

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 (83XX, 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
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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.</p> <p>*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). Brimmscombe.—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. *—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.</p> <p>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.</p> <p>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), 2-6-2. (31XX, 51XX, 61XX)</p> <p>(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.—Liswerry 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>
<p>Beachley Jct. to St. Brides .. Types of Engines authorised: All except 60XX and 47XX</p>	

WORKING OF LARGE ENGINES—continued.

SECTION OF LINE.	PROHIBITIONS.
Sudbrook Branch	Large engines prohibited beyond Red Post 25 yards from Post Office Level Crossing.
East Usk Branch	"Red" Group engines must not work beyond 3½ M.P. and the following prohibitions apply to engines in this Group.
Types of Engines authorised: Nos. 2, 3, 4, 5, 6, 7, 8.	<p>Healey and Peart's Siding.—Absolute. Newport and South Wales Tube Co.'s 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.</p>
	2-8-0 (28XX and 30XX).
	Long Siding.—Connection Foundry End.
	Healey and Peart's Siding.—Connection at East and West Ends.
	Spytty Lane Ground Frame.—Mannesmann 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).
	Llswerry Mileage Yard.—No. 2 Siding.
	Healey and Peart's Siding.—Connection at East End.
	Spytty Lane Ground Frame.—Mannesmann 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.
Nettlefolds Branch	Large engines prohibited beyond "Stop" post.
St. Brides to Pyle Sand Siding 4-6-0 (1000 Class)	Maximum speed 60 m.p.h. over River Bridge, Rumney River Bridge at 167 m. 67 ch., and at St. George's No. 1 Bridge at 175 m. 24 ch., between St. Fagans and Peterston, and 178½ m.p. to 180½ m.p. between Peterston and Llantrisant.
Types of Engines authorised. All except 60XX and 47XX.	<p>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).</p>
	Care to be exercised in working alongside platforms, particularly Loading Cattle Pens and similar structures.
	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.—Cattle Pen Sidings } Wide Coaching Stock also prohibited. Turner's Stone Yard }
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:
	<p>East End. Empties Road 2-8-0 T. (42XX) 2-8-2 T. (72XX) and 2-6-2T. (31XX). 1, 2, and 3, Coal Roads Push empties clear of points only. 4 and 5 Washery Roads Not to enter—coal to be dropped. Transfer Loop Not to enter—coal to be dropped. No prohibition.</p>
	<p>West End. Loaded Roads 1 and 2 May not work beyond the red post. Spoil Road Not to enter.</p>
	Other large engines (except 0-6-2 types) are not authorised.
Pencoed. —Howell's Sidings.	Bridgend.—Jenkins' Limeworks 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.	

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. Cilfely 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. Cilfely Colliery.—Absolute. Penygraig: Watkins' Private Siding.—Beyond the Gate. Goods Shed connection at South End of Shed } Absolute. Lead from Up Loop to Goods Shed Siding at Station } 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. Cilfely 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 Clydach Vale—
Types of Engines authorised:
Nos. 1, 2, 3, 4, 5, 6, 10—continued.

The following may be used at walking pace only:
Ponyrefail, Mileage Yard—Siding at back of Goods Shed.

Ponygraig:
Goods Shed connection at South end of Shed.
Lead from Up Loop to Goods Shed Siding at Station.
Clydach Vale Colliery:
Main running road—to stop post ONLY.
All Sidings—to stop post ONLY.

Gellyrhaidd Junction to Gilfach
Types of Engines authorised:
Nos. 1 and 6.

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.

Hendreforgan Station:
Bottom Connection to No. 2 Siding Absolute.

Gilfach Station:
Engine Loop
Runaway Catchpoint between Station and Signal Box, Up Side } Absolute.
Gilfach Goods Yard, Lower Connection }

Glenavon Colliery (Gibbs):
Outlet.—Beyond Gate.
Inlet.—Beyond Catchpoint.

Trane Colliery:
Outlet, No. 1 Siding.—Beyond Clearing Point to No. 2 Siding.
Outlet, Nos. 2, 3, and 4 Sidings } Absolute
Inlet, All Sidings }

Britannic Colliery.
Junction to Coronation Yard off Gilfach Branch
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.

0-6-2 T. (A2 and A3) Ex T V 04 diagram)

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.

The following may be used at walking pace only

Hendreforgan Station—Bottom connection to No. 2 Siding.

Gilfach Station:
Engine Loop.
Runaway catchpoint used as Spur, between Station and Signal Box, Up side.
Lower connection to Goods Yard.

Glenavon Colliery (Gibbs):
Outlet.—Up to the Gate.
Inlet.—Up to the Catchpoint.

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.

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).

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.

Cornelly.

Grove Sidings. All sidings debarred except the straight siding immediately adjoining the Company's fence.
Baldwin's Siding.
Gaen's Siding.

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.

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 }

Pyle to Porthcawl
Types of Engines authorised:
Nos. 1, 2, 3, 4, 5, 6, and 8.

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

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 Tondu 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:

WORKING OF LARGE ENGINES—continued.

SECTION OF LINE.	PROHIBITIONS.																
Tondu to Pyle (via Kenfig Hill) .. Types of Engines authorised : All except 60XX and 2-8-0 (47XX)—continued.	Mileage from Tondu—ZERO. <table> <tr> <th>From</th><th>To</th></tr> <tr> <th>M. Chs.</th><th>M. Chs.</th></tr> <tr> <td>1 53</td><td>1 58½</td></tr> <tr> <td>2 37½</td><td>2 41½</td></tr> <tr> <td>3 11</td><td>3 16</td></tr> <tr> <td>4 8</td><td>4 22</td></tr> <tr> <td>4 35</td><td>4 53</td></tr> <tr> <td>5 15</td><td>5 38</td></tr> </table> <p>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 Ogmores Junction and vice versa—5 m.p.h. Between Tondu Ogmores 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.</p> <p>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. Porthcawl 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 Ogmores Junction).—Absolute. Tondu Ogmores 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 Ogmores 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.</p> <p>2-8-0 T. (42XX). 2-8-2 T. (72XX). 2-6-2 T. (31XX). 0-6-0T. (94XX). BRYNMENYN. Goods Yard Siding.—Beyond a point opposite Down Starting Signal. Mary Pit 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 Ogmores 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). Ogmores Vale : Wyndham Colliery.—Sidings Nos. 4 and 5. 0-6-2 T. (56XX). Ogmores Vale : Aber Colliery.—Nos. 1 and 4 Sidings, absolute. Penllwyngwent Colliery.—Nos. 2, 3, and 4 Sidings absolute.</p>	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
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 to Nantymoel .. Types of Engines authorised : Nos. 1, 4, 5, and 6.																	

WORKING OF LARGE ENGINES—continued.

SECTION OF LINE.	PROHIBITIONS.
<p>Bridgend to Abergwynn ... 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. Nantyllyon 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 Glyncoerwg 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. Abergwynn 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. Splott Junction.—Up Line Sidings, Nos. 7, 8, and 9. Trailing Slip 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 Rumney 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

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.

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—continued.

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 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.

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.

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 shown 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 L.M.R. ENGINES OVER W.R. LINE BETWEEN GLOUCESTER AND BRISTOL VIA THE SEVERN TUNNEL IN CASES OF EMERGENCY.

The undermentioned types of L.M.R. engines may be allowed to work in case of emergency over running lines 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 Piling 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.

WORKING OF ENGINES OVER FOREST OF DEAN BRANCHES.

0-6-0 T 57XX and 2-8-0 Austerly 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

Drybrook Quarries

Under Screens.

Under Screens.

WORKING OF ENGINES—continued.**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 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 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.

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, 83XX, 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 chs. 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. 13½ chs.

POINT-TO-POINT RUNNING TIMES FOR THROUGH EXPRESS TRAINS.

Recovery time has been allowed in the train schedules for temporary engineering work.

The following point-to-point times to be the normal running time when there are no temporary speed restrictions between the places shewn, or when express trains are running late :

FROM.	TO.	Depart to Arrive.	Depart to Pass.	Pass to Pass.	Pass to Arrive.
Swindon	Badminton	27	26	24	25
Swindon	Newport	64	—	—	62
Badminton	Newport	40	—	—	38
Newport	Cardiff	16	—	—	—
Cardiff	Bridgeford	31	30	—	—
Bridgeford	Port Talbot	20	19	18	19
Pontypool Road	Bristol (T.M.)	54	—	—	53
Port Talbot	Bridgeford	22	21	20	21
Bridgeford	Cardiff	31	—	—	30
Cardiff	Newport	16	—	—	—
Newport	Sewern Tunnel Junction	14	13	—	—
Newport	Badminton	47*	46	—	—
Newport	Swindon	69*	68	—	—
Sewern Tunnel Junction	Badminton	36	35	34	—
Badminton	Swindon	24	23	22	23
Bristol (T.M.)	Pontypool Road	55*	54	—	—
Bristol (Stapleton Road)	Pontypool Road	52	51	—	—

*—Non-stop.

All speed restrictions, both permanent and temporary, must be strictly observed, and maximum speed not to exceed 75 miles per hour except on the following sections where speed of 85 miles per hour has been specially authorised :—

Down Badminton to Stoke Gifford
Up Badminton to Little Somerford

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	Bridgeford	8 "	Bryncethin Jct.	Tondu	5 "
Stormy	Pyle	3 "	GILFACH BRANCH.		
Stormy	Bridgeford	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 "
Abergwyndf	Caerau	9 "	Hendreforgan	Gellyrhaidd Jct.	4 "
Caerau	Maesteg	4 "	PORTHCAWL BRA	NCH.	
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	28
Road/Rail Milk Tanks ("Rotanks")	18	28
Siphons F, G, H, and Snakes C:		
Empty	Tare Weight.	Tare Weight.
Loaded (empty churns)	Tare Weight, plus 5 tons.	Tare Weight, plus 5 tons.
Loaded (full churns)	Tare Weight, plus 8 tons.	Tare Weight, plus 5 tons.
Siphons J and Snakes D:		
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.

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 unassisted.

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.

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.

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. 49XX, 53XX, 63XX, 73XX, 93XX, 31XX, 41XX, 51XX, 61XX, 81XX, 56XX, 66XX, 3335-3455. 4400-4410, 4500-4599, 5500-5574, 36XX, 37XX, 46XX, 57XX, 77XX, 57XX, 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.				
Swindon	Gloucester	455	420	420	364	336	308	—	—				
Gloucester	Severn Tun. Jct.	455	420K	420	392	364	336	—	—				
Pl'ning	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.	485	455	420	392	364	336	—	—				
Severn Tun. Jct.	Patchway	455	420D	406	336	308	280	170	140				
Patchway	Badminton	485	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	Brimscombe	455	420	420	364	336	308	—	—				
Brimscombe	Kemble‡	371	336	308A	247	234	208	—	—				
Brimscombe	Kemble†	342	308	280A	221	195	195	—	—				
Kemble	Swindon	455	420	420	392	364	336	—	—				

A—Load for Engine 2935: 280 tons (S). 252 tons (T) **D**—Load, 49XX Engines, 430 tons for Milk Parcels and Fish Trains.

F—500 tons for Fish, Parcels 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), 30XX 49XX, 59XX, 68XX, 69XX	29XX — 78XX 43XX, 53XX, 63XX, 73XX, 93XX 91XX, 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	364	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	364	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	TetburyB	—	—	—	—	—	—	—	150
Tetbury	KembleB	—	—	—	—	—	—	—	160
Gloucester	Newent	—	—	—	336	308	280	252	224
Newent	Dymock	—	—	—	308	250	252	224	196
Dymock	Ledbury	—	—	—	*252	224	196	175	152
Dymock	LedburyC	—	—	—	224	202	178	158	138
Ledbury	Dymock	—	—	—	336	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	Brynamenyn	—	—	270	220	—	180	—	—
Brynamenyn	Blaengarw	—	—	160	140	—	120	—	—
Brynamenyn	Nantymoel	—	—	150	130	—	110	—	—
Blackmill	Gilfach	—	—	—	120	—	100	—	—
Gilfach	Blackmill	—	—	—	200	—	160	—	—
Nantymoel	Brynamenyn	—	—	300	220	—	180	—	—
Blaengarw	Brynamenyn	—	—	300	220	—	180	—	—
Brynamenyn	Bridgend	—	—	300	300	—	260	—	—
Tondu	Maesteg	—	—	180	160	—	130	—	—
Maesteg	Cymmer	—	—	160	130	—	110	—	—
Cymmer	Abergwynfi	—	—	130	110	—	90A	—	—
Abergwynfi	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.	
Tondu	Cymmer	180F	140F	F—9 minutes extra running time from Maesteg.
Cymmer	Abergwynfi	160F	140F	K—5 minutes extra running time from Brymmenyn.
Tondu	Blaengarw	170K	145K	L—4 minutes extra running time from Brymmenyn.
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.	4003 etc.	29XX etc.	33XX etc.	32XX etc.	0-6-0 etc.	240T etc.
		Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Llanharan Junction	Margam Junction	394	364	336	288	264	240	200
(Via Bryncethin Junction, Tondu and Waterhall Jct.)								
Llanharan Junction	Pyle	394	364	336	288	264	240	200
(Via Bryncethin Junction and Tondu)								
Llanharan Junction	Bridgend	436	364	336	288	264	240	200
(Via Bryncethin Junction and Tondu)								
Margam Junction	Llanharan Junction	326	298	288	224	196	196	164
(Via Waterhall Junction, Tondu and Bryncethin Jct.)								
Pyle	Llanharan Junction	326	298	288	224	196	196	164
(Via Tondu and Bryncethin Junction)								
Bridgend	Llanharan Junction	326	298	288	224	196	196	164
(Via Tondu and Bryncethin 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 New Yard Inspector will be responsible for making the necessary arrangements and advising all concerned, including the Control.

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, 83XX, 93XX, 31XX, 41XX, 51XX, 61XX, 56XX, 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	Cyammer Afan ..	200	145	140	130	115
Cyammer Afan ..	Treherbert	200	145	140	130	115
Cyammer Afan ..	Porthcawl	200	145	140	130	115
Porthcawl	Cyammer 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.		
Cyammer 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 ..	7.55 a.m. ..	Llanharan ..	
H.18 ..	7.50 a.m. ..	Radyr Junction ..	
H.8 ..	8.0 a.m. ..	Rogerstone ..	
H.9 ..	8.15 a.m. ..	Peterston ..	
H.11 ..	10.30 a.m. ..	Barry ..	
H.15 ..	1.30 p.m. ..	Ely ..	SX
H.16 ..	2.30 p.m. ..	Rogerstone ..	
H.17 ..	4.30 p.m. ..	Rogerstone ..	
H.19 ..	3.50 p.m. (Penarth Curve) ..	Tondy ..	
H.20 ..	5.55 p.m. ..	Rogerstone ..	
H.21 ..	6.35 p.m. ..	Tondy ..	
H.22 ..	8.0 p.m. ..	Llantrisant ..	
H.23 ..	9.15 p.m. (Penarth Curve) ..	Rhymney Valley ..	7.55 p.m. SO.
H.25 ..	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. ..	Relieved.
U.2 ..	6 15 "	" ..	Nantymoel.	
U.4 ..	7 0 "	" ..	Blaengarw ..	
U.5 ..	10 0 "	" ..	Llanharan and Trips ..	
U.6 ..	8 15 "	" ..	Abergwynfi ..	
U.8 ..	7 10 "	" ..	Nantymoel and Trips ..	
U.9 ..	10 20 "	" ..	Nantymoel ..	
U.11 ..	12 0 noon	" ..	Bridgend and Llanharan ..	
U.12 ..	9 45 a.m.	" ..	Bridgend & Blaengarw ..	
U.13 ..	12 15 p.m.	" ..	Porthcawl.	
U.14 ..	11 55 a.m.	" ..	Abergwynfi RR SO ..	
U.15 ..	1 0 p.m.	" ..	Nantymoel ..	
U.17 ..	2 25 "	" ..	Abergwynfi ..	
U.17 ..	2 20 "	" ..	Nantymoel ..	
U.7 ..	3 30 "	" ..	Hendreforgan and Trips ..	
U.18 ..	5 0 "	" ..	Blaengarw and Trips ..	
U.23 ..	7 15 "	" ..	Blaengarw ..	
U.24 ..	2 45 a.m.	Cyammer ..	Tondy ..	
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 Signaller at Ogmore Vale North by Tondur 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 Sheets, | Tinplates. |
| 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 }

WHEN EMPTY.

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

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

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

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

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, private owners' wagons fitted with Grease Axle Boxes and Tanks (except as provided for in General Appendix dated August 1st, 1936) must not be conveyed by Freight Trains carrying "C" and "D" Head Lamps.
- (12) In addition to the foregoing when calculating the load of Freight trains allowance must be made for all wagons which are longer than ordinary wagons, i.e., exceeding 21 feet over buffers and train advices must include the following information:—
- Total number of wagons.
 - Equal to (....No.) of Class.....(1, 2 or 3).
 - Length (on ordinary wagon basis, 21 feet over buffers).
 - Class of Engine and Engine Number.

Examples:—

38 equal 65 Class 3. equal 60 length Bunker E. 2872.
 35 equal 65 Class 1. equal 47 length Bunker E. 2872.
 58 Empties (specify Pools, Common Users or Mixed) equal 65 length Bunker E. 2872.

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. A	When loaded. 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 A	Bolster Wagon	48	11	9	15	15	2	2
Borail B	Bolster Wagon	48	0	30	19	9	2	5
Borail C	Bolster Wagon	73	0	30	21	4	2	5
Borail D	Bolster Wagon	48	0	40	23	0	2	6
Borail F	Bolster Wagon	65	0	40	22	3	2	6
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 A, B, C, D, E, G and H	Well Truck	30	0	15	8	16	1	2
Loriot L	Well Truck	36	7	15	12	2	1	3
Loriot M	Well Truck	30	0	20	9	12	1	3
Loriot N	Well Truck	36	7	20	11	3	1	3
Loriot 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 (21999)	29	1½	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	17	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 shewn 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.Vs.) BY RAIL. CALCULATION FOR FREIGHT TRAIN LOADING PURPOSES.

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

Type of Tank	Equivalent to following Class 3 traffic when loaded on RECTANKS		Equivalent to following Class 3 traffic when loaded on WARFLATS	
	Loaded with 1 Tank	Loaded with 2 Tanks	Loaded with 1 Tank	Loaded with 2 Tanks
Tetrarch	3	3	3	4
"U.S." Locust	3	3	3	4
Harry Hopkin	3	4	3	4
Stuart 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 shewn 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" shews:—

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

The "Ready Reckoner" shows:—

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

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

READY RECKONER.

SHOWING RELATIONSHIP OF DIFFERENT CLASSES OF TRAFFIC TO EACH OTHER.

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

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

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

MAXIMUM LOADS FOR MAIN LINE FREIGHT TRAINS.

SECTION		MAXIMUM ENGINE LOADS.											
		For Group A Engines.			For Group B Engines.			For Group C Engines.			For Group D Engines.		
From	To	Class 1	Class 2	Emples.	Class 1	Class 2	Emples.	Class 1	Class 2	Emples.	Class 1	Class 2	Emples.
		Tram.	Tram.	Tram.	Tram.	Tram.	Tram.	Tram.	Tram.	Tram.	Tram.	Tram.	Tram.
Swadon	Coates	45	54	60	52	62	80	54	65	85	90	100	100
Coates	Chalford	21	25	32	24	29	48	26	31	39	42	50	63
Chalford	Chalford	45	54	60	52	62	80	54	65	85	90	100	100
Chalford	Bullo Pill	38	46	57	40	53	60	47	56	71	76	91	100
Bullo Pill	Lydsey	70	40	48	46	55	60	50	60	100	79	96	100
Lydsey	Chepstow	35	42	53	40	48	60	44	53	66	70	84	100
Chepstow	S.T. Junction	45	54	60	52	62	80	54	65	85	90	100	100
S.T. Junction	A.D. Junction	36	43	54	40	50	63	45	54	68	72	86	100
A.D. Junction	Cardiff Goods	45	54	60	52	62	80	54	65	85	90	100	100
Cardiff Goods	do.	25	32	40	29	36	45	30	38	48	50	60	72
Ebbw Junction	Roath	35	42	53	40	48	60	44	53	66	70	84	100
Roath	Penarth Curve	19	23	28	22	27	33	24	29	35	38	46	55
Penarth Curve	Penarth N. Cve	60	23	28	31	39	52	29	35	44	46	55	69
Penarth N. Cve	Cardiff Goods	60	23	28	31	39	52	29	35	44	46	55	69
Cardiff Goods	Peterston	60	32	38	37	44	56	40	48	60	70	84	100
Peterston	Llantrisant	60	32	38	37	44	56	40	48	60	70	84	100
Llantrisant	Llanharan	60	32	38	37	44	56	40	48	60	70	84	100
Llanharan	Bridgeend	65	31	39	52	62	80	54	65	85	90	100	100
Bridgeend	Stormy	65	31	39	52	62	80	54	65	85	90	100	100
Stormy	Pyle	65	31	39	52	62	80	54	65	85	90	100	100
Pyle	Stormy	21	25	32	24	29	48	26	31	39	42	50	63
Stormy	Bridgeend	40	48	60	52	62	80	54	65	85	90	100	100
Bridgeend	Pencoed	27	32	41	31	37	47	30	38	48	50	60	72
Pencoed	Llanharan	60	24	28	28	33	40	30	38	48	50	60	72
Llanharan	Llanharan East	60	45	54	48	55	69	40	48	60	70	84	100
Llanharan East	Ely	60	45	54	48	55	69	40	48	60	70	84	100
Ely	Canton Sidings	60	45	54	48	55	69	40	48	60	70	84	100
Canton Sidings	Penarth E. Cur.	60	45	54	48	55	69	40	48	60	70	84	100
Penarth E. Cur.	Cardiff Goods	58	37	44	31	37	47	30	38	48	50	60	72
Cardiff Goods	A.D. Junction	60	45	54	48	55	69	40	48	60	70	84	100
A.D. Junction	Ebbw Junction	66M	45	54	48	55	69	40	48	60	70	84	100
Ebbw Junction	Newport	66R	28	34	42	56	60	32	38	48	50	60	72
Newport	S.T. Junction	60	35	42	33	40	48	30	38	48	50	60	72
S.T. Junction	Chepstow	60	26	31	39	52	60	32	38	48	50	60	72
Chepstow	Lydsey	60	40	48	40	48	60	45	54	68	72	86	100
Lydsey	Bullo Pill	60	36	43	36	42	50	45	54	68	72	86	100

WORKING LOADS. Maximum No. of wagons to be conveyed except by special arrangement. Trains specially provided for in the Service Books or by arrangement.

MAXIMUM ENGINE LOADS. 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 engine wagons may be conveyed in lieu of the second brake van for each assistant engine.

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

Relief Line only. Working load for Main Line A.D. Junction to Cardiff 70 wagons (total 100) from Newport (High Street) Goods to Ebbw Junction.

Trains for Western Valley direction. Must not exceed 84 wagons. For classes of traffic see page 321.

Coal trains with through and from Ebbw Junction. Must not exceed 84 wagons. For classes of traffic see page 321.

Up trains from Cardiff. Alexandria Dock Junction, Bassaleg, etc., to inner Junction may consist of up to 86 ten-ton wagons in length. East Usk Junction to Severn Tunnel Junction Z. For load for Freight trains "arr. C" and "D" Headamps worked by 40XX, 48XX, and 43 XX Class Engines ("C" Group) and 25XX ("C" Group), etc., see page 327.

Freight trains requiring assistance. Rembleton to Supperston Sidings, and "D" Headamps worked by 40XX, 48XX, and 43 XX Class Engines ("C" Group) and 25XX ("C" Group), etc., see page 327.

The following maximum loads may be worked by Pilots only from Alexandra Dock Junction to East Usk Junction. Class 1 or equivalent ... 37 ... 47

MAXIMUM LOADS FOR FREIGHT TRAINS.

MAXIMUM ENGINE LOADS.

BRANCH.		WORKING LOADS.		MAXIMUM ENGINE LOADS.															
From.	To.	Maximum No. of wagons to be conveyed except 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.		
UP—continued	Bullo Pill	70	40	48	60	60	46	55	69	80	50	60	75	85	99	100	80	96	100
	Over Junction ..	60†	27	32	41	54	31	37	47	63	34	42	51	68	84	90	54	65	81
	Gloucester T.Sgs.	60‡	34	41	51	60	39	47	59	78	42	50	63	84	100	68	82	100	100
	Brimscombe	60§	16	19	24	32	18	22	27	36	20	24	30	40	52	32	38	48	64
	Chalford	60§	14	17	21	28	16	19	24	32	17	20	26	34	46	28	34	42	56
	Sapperton	70	45	54	60	60	52	62	78	80	54	65	81	85	100	90	100	100	100
Swinford																			
CHELTENHAM.	Malvern Road ..	70	34	41	51	60	39	47	59	78	42	50	63	84	100	68	82	100	100
	Gloucester	80	45	54	60	60	52	62	78	80	54	65	81	85	100	90	100	100	100
L.M.S. LINE via	ASHCHURCH.	60	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	Lansdown Jct. ..	60	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Abbottswood Jct. ..																			
HEREFORD.	Mitcheldean Rd.	50	16	19	24	32	18	22	27	36	20	24	30	40	52	32	38	48	64
	Grange Court ..	50	45	54	60	60	52	62	78	80	56	67	84	85	100	90	100	100	100
	Mitcheldean Rd.	50	17	20	26	34	19	23	29	38	21	25	32	42	56	34	41	51	68
	Ross	50	15	18	22	30	17	21	27	36	22	26	33	44	60	36	43	54	72
	Hereford	50	18	22	27	36	20	24	30	40	23	28	35	46	62	38	46	58	76
	Ross	50	17	20	26	34	19	23	29	38	21	25	32	42	56	34	41	51	68
Grange Court ..		50	34	41	51	60	39	47	59	78	42	50	63	84	100	68	82	100	100
CARDIFF DOCK	BRANCHES.	80	30	36	45	60	35	42	53	70	11	13	17	22	28	60	72	80	80
	Pengam	60*	35	42	53	70*	40	48	60	80*	45	54	68	80*	100	70*	80*	80*	80*
Marshalling Sdgs																			
Long Dyke	Roath Basin Jct.	50	40	48	60	70	46	55	69	92	50	60	75	100	100	80	90	100	100
Roath Basin Jct.	Long Dyke	70	40	48	60	70	46	55	69	92	50	60	75	100	100	80	90	100	100
Roath Basin Jct.	Cardiff Docks ..	45	40	48	60	70	46	55	69	92	50	60	75	100	100	80	90	100	100
Roath Basin Jct.	Cardiff Docks ..		45	54	68	70	55	66	83	100	55	66	83	100	100	70	84	100	100
Roath Basin Jct.	Cardiff Docks ..	70	45	54	68	70	55	66	83	100	55	66	83	100	100	70	84	100	100
Cardiff Docks	Roath Basin Jct.		45	54	68	70	55	66	83	100	55	66	83	100	100	70	84	100	100
Cardiff Docks	Roath Basin Jct.																		

†—Except 7.55 p.m. S.X. Alexandra Dock Junction to Paddington 68 from Grange Court.

‡—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.	Work- ing 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	92	70	85	100	100
Llantrisant	Llanharan	60	38	46	57	76	46	55	69	92
Llanharan	Briggend	60	83	99	100	100	99	100	100	100
Briggend	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	Briggend	60	83	99	100	100	99	100	100	100
Briggend	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	Brimscombe	60	62	74	94	100	75	90	100	100
Brimscombe	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.		Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties.	
CIRENCESTER.		Maximum number of wagons to be conveyed except for trains specially provided for in the Service Books or by arrangement.					
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 LINES.							
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	—	32	38	48	60	
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 LINES.							
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 Coll'y ..	Bilson Junction	40	35	—	—	—	
Northern United Coll'y ..	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.											
		For Group A Engines.			For Group B Engines.			For Group C Engines.			For Group D Engines.		
		Class 1 Traffic.	Class 2 Traffic.	Class 3 Traffic.	Class 1 Traffic.	Class 2 Traffic.	Class 3 Traffic.	Class 1 Traffic.	Class 2 Traffic.	Class 3 Traffic.	Class 1 Traffic.	Class 2 Traffic.	Class 3 Traffic.
From.	To.	Empty.	Empty.	Empty.	Empty.	Empty.	Empty.	Empty.	Empty.	Empty.	Empty.	Empty.	Empty.
BRYNCETHIN.													
Tondu	Bryncethin Jct. .	14	17	21	16	19	24	35	17	20	26	33	45
Bryncethin Jct. .	Llanharan	45	54	60	45	54	68	80	45	54	68	90	100
LLANHARAN.													
Bryncethin Jct. .	Tondu	25	30	38	29	35	44	58	31	37	47	62	75
Bryncethin Jct. .	Tondu	35	42	53	35	42	53	60	40	42	54	68	90
OSMORE.													
Tondu	Blackmill	17	20	26	19	23	29	37	21	25	34	42	48
Blackmill	Caedda	13	16	20	17	20	26	35	19	23	26	33	45
Caedda	Ogmore Vale	60	12	14	18	23	31	17	20	26	34	40	54
Ogmore Vale	Nantymoel	60	10	12	15	17	22	11	13	17	19	24	33
Nantymoel	Rh'dda Mn. Clry. .	60	40	48	60	60	60	—	40	48	60	60	60
Rh'dda Mn. Clry. .	Blackmill	60	45	54	60	60	60	—	45	54	60	60	60
Blackmill	Tondu	50	60	60	50	60	60	70	50	60	72	90	100
GARW.													
Tondu	Brynmeyn	40	48	60	46	55	69	80	50	60	75	99	100
Brynmeyn	Pontyrrhyll	60	18	22	27	34	41	51	22	26	33	42	51
Pontyrrhyll	Victoria Sidings ..	60	13	16	20	24	31	38	16	19	24	30	36
Victoria Sidings ..	Blaengarw	50	11	13	17	22	28	35	14	17	21	27	32
Blaengarw	Terminus	24	6	9	11	14	18	22	8	10	12	15	18
Nantbir Colliery ..	Victoria	45	30	36	45	53	60	—	30	36	45	53	60
Nantbir Colliery ..	Pontycymmer	50	35	42	53	60	60	—	35	42	53	60	60
Pontycymmer	Brynmeyn	55	45	54	60	60	60	—	45	54	60	60	60
Brynmeyn	Tondu	60	50	60	50	60	60	70	50	60	72	90	100
GILFACH.													
Blackmill	Hendreforgan	11	13	17	12	14	18	25	14	17	21	26	33
Hendreforgan	Giffach Station	50	10	12	15	20	25	30	12	14	18	23	30
Giffach Station	Blackmill	50	30	36	45	53	60	—	30	36	45	54	68
Blackmill	Blackmill	45	35†	42	52	60	60	—	35	42	52	60	60
PORTHCAWL.													
Blackmill	Blackmill	22	26	33	25	30	38	50	27	32	41	54	72
Blackmill	Blackmill	45	31	37	47	60	72	80	39	47	59	78	100
Blackmill	Blackmill	55	45	55	65	80	95	110	60	72	88	110	130
Blackmill	Blackmill	70	60	70	80	90	100	110	80	90	100	110	120
Blackmill	Blackmill	60	48	60	43	52	62	78	54	65	81	100	120
Blackmill	Blackmill	55	45	54	60	60	60	60	54	65	81	100	120

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

MAXIMUM LOADS FOR BRANCH FREIGHT TRAINS—continued.

MAXIMUM ENGINE LOADS.

BRANCH.		To.		For Group A Engines.			For Group B Engines.			For Group C Engines.			For Group D Engines.			For Group E Engines.					
From.		Class 1	Class 2	Class 3	Emples.	Class 1	Class 2	Class 3	Emples.	Class 1	Class 2	Class 3	Emples.	Class 1	Class 2	Class 3	Emples.	Class 1	Class 2	Class 3	Emples.
ELY VALLEY.																					
Llanrisant	Gellyrhaidd Jct	16	19	24	31	18	22	27	36	20	24	30	39	26	31	38	46	32	38	48	62
Llanrisant	Pentygraig	10	12	15	20	11	13	17	23	12	14	18	25	15	18	24	30	20	24	30	40
Gellyrhaidd Jct.	Clydach Vale	8	10	12	15	9	11	14	17	12	15	19	25	12	14	18	22	16	19	24	30
Pentygraig	Pentygraig	25	30	38	50	25†	30	38	50	25†	30	38	50	40	48	60	80	50	60	75	100
Clydach Vale.	Dinas Stry	26D	31	39	52	26D	31	39	52	26D	31	39	52	43D	52	65	85	43D	52	62	78
Pentygraig	Dinas Stry	40	48	60	80	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Dinas Stry	Gellyrhaidd Jct.	45	55	70	90	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Gellyrhaidd Jct.	Coed Ely	60	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Coed Ely	Llanysmaerdy	50	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Llanysmaerdy	Llanysmaerdy	55	60	80	110	55	60	80	110	55	60	80	110	65	78	98	100	70	84	100	100
BROFISGIL.																					
Llanrisant	Llanrisant	22	26	33	44	25	30	38	51	27	32	41	55	36	43	54	66	44	53	66	88
Llanrisant	Llanrisant	35	42	53	70	—	—	—	—	35	42	53	70	58	70	88	100	70	84	100	100
HENDREFORGA.																					
Gellyrhaidd Jct.	Gellyrhaidd Jct.	11	13	17	22	12	14	18	25	14	17	21	27	16	19	24	33	22	26	33	44
Llanysmaerdy	Llanysmaerdy	35	42	45	45	—	—	—	—	35	—	—	—	45	—	—	—	50	—	—	—
LLYNN.																					
Tondu	Tondu	26	31	39	52	30	36	45	60	32	38	48	64	43	52	65	86	52	62	78	100
Gelli Las	Gelli Las	20	24	30	40	23	28	35	46	25	30	38	50	33	40	50	66	40	48	60	80
Nantfyllon	Nantfyllon	12	14	18	26	14	17	21	28	15	18	23	32	20	24	30	39	24	29	36	52
Caerau	Caerau	19	23	29	39	19	23	29	39	19	23	29	39	22	27	34	45	28	34	43	58
Caerau	Caerau	30	36	45	60	34	41	51	66	37	44	56	75	50	60	75	90	60	72	90	100
Cymmer	Cymmer	12	14	18	24	14	17	21	28	15	18	23	32	20	24	30	39	24	29	36	48
Glenavon	Glenavon	18	22	28	38	18	22	28	38	18	22	28	38	18	22	28	38	18	22	28	38
Abergwynf	Abergwynf	7	10	12	17	8	10	12	17	9	11	14	19	11	13	17	23	16	19	24	34
Terminus	Terminus	18	22	28	38	18	22	28	38	18	22	28	38	18	22	28	38	18	22	28	38
Glenavon	Glenavon	24	29	36	48	—	—	—	—	24	29	36	48	30	36	45	60	35	42	53	70
Glenavon	Glenavon	32	38	48	60	—	—	—	—	32	38	48	60	40	48	60	80	40	48	60	80
Cymmer	Cymmer	32	38	48	60	—	—	—	—	32	38	48	60	40	48	60	80	40	48	60	80
Cymmer	Cymmer	35	42	52	70	35	42	52	70	35	42	52	70	45	54	68	90	64	77	97	100
Coenaght Coll'ry	Coenaght Coll'ry	45	54	60	80	45	54	60	80	45	54	60	80	55	66	83	100	65	78	98	100
Nantfyllon	Nantfyllon	50	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Gelli Las.	Gelli Las.	45	54	60	80	45	54	60	80	45	54	60	80	55	66	83	100	65	78	98	100
Nantfyllon	Nantfyllon	50	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Tondu	Tondu	50	60	80	110	50	60	80	110	50	60	80	110	60	70	84	100	60	70	84	100
XTENSION LINE.																					
Cefn Jct.	Cefn Jct.	20	24	30	40	23	28	36	46	25	30	38	50	30	36	45	60	40	48	60	80
Waterball Jct.	Waterball Jct.	40	48	60	80	40	48	60	80	40	48	60	80	50	60	75	100	60	72	90	100
Waterball Jct.	Waterball Jct.	65	80	100	130	65	80	100	130	65	80	100	130	85	100	125	160	90	100	125	160
Waterball Jct.	Waterball Jct.	26	31	39	52	26	31	39	52	26	31	39	52	43	52	65	80	52	62	78	80
Waterball Jct.	Waterball Jct.	18	22	27	36	21	25	29	38	22	26	32	42	30	36	45	60	36	43	54	72
Waterball Jct.	Waterball Jct.	17	20	26	34	19	23	28	36	21	25	30	38	22	26	32	42	34	41	51	68

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— 83XX, 93XX, 78XX,	100, 111, 4000, 4016, 4032, 4037, 4073, to 4099, 5000 to 5099 70XX	4003 to 4072, inclusive —except Nos. 4016, 4032, 4037, 68XX	49XX, 53XX, 63XX, 73XX, 83XX, 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.	Engine Nos.	Starting Time.	AUTHORISED HOURS.							Total hours per week.	PARTICULARS OF WORK.
			Mon.	Tues.	Wed.	Thur.	Fri.	Sat.	Sun.		
Brimscombe ...	1	6. 0 a.m. MO	23	23	23	23	23	23	23	161	Stabled at Brimscombe. One hour cleaning fire between 2.0 p.m. and 4.0 p.m. See Note "A."
	2	5.50 a.m. MX 1.0 p.m. MO	11	18½	18½	18½	18½	13½	—	90½	
Stroud	1	5.40 a.m. Mons. to Sats.	11½	11½	11½	11½	11½	11½	—	68½	See Note "B."
Gloucester New Yard—Front Road.	1	6. 0 a.m. Mons.	18	24	24	24	24	24	6	144	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	6	145	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. To work 4.5 p.m. "T" Sdgs. to Old Yard RR.
Gloucester Old Yard. ..	4	6. 0 a.m. Mons.	18	24	24	24	24	24	6	144	Shunts traffic ex Goods Sidings. Works 11.0 p.m. Old Yard to New Yard and 11.50 p.m. New Yard to Old Yard, Mons. to Sats. 3.30 a.m. Old Yard to T. Sdgs. 4.5 a.m. "T" Sdgs. to Old Yard Tues. to Sat.
Gloucester Docks Branch Sidings.	6	6.0 p.m. MO 12.45 a.m. Tues. to Suns.	18	26½	26½	26½	26½	26½	8½	157½	Shunts Docks Branch Over Jct. end on Tues. to Suns. (inc.). Works 1.15 a.m. New Yard to Docks Branch and 2.45 a.m. Docks Branch to Old Yard or 4.10 a.m. RR (MX) Over Sidings to Barnwood when latter required.
Gloucester Docks Branch Sidings.	7	6. 0 p.m.	16	16	16	16	16	16	4	100	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.	7 1/12	7 1/12	7 1/12	7 1/12	7 1/12	7 1/12	—	42½	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. Over Sdgs. to Docks Beh. Sdgs. and "T" Sidings. 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	—	75½	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 1.30 p.m. Docks Beh. Sdgs. (SO) to Docks, 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	4.45 a.m.	$\frac{1}{2}$	$\frac{1}{2}$	$\frac{1}{2}$	$\frac{1}{2}$	$\frac{1}{2}$	$\frac{1}{2}$	—	$4\frac{1}{2}$	Works 5.50 a.m. to Cardiff.
	2	9.15 a.m.	3	3	3	3	3	3	—	18	Works 12.45 p.m. to Hereford.
	3	12.15 p.m.	21	21	21	21	21	21	—	126	Station Pilot.
	4	4.45 p.m.	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	—	$7\frac{1}{2}$	Arrives off 4.25 p.m. ex Cheltenham.
	5	6.0 p.m.	1	1	1	1	1	1	—	6	Arrives off 5.38 p.m. ex Cheltenham.
	6	7.15 p.m.	$\frac{1}{2}$	$\frac{1}{2}$	$\frac{1}{2}$	$\frac{1}{2}$	$\frac{1}{2}$	$\frac{1}{2}$	—	3	Arrives off 6.45 p.m. ex Cheltenham, afterwards works 8.5 p.m. to Cheltenham.
	7	8.15 p.m.	1	1	1	1	1	1	—	6	Arrives off 7.45 p.m. ex Cheltenham and afterwards works 9.23 p.m. to Cheltenham.
	8	10.50 p.m.	2	2	2	2	2	2	—	12	Arrives off 10.30 p.m. ex Cheltenham and afterwards works 1.15 a.m. Gloucester 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.	—	—	—	—	—	—	$22\frac{1}{2}$	$22\frac{1}{2}$	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	5.45 a.m.	3	3	3	3	3	3	—	18	Works 8.55 a.m. to Gloucester.
	2	6.30 a.m.	$\frac{1}{2}$	$\frac{1}{2}$	$\frac{1}{2}$	$\frac{1}{2}$	$\frac{1}{2}$	$\frac{1}{2}$	—	$1\frac{1}{2}$	Works 7.10 a.m. to Gloucester.
	3	8.45 a.m.	$5\frac{1}{2}$	$5\frac{1}{2}$	$5\frac{1}{2}$	$5\frac{1}{2}$	$5\frac{1}{2}$	$5\frac{1}{2}$	—	$34\frac{1}{2}$	Station Pilot. Engine off 8.25 a.m. ex Gloucester
	4	8.55 a.m.	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	—	9	Engine off 7.55 a.m. Kingham
	5	10.35 a.m.	$\frac{1}{2}$	$\frac{1}{2}$	$\frac{1}{2}$	$\frac{1}{2}$	$\frac{1}{2}$	$\frac{1}{2}$	—	$4\frac{1}{2}$	Engine off 10.53 a.m. ex Gloucester, then works 12.30 p.m. to Gloucester.
	6	12.5 p.m.	3	3	1	1	3	1	—	12	Engine off 11.45 a.m. Gloucester, Works 1.12 p.m. to Broadway. W.Th.S.O.
	7	1.15 p.m.	—	—	$1\frac{1}{2}$	$1\frac{1}{2}$	—	$1\frac{1}{2}$	—	$5\frac{1}{2}$	Engine off 12.15 p.m. ex Kingham
	8	3.0 p.m.	3	3	3	3	3	3	—	18	Engine off 12.55 p.m. Honeybourne, then works 6.15 p.m. Cheltenham.
	9	5.30 p.m.	1	1	1	1	1	1	—	6	Engine off 5.0 p.m. ex Gloucester, shunts, then works 6.45 p.m. to Gloucester.
	10	6.0 p.m.	1	1	1	1	1	1	—	6	Engine arrives on 5.25 p.m. ex Gloucester then works 7.45 p.m. to Gloucester.
	11	7.30 p.m.	$\frac{1}{2}$	$\frac{1}{2}$	$\frac{1}{2}$	$\frac{1}{2}$	$\frac{1}{2}$	$\frac{1}{2}$	—	3	Engine off 5.35 p.m. Honeybourne, then works 8.45 p.m. to Gloucester.
	12	8.30 p.m.	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	—	$10\frac{1}{2}$	Engine off 8.5 p.m. Gloucester, then works 10.30 p.m. to Gloucester.
	13	10.0 p.m.	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	$1\frac{1}{2}$	—	$10\frac{1}{2}$	Engine off 9.23 p.m. Gloucester, then 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	10.50 p.m.	—	—	—	—	—	—	1	1	Engine off 10.30 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	5.0 a.m. MO 5.15 a.m. MX	$13\frac{1}{2}$	13	13	13	13	13	—	$78\frac{1}{2}$	See Note "D."
Cheltenham Spa (St. James' Goods).	2	6.30 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	6.45 a.m. MX		3	3	3	3	$1\frac{1}{2}$	—	$13\frac{1}{2}$	See Note "F."
Bullo Pill.	2	6.40 a.m. MO 5.45 a.m. MX	$4\frac{1}{2}$	67/12	67/12	67/12	67/12	$3\frac{1}{2}$	—	$34\frac{1}{2}$	Works 6.10 a.m. (MO) and 5.5 a.m. (MX) 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) 7.25 p.m. Bullo to Gloucester. SX Sats. only—If necessary Engine & Van to Lydney during afternoon to clear balance of West of Eng. Traffic off 6.20 p.m. Lydney to Stoke Gifford.

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.		
Bullo Pill.	3	9.0 a.m. MO 9.35 a.m. WFO	4½	—	1½	—	1½	—	—	7½	8¼45 a.m. (MO) 9¼15 a.m. (WFO) ex Lydney. Shunt Cripple Siding. 11.25 a.m. Bullo Pill—Blakeney (WFO) 12.13 p.m. Blakeney—Bullo Pill (WFO) 1.30 p.m. Bullo Pill—Eastern United (MO) 3.0 p.m. Eastern United—Bullo Pill (MO) 5.30 p.m. Bullo Pill—Eastern United (MO) 6¼15 p.m. Eastern United—Bullo Pill (MO) 7.15 p.m. Bullo Pill—Lydney (MO) See Note G
Lydney	1	10.15 a.m. 1. 0 p.m. 1. 0 p.m. to 9.50 p.m.	2¼	2¼	2¼	2¼	2¼	2¼	—	16½	Shunt Lydney Docks.
—	2½		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. 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 7.30 a.m. G.W. Shed. 7.45 a.m. to 8.15 a.m. W.R. Goods Yard 8.30 a.m. to 9.15 a.m. Tin Works. 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. 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.	6¼	6¼	6¼	6¼	6¼	6¼	—	40½	
—	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	
Shunting Pilot		6. 0 a.m. Mons. to Shed 6. 0 a.m. Suns.	18	24	24	24	24	24	6	144	
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—5¼0 a.m. (**MX**) 1¼0 p.m. (**MO**) ex Gloucester. No. 1 or No. 2 Banker shunts Brimscombe one hour and Chalford one hour daily according to circumstances. To arrive Stroud 5.0 p.m. (**SX**) when Stroud Shunting engine to return light to Gloucester, work 12.40 a.m. (**MX**) Stroud to Gloucester. When No. 2 not required to assist an up train, 12.40 a.m. Stroud to leave at 11.0 p.m. On Saturdays released from Brimscombe 7.0 p.m. L.E. to Gloucester.

B—5¼0 a.m. ex Gloucester. Shunts at Stroud until released by Brimscombe No. 2 Banker at 5.0 p.m., when latter shunts at Stroud and works 12.40 a.m. (**MX**) Stroud to Gloucester. On Saturdays 5¼0 a.m. ex Gloucester leaves Stroud 5.30 p.m. after attaching tail traffic to 5.0 p.m. car ex Chalford.

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.; 2.22 p.m. T. Sdgs. to Old Yard or Docks Beh. 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; 7.30 p.m. D. Branch to "T" Sidings; 9.15 p.m. "T" Sidings to Old Yard; 10.30 p.m. Old Yard to Docks Branch; 12.45 a.m. (**MX**) Over Sidings to Barnwood.

D—Works 4.40 a.m. (**MO**) Gloucester to Cheltenham Goods; 4¼32 a.m. (**MX**) Old Yard to Cheltenham; 5.3 a.m. (**MX**) 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. to clean fire, and if necessary take coal. To leave Shed 10.0 p.m. at latest and work 10.10 p.m. Goods Cheltenham to Lydney AND BACK.

E—Works 6.0 a.m. (**MX**) Goods Gloucester Old Yard to Cheltenham; 6¼0 a.m. (**MO**) Gloucester to Cheltenham. Works 8.25 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 6.50 p.m. Cheltenham to Gloucester Goods; 8.7 p.m. T. Sdgs. to Old Yard.

F—6¼30 a.m. ex Lydney (**MX**) to work 7.20 a.m. Bullo to Drybrook; 10.20 a.m. Drybrook to Bullo; 1.30 p.m. (**SX**) Bullo to Eastern United; 3.0 p.m. (**SX**) Eastern United to Bullo; 5.30 p.m. (**SX**) Bullo to Eastern United; 6.15 p.m. (**SX**) Engine and Van Eastern United to Bullo; 7.15 p.m. Bullo Pill to Lydney (**MSX**); 2.12 p.m. Bullo Pill to Lydney (**SO**).

G—If 1.5 p.m. Bullo Pill to Northern United and 3.0 p.m. Northern United to Bullo Pill not required to run on Mondays—No. 3 Engine to return to Lydney after working 12.13 p.m. Blakeney—Bullo Pill. No. 2 Engine after working 10.20 a.m. Drybrook—Bullo Pill to work 1.30 p.m. Bullo Pill to Eastern United; 3.0 p.m. Eastern United to Bullo Pill; 5.30 p.m. Bullo Pill to Eastern United; 6.15 p.m. Eng. and Van Eastern United to Bullo Pill; 7.25 p.m. Bullo Pill to Gloucester. 7.15 p.m. Bullo Pill to Lydney will not run and Down Line traffic to be cleared by 3.30 p.m. Gloucester—Severn Tunnel Jct.

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	14	152	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.	7½	8	8	8	8	8	½	48	
	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	5. 0 a.m.	19	24	24	24	24	24	5	144	
	T 5	6. 0 a.m.	16	16	16	16	16	16	—	96	
	T 6	10.15 a.m.	13½	16	16	16	16	16	2½	96	
	T 7	11.20 a.m.	12½	16	16	16	16	16	3½	96	
	T 8	3.20 p.m.	8½	15½	15½	15½	15½	15½	7	94½	
	T 9	4.45 p.m.	7½	16	16	16	16	16	8½	96	
	T 10	5.45 p.m.	6½	16	16	16	16	16	9½	96	
	T 11	6.35 p.m.	5½	16	16	16	16	16	10½	96	
	T 12	8.30 p.m.	3½	15½	15½	15½	15½	15½	12	93	
	T 13	10. 0 p.m.	2	16	16	16	16	16	6	88	
East Usk Jct.	2	5.30 a.m.	18½	24	24	24	24	24	6	144½	Branch trips as required and works trips Nettlefolds to High Street (Mons. and Sundays excepted) as ordered by Control.
	3	7. 0 a.m.	17	22½	22½	22½	22½	22½	6	135½	
	4	7. 0 a.m.	16½	16½	16½	16½	16½	16½	—	99	
Newport (High Street)	1	1. 0 p.m. (Sun.)	4	—	—	—	—	—	11	15	Pass. Shunting.
	2	3.45 a.m.	7½	—	—	—	—	—	—	7½	3.40 a.m. Ebbw Jct. } Pass. 9.14 a.m. Brynmawr. } Shunting 5.10 p.m. Ebbw Vale. }
	3	10.30 a.m.	13½	17	17	17	17	17	—	98½	
	4	6.30 p.m.	5½	19	19	19	19	19	12	112½	
	5	Various	5½	5½	5½	5½	5½	5½	—	34½	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.
	6	6. 0 a.m.	18	23	23	23	23	23	6	139	East End Pilot. (Engine from Pill). Works trip to High Street Goods, 5.20 a.m. Tues. to Sats.
	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.
Ebbw Jct. Carriage Sdgs.	1	6.30 a.m.	4½	4½	4½	4½	4½	4½	—	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.	23	24	24	24	24	24	6	149	West End Shed Side.
	2	6.0 a.m.	18	24	24	24	24	24	6	144	West End Down Side.
	3	6.0 a.m.	18	24	24	24	24	24	6	144	Newtown West End.
	4	6.0 a.m.	18	24	24	24	24	24	6	144	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	6	144	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	6	144	Pengam Transfer Pilot.
	16	6.0 a.m.	18	22	22	22	22	22	4	132	Pengam Private Mileage Sidings.
	18	3.0 p.m.	9	24	24	24	24	22	—	127	Long Dyke Mileage and Shed Transfer
	19	6.0 a.m.	16	16	16	16	16	16	—	96	Tidal Sidings.
	Speed	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. Porthcawl to Cardiff).
	Genl.	6.15 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.	3	—	—	—	—	—	18	21	Shunting at Station.
	2	7.0 a.m.	—	—	—	—	—	—	8	8	Shunting at Carriage Shed.
	3	9.30 a.m.	5½	—	—	—	—	—	2½	8	Shunting at Station.
	4	7.0 p.m.	6	—	—	—	—	—	17	23	Shunting at Carriage Shed.
	5	5.0 p.m.	—	—	—	—	—	—	5½	5½	Shunting at Carriage Shed.
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.
	4	8.0 a.m.	3	3	3	3	3	3	—	18	Banking and Shunting.
Bridgend	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.
	4	9.0 a.m.	2½	2½	2½	2½	2½	2½	—	15	Shunting.
Tonn.	1	5.0 a.m.	8	8	8	8	8	8	—	48	Banking and Shunting.
		MO 6.30 a.m. MX									
	2	6.0 a.m.	18	24	24	24	24	24	6	144	Ogmore Junction Pilot.
	3	6.0 a.m.	18	22	22	22	22	22	4	132	Shunting Velin Vach and North End.
	5	6.0 a.m.	18	24	24	24	24	24	6	144	Shunting Velin Vach and North End.
	6	2.45 p.m.	8	8	8	8	8	8	—	48	South Pilot.
	7	9.0 a.m.	8	8	8	8	8	8	—	48	Banking to Brynceithin.
		MO 5.0 a.m. MX									