p.m. Docks Beh. Sdgs. to Old Yard.
Gloucester Docks Pilot. ..	10	6.10 a.m. Mons to Sats.	14½	14½	14½	14½	14½	6½	—	78½	6.10 a.m. from Old Yard to Docks Branch, work traffic Docks Branch to Docks. Work traffic between Docks and Docks Branch. Work 8.45 p.m. (SX) Docks to Docks Branch and 1.0 p.m. Docks (SO) to Docks Branch Sdgs then to Shed.

AUTHORISED BANKING AND SHUNTING ENGINES— continued.

STATION.	En- gine Nos.	Starting Time.	AUTHORISED HOURS.							Total hours per week.	PARTICULARS OF WORK.
			Mon.	Tues.	Wed.	Thur.	Fri.	Sat.	Sun.		
Gloucester Passenger	1	12.15 a.m.	$\frac{3}{4}$	$\frac{3}{4}$	$\frac{3}{4}$	$\frac{3}{4}$	$\frac{3}{4}$	$\frac{3}{4}$	—	4 $\frac{1}{2}$	Arrives off 11.55 p.m. ex Cheltenham and afterwards works 1.15 a.m. Gloucester to Cheltenham.
	2	4.45 a.m.	$\frac{3}{4}$	$\frac{3}{4}$	$\frac{3}{4}$	$\frac{3}{4}$	$\frac{3}{4}$	$\frac{3}{4}$	—	4 $\frac{1}{2}$	Works 5.50 a.m. to Cardiff.
	3	8.30 a.m.	3	3	3	3	3	3	—	18	Works 11.45 a.m. to Cheltenham.
	4	11.30 a.m.	21	21	21	21	21	21	—	126	Station Pilot.
	5	4.45 p.m.	1	1	1	1	1	1	—	6	Works 5.57 p.m. to Cheltenham.
	6	6. 0 p.m.	$\frac{1}{2}$	$\frac{1}{2}$	$\frac{1}{2}$	$\frac{1}{2}$	$\frac{1}{2}$	$\frac{1}{2}$	—	3	Arrives off 5.33 p.m. ex Cheltenham, and works 6.45 p.m. to Cheltenham.
	7	6.30 p.m.	2 $\frac{3}{4}$	2 $\frac{3}{4}$	2 $\frac{3}{4}$	2 $\frac{3}{4}$	2 $\frac{3}{4}$	2 $\frac{3}{4}$	—	16 $\frac{1}{2}$	Arrives off 6.10 p.m. ex Cheltenham, and works 9.23 p.m. to Cheltenham.
(Sunday)	1	12.45 p.m.	—	—	—	—	—	—	2 $\frac{1}{2}$	2 $\frac{1}{2}$	Engine off 12.20 p.m. Cheltenham.
	2	6.50 p.m.	—	—	—	—	—	—	2 $\frac{1}{2}$	2 $\frac{1}{2}$	Engine off 6.30 p.m. Cheltenham, then 9.30 p.m. to Cheltenham.
	3	5.30 p.m.	—	—	—	—	—	—	10 $\frac{1}{2}$	10 $\frac{1}{2}$	Station Pilot. Assists 5.40 p.m. and 6.55 p.m. passenger trains from Gloucester when required.
Cheltenham Spa St. James and Malvern Road Passenger	1	5.50 a.m.	1	1	1	1	1	1	—	6	Works 7.10 a.m. to Gloucester.
	2	6.45 a.m.	3 $\frac{1}{2}$	3 $\frac{1}{2}$	3 $\frac{1}{2}$	3 $\frac{1}{2}$	3 $\frac{1}{2}$	3 $\frac{1}{2}$	—	19 $\frac{1}{2}$	Works 10.35 a.m. to Kingham.
	3	8.55 a.m.	3	3	3	3	3	3	—	18	Engine off 7.55 a.m. Kingham.
	4	11.15 a.m.	1	1	1	1	1	1	—	6	Engine off 10.53 a.m. ex Gloucester then works 12.30 p.m. to Gloucester.
	5	12.15 p.m.	$\frac{3}{4}$	$\frac{3}{4}$	$\frac{3}{4}$	$\frac{3}{4}$	$\frac{3}{4}$	$\frac{3}{4}$	—	4 $\frac{1}{2}$	Engine off 11.45 a.m. Gloucester.
	6	1.15 p.m.	1 $\frac{1}{2}$	1 $\frac{1}{2}$	1 $\frac{1}{2}$	1 $\frac{1}{2}$	1 $\frac{1}{2}$	1 $\frac{1}{2}$	—	7 $\frac{1}{2}$	Engine off 12.12 p.m. ex Kingham.
	7	2.45 p.m.	3 $\frac{1}{2}$	3 $\frac{1}{2}$	3 $\frac{1}{2}$	3 $\frac{1}{2}$	3 $\frac{1}{2}$	3 $\frac{1}{2}$	—	19 $\frac{1}{2}$	Engine off 12.55 p.m. Honeybourne, then works 6.15 p.m. Cheltenham.
	8	6. 0 p.m.	1	1	1	1	1	1	—	6	Engine arrives on 5.25 p.m. ex Gloucester.
	9	7.10 p.m.	2 $\frac{1}{2}$	2 $\frac{1}{2}$	2 $\frac{1}{2}$	2 $\frac{1}{2}$	2 $\frac{1}{2}$	2 $\frac{1}{2}$	—	14	Engine off 6.45 p.m. Gloucester, then works 10.5 p.m. to Gloucester.
	10	8.30 p.m.	2 $\frac{1}{2}$	2 $\frac{1}{2}$	2 $\frac{1}{2}$	2 $\frac{1}{2}$	2 $\frac{1}{2}$	2 $\frac{1}{2}$	—	13 $\frac{1}{2}$	Engine off 7.23 p.m. Gloucester, works 10.30 p.m. to Gloucester.
	11	9.35 p.m.	1 $\frac{1}{2}$	1 $\frac{1}{2}$	1 $\frac{1}{2}$	1 $\frac{1}{2}$	1 $\frac{1}{2}$	1 $\frac{1}{2}$	—	10 $\frac{1}{2}$	Works 11.55 p.m. to Gloucester.
(Sunday)	1	4.55 p.m.	—	—	—	—	—	—	1 $\frac{1}{2}$	1 $\frac{1}{2}$	Engine off 4.35 p.m. Gloucester then works 6.30 p.m. to Gloucester.
	2	10. 0 p.m.	—	—	—	—	—	—	1 $\frac{1}{2}$	1 $\frac{1}{2}$	Engine off 9.30 p.m. Gloucester then works 11.55 p.m. to Gloucester.

Engines booked for shunting purposes at Cheltenham (St. James'), after arrival, should turn at the first opportunity and not wait until the work is completed. Shunters to give the Enginemen best possible facilities.

Cheltenham Spa (St. James' Goods).	1	5.15 a.m.	13	13	13	13	13	12	—	77	See Note "D."
Cheltenham Spa (St. James' Goods).	2	6. 8 a.m. Mons. to Sats.	1 $\frac{1}{2}$	1 $\frac{1}{2}$	1 $\frac{1}{2}$	1 $\frac{1}{2}$	1 $\frac{1}{2}$	1 $\frac{1}{2}$	—	7 $\frac{1}{2}$	See Note "E."
Bullo Pill.	1	6.56 a.m.	5 $\frac{1}{2}$	1	1	1	1	$\frac{1}{2}$	—	10	Works 6.35 a.m. Lydney to Bullo Pill. On Mondays to assist 7.20 a.m. ex Bullo Pill to Bilson Junction. 7.20 a.m. Bullo Pill to Drybrook (MX) 10.20 a.m. Drybrook to Bullo Pill (MX) 1.30 p.m. Bullo Pill to Eastern United and back (SX). 5.30 p.m. Bullo Pill to Eastern United and back. 7.15 p.m. (SX—1.45 p.m. SO) Bullo Pill to Lydney.
Bullo Pill.	2	6.40 a.m. Mons. to Sats.	2 $\frac{3}{4}$	5 $\frac{1}{2}$	5 $\frac{1}{2}$	5 $\frac{1}{2}$	5 $\frac{1}{2}$	4 $\frac{1}{2}$	—	28	Works 5.55 a.m. Gloucester Docks Branch to Bullo. 7.20 a.m. Bullo Pill to Drybrook (MO) 10.20 a.m. Drybrook to Bullo Pill (MO) 8.40 a.m. Bullo to Eastern United. (MX) 10.0 a.m. Eastern United to Bullo. (MX) 1.5 p.m. Bullo to N.U. (SX) (RRMO) 3.0 p.m. N.U. to Bullo. (SX) (RRMO) 4.30 p.m. Bullo Pill to Gloucester (SO) 7.40 p.m. Bullo to Gloucester. (SX) Sats. only—If necessary Engine & Van to Lydney during afternoon to clear surplus West of Eng. traffic to connect 4.30 p.m. Bullo Pill to Gloucester

AUTHORISED BANKING AND SHUNTING ENGINES— continued.

STATION.	En- gine Nos.	Starting Time.	AUTHORISED HOURS							Total hours per week.	PARTICULARS OF WORK.
			Mon.	Tues.	Wed.	Thur.	Fri.	Sat.	Sun.		
Lydney	1	10.15 a.m. 1. 0 p.m.	2½	2½	2½	2½	2½	2½	—	16½	Shunt Lydney Docks.
—	2	1. 0 p.m. to 9.50 p.m.	8 5/6	8 5/6	8 5/6	8 5/6	8 5/6	8 5/6	—	53	1.0 p.m. to 2.0 p.m. Shunting Tin Works. 2.0 p.m. to 4.45 p.m. Assist as required. 4.45 p.m. to 5.50 p.m. Assist 4.45 p.m. (SX) (4.25 p.m. SO) Lydney to Severn Bridge. 5.50 p.m. to 7.0 p.m. Shunt W.R. end of Yard. 7.0 p.m. to 9.0 p.m. Shunt Lydney Docks 9.15 p.m. to 9.50 p.m. Assist 9.15 p.m. Lydney to Severn Bridge. Shunting as follows :— 6.45 a.m. to 7.20 a.m. W.R. Shed. 7.30 a.m. to 8.5 a.m. W.R. Goods Yard 9.30 a.m. to 10.0 a.m. Tail traffic off 9.5 a.m. ex Gloucester 9.30 a.m. to 10.0 a.m. Tail traffic off 9.5 a.m. Gloucester. 10.15 a.m. to 11.15 a.m. W.R. Salvage Sidings. 11.45 a.m. to 1.0 p.m. Pine End. Shunts Tin Works 8.35 a.m. to 9.15 a.m., thence 9.30 a.m. Coleford, etc. Assist as required. When No. 2 required W.R. later than 7.0 p.m., this engine (No. 8) can take up work at W.R. and release No. 2 for Docks. Shunt as required both ends of Yard.
—	4	6.30 a.m. to 1.15 p.m.	5½	5½	5½	5½	5½	5½	—	32	
—	7	8.30 a.m. to 4.15 p.m.	2/3	2/3	2/3	2/3	2/3	2/3	—	4	
—	8	7.40 p.m. to 9.15 p.m.	1 7/12	1 7/12	1 7/12	1 7/12	1 7/12	1 7/12	—	9½	
—		6. 0 a.m. Mons. to Shed 1. 0 a.m. Suns.	18	24	24	24	24	24	1	139	
Shunting Pilot			Engines and Trainmen will be subject to alteration to meet Traffic requirements.								
Ross-on-Wye	1	7. 0 a.m. Daily	4	4	4	4	4	7½	—	27½	Ross Goods Engine—Off Shed 7.0 a.m. shunt until 8.45 a.m. (SX) 12 noon (SO) then work 9.0 a.m. Ross to Lydbrook and back (SX) 12.15 p.m. Ross to Monmouth Goods—On return to shunt at Ross from 6.0 p.m. to 8.30 p.m.

A—5|0 a.m. (MX) 1|0 p.m. (MO) ex Gloucester—No. 1 or 2 bank engine shunts Brimscombe and Chalford Yards daily, according to circumstances. No. 2 bank engine to be sent to Stroud (Saturdays excepted) for shunting purposes from 2.45 p.m. (unless an engine is specially requested by Stroud prior to that time) thence work 12.40 a.m. Stroud to Gloucester (Tues. to Sats.). Latter train to leave at 11.0 p.m. if engine not required to assist Up trains.

On Saturdays—If an engine is available at Brimscombe, it must be sent to Stroud, if required, to admit the release of the Stroud shunting engine before the booked time. Brimscombe Station Master to confer with Control. The Brimscombe engine, after completion of passenger shunting, to be returned to Brimscombe for use, if required, until approximately 2.45 p.m., after which time it should be returned to Stroud to complete Yard shunting. No. 2 engine to be released from Brimscombe to Gloucester Shed at 7.0 p.m. or as ordered by Control.

B—5|30 a.m. ex Gloucester. Shunts at Stroud until released for Gloucester Shed at 12.35 p.m. (SX) 1.35 p.m. (SO).

C—Works 7.10 a.m. Over Sidings to Barnwood; 9.55 a.m. Over Sidings to Barnwood; 11.50 a.m. RR Over Sidings to Barnwood; As required Gloucester T. Sdgs. and Old Yard. 1.20 p.m. Old Yard to T. Sdgs.; 2.27 p.m. T. Sdgs. to Docks Bch. Sdg.; 3.0 p.m. Docks Branch to Over Sidings; 4.15 p.m. Over Sidings to Barnwood; 6.0 p.m. Old Yard to "T" Sidings; L.E. "T" Sidings to D.B. Sidings; 8.15 p.m. D. Branch to Old Yard; 9.15 p.m. "T" Sidings to Old Yard; 10.35 p.m. Old Yard to Docks Branch; 12.45 a.m. (MX) Over Sidings to Barnwood.

D—4|40 a.m. Old Yard to Cheltenham; 5.3 a.m. Malvern Road to St. James; Pilot ALL DAY. Also works 12.0 noon trip Cheltenham Goods to Malvern Road and shunt Traffic Sidings there until 1.0 p.m. To Malvern Road Shed 1.0 p.m. to 2.0 p.m. for attention. Shunts at Passenger Station 5.45 p.m. to 7.0 p.m. To Malvern Road Shed 8.30 p.m. (SX) to clean fire, and if necessary take coal. To leave Shed 11.0 p.m. (SX) at latest and work 11.20 p.m. (SX) Goods Cheltenham to Lydney AND BACK. On Saturdays proceed to Shed 7.30 p.m.

E—Off Shed at Malvern Road at 6.0 a.m.—Work 6.40 a.m. High St. to Charlton Kings; 7|10 a.m. Charlton Kings to Cheltenham (St. James'); 7.50 a.m. Cheltenham to Charlton Kings; 9.14 a.m. Charlton Kings to Cheltenham Goods; 11.0 a.m. Cheltenham to Kingham. Shunt at Cheltenham Goods 5.45 p.m. to 7.0 p.m. (Balancing engine off 9.45 a.m. ex Kingham), whilst No. 1 engine at Cheltenham (St. James') Passenger shunting. Works 6.55 p.m. Cheltenham to Gloucester Goods; 8.18 p.m. T. Sdgs. to Old Yard. 10.40 p.m. Over Sidings to Malvern Road.

AUTHORISED BANKING AND SHUNTING ENGINES— continued.

STATION.	Engine Nos.	Starting Time.	AUTHORISED HOURS.							Total hours per week.	PARTICULARS OF WORK.
			Mon.	Tues.	Wed.	Thur.	Fri.	Sat.	Sun.		
Sewern Tunnel Jct.	1	6. 0 a.m.	18	24	24	24	24	24	14	152	Down Hump. Down Yard. Down Yard.
	2	10.0 p.m. Sun.	24	24	24	24	24	24	16	160	
	3	6. 0 a.m.	18	24	24	24	24	24	6	144	
	4	6. 0 a.m.	18	24	24	24	24	24	6	144	Bristol Yard. Up Hump. Up Side and Mileage Yard, also mileage and cripple sidings.
	5	6. 0 a.m.	18	24	24	24	24	24	6	144	
	6	4.30 p.m.	6	6	6	6	6	6	—	36	
	T 1	12. 0 night.	16	16	16	16	16	16	—	96	Sewern Tunnel Bank Engines.
	T 2	1. 0 a.m.	16	16	16	16	16	16	—	96	
	T 3	2. 0 a.m.	16	16	16	16	16	16	—	96	
	T 4	1. 0 p.m.	—	—	—	—	—	—	11	16	
	T 5	6. 0 a.m.	16	16	16	16	16	16	—	96	
	T 6	10.15 a.m.	13 $\frac{1}{2}$	16	16	16	16	16	2 $\frac{1}{2}$	96	
	T 7	11.20 a.m.	12 $\frac{1}{2}$	16	16	16	16	16	3 $\frac{1}{2}$	96	
	T 8	3.20 p.m.	8 $\frac{1}{2}$	15 $\frac{1}{2}$	15 $\frac{1}{2}$	15 $\frac{1}{2}$	15 $\frac{1}{2}$	15 $\frac{1}{2}$	7	94 $\frac{1}{2}$	
	T 9	4.45 p.m.	7 $\frac{1}{2}$	16	16	16	16	16	8 $\frac{1}{2}$	96	
	T 10	5.45 p.m.	6 $\frac{1}{2}$	16	16	16	16	16	9 $\frac{1}{2}$	96	
	T 11	6.35 p.m.	5 $\frac{1}{2}$	16	16	16	16	16	10 $\frac{1}{2}$	96	
	T 12	8.30 p.m.	3 $\frac{1}{2}$	15 $\frac{1}{2}$	15 $\frac{1}{2}$	15 $\frac{1}{2}$	15 $\frac{1}{2}$	15 $\frac{1}{2}$	12	93	
	T 13	10. 0 p.m.	2	16	16	16	16	16	6	88	
East Usk Jct.	2	5.30 a.m.	18 $\frac{1}{2}$	24	24	24	24	22	—	136 $\frac{1}{2}$	Branch trips as required and works trips Nettlefolds to High Street (Mons. and Sundays excepted) as ordered by Control. Shunts at East Usk Junction after working 6.0 a.m. Alexandra Dock Junction to East Usk Junction, until 5.30 a.m., then to High Street and work 6.50 a.m. Workmen's thence to Ebbw Junction. Shunts Nettlefolds and works 1.30 a.m. Pilot trip to Maesglas.
	3	7. 0 a.m.	17	22 $\frac{1}{2}$	22 $\frac{1}{2}$	22 $\frac{1}{2}$	22 $\frac{1}{2}$	22 $\frac{1}{2}$	6	135 $\frac{1}{2}$	
	4	6.15 a.m. MO 7. 0 a.m. MX	17 $\frac{1}{2}$	18	18	18	18	18	1	108 $\frac{1}{2}$	
Newport (High Street)	1	1. 0 p.m. (Sun.)	4	—	—	—	—	—	11	15	Pass. Shunting.
	2	3.45 a.m.	7 $\frac{1}{2}$	—	—	—	—	—	—	7 $\frac{1}{2}$	3.40 a.m. Ebbw Jct. } Pass. 9.14 a.m. Brynmawr. } Shunting 5.10 p.m. Ebbw Vale. }
	3	10.30 a.m.	13 $\frac{1}{2}$	17	17	17	17	17	—	98 $\frac{1}{2}$	
	4	6.30 p.m.	5 $\frac{1}{2}$	19	19	19	19	19	12	112 $\frac{1}{2}$	
	5	Various	5 $\frac{1}{2}$	5 $\frac{1}{2}$	5 $\frac{1}{2}$	5 $\frac{1}{2}$	5 $\frac{1}{2}$	5 $\frac{1}{2}$	—	34 $\frac{1}{2}$	Pass. Shunting.
	6	2. 0 a.m.	21	21	21	21	21	21	—	126	Goods Yard Shunting and works trips between Goods Yard and Alexandra Dock Junction.
Alexandra Dock Junction	5	6. 0 a.m.	18	23	23	23	23	23	6	139	Ebbw Junction Pilot. East End Pilot. (Engine from Pill). Works trip to High Street Goods, 5.20 a.m. Tues. to Sats.
	6	6. 0 a.m.	18	23	23	23	23	23	6	139	
	7	6. 0 a.m.	18	23	23	23	23	23	6	139	East End and Whiteheads, Pilot. Works trip to High Street Goods 5.20 a.m. Sundays.
Ebbw Jct.	8	6. 0 a.m.	18	24	24	24	24	24	6	144	Banks Up Freight trains to Gaer Jct. (Temporarily Suspended)
Ebbw Jct. Carriage Sdgs.	1	6.30 a.m.	4 $\frac{1}{2}$	4 $\frac{1}{2}$	4 $\frac{1}{2}$	4 $\frac{1}{2}$	4 $\frac{1}{2}$	4 $\frac{1}{2}$	—	27	} Pass. Shunting
	2	7. 0 p.m.	5	7	7	7	7	7	2	42	

AUTHORISED BANKING AND SHUNTING ENGINES— continued.

STATION.	En- gine Nos.	Starting Time.	AUTHORISED HOURS.							Total hours per week.	PARTICULARS OF WORK.
			Mon.	Tues.	Wed.	Thur.	Fri.	Sat.	Sun.		
Cardiff, Newtown	1	1. 0 a.m.	18	24	24	24	24	24	14	152	West End Shed Side.
	2	6. 0 a.m.	18	24	24	24	24	24	22	160	West End Down Side.
	3	6. 0 a.m.	23	24	24	24	24	22	—	141	Newtown West End.
	4	6. 0 a.m.	18	24	24	24	24	24	22	160	East End Branch.
	5	6. 0 a.m.	18	24	24	24	24	24	6	144	East End Shed Pilot.
	6	6. 0 a.m.	18	24	24	24	24	24	14	152	Dowlais Works.
	7	6. 0 a.m.	18	24	24	24	24	24	6	144	East End Transfer.
	8	6. 0 a.m.	18	24	24	24	24	24	6	144	Newtown East Goods Road Pilot.
											Releasing Train Engines.
	10	6. 0 a.m.	18	24	24	24	24	24	6	144	Docks Branch Pilot.
	11	6. 0 a.m.	18	24	24	24	24	24	6	144	Roath Pilot.
	12	6. 0 a.m.	18	24	24	24	24	24	6	144	Pengam Coal Yard.
	13	6. 0 a.m.	18	24	24	24	24	24	14	152	Pengam Transfer Pilot.
	16	6. 0 a.m.	10	24	24	24	24	24	6	136	Pengam Private Mileage Sidings.
	18	3. 0 p.m.	10	16	16	16	16	—	—	74	Long Dyke Mileage and Shed Transfer.
	19	6. 0 a.m.	16	16	16	16	16	—	—	96	Tidal Sidings.
	Specil	6. 0 a.m.	18	22	22	22	22	22	4	132	Pengam Transfer.
	"	8. 0 a.m.	16	22	22	22	22	22	6	132	Long Dyke Transfer.
	"	9. 0 a.m.	8	8	8	8	8	8	—	48	Marshfield and Trips.
Cardiff General	1	6. 0 a.m.	18	23	23	23	23	23	5	138	Shunting at Carriage Shed
	2	7.15 a.m.	16½	21½	21½	21½	21½	21½	5	130½	Shunting at Station and Milk Depot.
	3	1. 0 a.m.	18½	18½	18½	18½	18½	18½	—	111	Shunting at Station and Milk Depot.
	4	3. 0 p.m.	9	10	10	10	10	10	1	60	Shunting at Station.
	5	6. 0 a.m.	18	22½	22½	22½	22½	22½	4½	135	Shunting at Station and Milk Depot.
	—	9. 0 a.m.	3½	3½	3½	3½	3½	3½	—	21	Shunting at Station and Carriage Shed (Engine of 7.55 a.m. Porthewl to Cardiff).
	C.M.	9.15 p.m.	½	½	½	½	½	—	—	2½	Shunting at Station (Engine of 7.25 p.m. Treherbert to Cardiff Parcels).
	SUN	DAYS									
	1	6. 0 a.m.	8	—	—	—	—	—	18	21	Shunting at Station
	2	7. 0 a.m.	—	—	—	—	—	—	8	8	} Shunting at Carriage Shed
	3	9.30 p.m.	5½	—	—	—	—	—	2½	8	
	3	7. 0 a.m.	6	—	—	—	—	—	17	23	Shunting at Station.
	—	3. 0 p.m.	—	—	—	—	—	—	5½	5½	Shunting at Carriage Shed.
	—	11. 0 p.m.	1	—	—	—	—	—	1	2	Engine of 6.55 p.m. Swindon Parcels.
Llantrisant	1	6. 0 a.m.	20	20	20	20	20	20	—	120	Goods Shed and Yard.
	2	6.30 a.m.	12	12	12	12	12	12	—	72	Banking and Shunting.
	3	6.25 a.m.	14	14	14	14	14	14	—	84	Banking and Shunting.
	Z 8	5. 0 a.m.	3	3	3	3	3	3	—	18	Banking and Shunting.
Bridgend	H 4	10. 0 a.m.	3	3	3	3	3	3	—	18	Shunting and trip on Brofskin Branch.
	1	6. 0 a.m.	14½	14½	14½	14½	14½	14½	—	87	Shunting West Yard and Passenger Station.
	2	8. 0 a.m.	22	22	22	22	22	22	—	132	Shunting and clearing traffic from Private Sidings. Works trips to Cowbridge Road Junction, etc. Main Line Banking.
Ely (Main Line)	3	9. 0 a.m.	12	12	12	12	12	12	—	72	Tremains Yard, Coity and Brackla Hill.
	H 9	9. 0 a.m.	2½	2½	2½	2½	2½	2½	—	15	} Shunting.
	—	2. 0 p.m. SX	3½	3½	3½	3½	3½	—	—	17½	
Tongu.	1	5.20 a.m.	18½	22½	22½	22½	22½	22½	4	134½	Banking and Shunting.
	2	6. 0 a.m.	18	24	24	24	24	24	6	144	Ogmore Junction Pilot.
	3	5.30 a.m.	18½	22½	22½	22½	22½	22½	4	135	Shunting Velin Vach and North End.
	4	6. 0 a.m.	8	8	8	8	8	8	—	48	Shunting South Sidings and Banking.
	—	MO 4. 0 a.m. MX									
	5	6. 0 a.m.	18	24	24	24	24	24	6	144	Shunting Velin Vach and North End.