

## Up Trains.

| STATIONS.            |  |  | K              |                 | B                | B               |                | B          |      | D                                                       |      | C               |                 |
|----------------------|--|--|----------------|-----------------|------------------|-----------------|----------------|------------|------|---------------------------------------------------------|------|-----------------|-----------------|
|                      |  |  | Freight.       |                 | Moreton<br>Auto. | Passenger.      |                | Passenger. |      | 7 <sup>45</sup> p.m.<br>Ilfracombe<br>Empty<br>Coaches. |      | Perishable.     |                 |
|                      |  |  | arr.           | dep.            | dep.             | arr.            | dep.           | arr.       | dep. | arr.                                                    | dep. | arr.            | dep.            |
| Penzance             |  |  | p.m.           | p.m.            | p.m.             | p.m.            | p.m.           | p.m.       | p.m. | p.m.                                                    | p.m. | p.m.            | p.m.            |
| Plymouth             |  |  | 7 2            | 7 10            |                  |                 |                |            |      |                                                         |      | 7 42            | 7 54            |
| Ashburton Jct. ←     |  |  |                |                 |                  |                 |                | 8          | 7    |                                                         |      | 8               | 88              |
| Dainton Siding       |  |  |                |                 |                  |                 |                |            |      |                                                         |      |                 |                 |
| Stop Brd. 217m. 57c. |  |  |                |                 |                  |                 |                |            |      |                                                         |      |                 |                 |
| Stoneycombe Siding   |  |  |                |                 |                  |                 |                |            |      |                                                         |      |                 |                 |
| KINGSWEAR            |  |  |                |                 |                  |                 | 7 20           |            |      |                                                         |      |                 |                 |
| Kingswear C'sing     |  |  |                |                 |                  | 7 29            | 7 30           |            |      |                                                         |      |                 |                 |
| Churston             |  |  |                |                 |                  |                 | C Sx           |            |      |                                                         |      |                 |                 |
| Stop Brd. 101 m.p.   |  |  |                |                 |                  |                 |                |            |      |                                                         |      |                 |                 |
| Goodrington S. H.    |  |  |                |                 |                  |                 |                |            |      |                                                         |      |                 |                 |
| Goodrington Yard     |  |  |                | 5 40            |                  | 7 39            | 7 41           |            |      |                                                         |      |                 |                 |
| Paignton             |  |  |                |                 |                  |                 |                |            |      |                                                         |      |                 |                 |
| Gas House Siding     |  |  |                |                 |                  | 7 46            | 7 48           |            |      |                                                         |      |                 |                 |
| TORQUAY              |  |  |                |                 |                  | 7 51            | 7 53           |            |      |                                                         |      |                 |                 |
| Torre                |  |  | 5 53           | 7 40            |                  | 7 59            | 8 0            |            |      |                                                         |      |                 |                 |
| Kingskerswell        |  |  |                |                 |                  |                 |                |            |      |                                                         |      |                 |                 |
| Aller Junction       |  |  |                |                 |                  | 8 2             | 8 15           | 8 21       |      |                                                         |      | 8 48B           | 8 52            |
| NEWTON ABBOT         |  |  | 7 57           |                 | 8 10             | 8 4             | 8 15           | 8 23       |      |                                                         |      |                 |                 |
| Hackney              |  |  |                |                 |                  |                 |                |            |      |                                                         |      |                 |                 |
| Old Quay             |  |  |                |                 |                  | 8 24            | 8 26           |            |      |                                                         |      |                 |                 |
| Teignmouth           |  |  |                |                 |                  | 8 32            | 8 34           |            |      |                                                         |      |                 |                 |
| Dawlish              |  |  |                |                 |                  | 8 37            | 8 38           |            |      |                                                         |      |                 |                 |
| Dawlish Warren       |  |  |                |                 |                  | 8 42            | 8 43           |            |      |                                                         |      |                 |                 |
| Starcross            |  |  |                |                 |                  | 8 49            | 8 50           |            |      |                                                         |      |                 |                 |
| Exminster            |  |  |                |                 |                  |                 |                |            |      |                                                         |      |                 |                 |
| City Basin Jct.      |  |  | arr.           | dep.            |                  |                 |                |            |      |                                                         |      |                 |                 |
| St. Thomas           |  |  | p.m.           | p.m.            |                  | 8 56            | 8 57           |            |      |                                                         |      |                 |                 |
| EXETER               |  |  |                | 8 51            |                  | 9 0             |                |            |      |                                                         |      | 9 20            |                 |
| Exeter (Riverside)   |  |  |                |                 |                  |                 |                |            |      |                                                         |      |                 |                 |
| Cowley Bridge Jct.   |  |  | 8 54           |                 |                  |                 |                |            |      |                                                         |      | 9 22            |                 |
| Stoke Canon          |  |  | 8 57           | 8 58            |                  |                 |                |            |      |                                                         |      |                 |                 |
| Silvertown           |  |  |                |                 |                  |                 |                |            |      |                                                         |      |                 |                 |
| Hele                 |  |  |                |                 |                  |                 |                |            |      |                                                         |      |                 |                 |
| Cullompton           |  |  |                |                 |                  |                 |                |            |      |                                                         |      |                 |                 |
| Tiverton Junction    |  |  |                |                 |                  |                 |                |            |      |                                                         |      |                 |                 |
| Sampford Peverell    |  |  |                |                 |                  |                 |                |            |      |                                                         |      |                 |                 |
| Burlescombe          |  |  |                |                 |                  |                 |                |            |      |                                                         |      |                 |                 |
| Whiteball Tunnel     |  |  |                |                 |                  |                 |                |            |      |                                                         |      |                 |                 |
| Wellington           |  |  |                |                 |                  |                 |                |            |      |                                                         |      |                 |                 |
| Poole Siding         |  |  |                |                 |                  |                 |                |            |      |                                                         |      |                 |                 |
| Victory Siding       |  |  |                |                 |                  |                 |                |            |      |                                                         |      |                 |                 |
| Norton Fitzwarren    |  |  |                |                 |                  |                 |                |            |      |                                                         |      |                 |                 |
| Silkmill             |  |  |                |                 |                  |                 |                |            |      |                                                         |      |                 |                 |
| Fairwater Sidings    |  |  |                |                 |                  |                 |                |            |      |                                                         |      |                 |                 |
| Taunton West Stn.    |  |  |                | 9 50            |                  |                 | 10 5           |            |      |                                                         |      | 10 25           |                 |
| TAUNTON              |  |  |                |                 |                  |                 |                |            |      |                                                         |      |                 |                 |
| Taunton East Jct.    |  |  | R <sup>2</sup> | L <sup>64</sup> |                  | M <sup>10</sup> | L <sup>9</sup> |            |      |                                                         |      | M <sup>10</sup> | L <sup>29</sup> |
| Creech Junction      |  |  | 9 55           | 9 56            |                  |                 |                |            |      |                                                         |      |                 |                 |
| Creech St. M. Halt   |  |  |                |                 |                  |                 |                |            |      |                                                         |      |                 |                 |
| Cogload              |  |  |                |                 |                  |                 |                |            |      |                                                         |      |                 |                 |
| Durston              |  |  | 10 7           | 10 2            |                  |                 |                |            |      |                                                         |      |                 |                 |
| Lyng Halt            |  |  | 10 5½          | 10 6            |                  |                 |                |            |      |                                                         |      |                 |                 |
| Athelney             |  |  | 10 8           | 10 9            |                  | 10 17           | 10 18          |            |      |                                                         |      |                 |                 |
| Curry Rivel Jct.     |  |  |                |                 |                  | 10 25           |                |            |      |                                                         |      |                 |                 |
| Langport East        |  |  | 10 18          | 10 19           |                  |                 |                |            |      |                                                         |      |                 |                 |
| Long Sutton & P'ney  |  |  | 10 24          | 10 25           |                  |                 |                |            |      |                                                         |      |                 |                 |
| Somerton             |  |  | 10 30          |                 |                  |                 |                |            |      |                                                         |      |                 |                 |
| Charlton Mackrell    |  |  |                |                 |                  |                 |                |            |      |                                                         |      |                 |                 |
| Keinton Mandeville   |  |  |                |                 |                  |                 |                |            |      |                                                         |      |                 |                 |
| Alford Halt          |  |  |                |                 |                  |                 |                |            |      |                                                         |      |                 |                 |
| Castle Cary          |  |  |                |                 |                  |                 |                |            |      |                                                         |      | 11 0            |                 |
| Westbury             |  |  |                |                 |                  |                 |                |            |      |                                                         |      |                 |                 |
| BRIDGWATER           |  |  |                |                 |                  |                 |                |            |      |                                                         |      |                 |                 |
| Dunball              |  |  |                |                 |                  |                 |                |            |      |                                                         |      |                 |                 |
| Pottery Siding       |  |  |                |                 |                  |                 |                |            |      |                                                         |      |                 |                 |
| Highbridge           |  |  |                |                 |                  |                 |                |            |      |                                                         |      |                 |                 |
| Bristol              |  |  |                |                 |                  |                 |                |            |      |                                                         |      |                 |                 |
| Paddington           |  |  |                |                 |                  |                 |                |            |      |                                                         |      | 2 0             |                 |

|                          | B                                        | B          |      | K                                  |       | A                                                               |       | B          |      | A                        |       |  |
|--------------------------|------------------------------------------|------------|------|------------------------------------|-------|-----------------------------------------------------------------|-------|------------|------|--------------------------|-------|--|
| STATIONS.                | 8.23<br>p.m.<br>Heath-<br>field<br>Auto. | Passenger. |      | 5.40 p.m.<br>Ivybridge<br>Freight. |       | Manchester<br>Passenger.<br>Relief to<br>4.45 p.m.<br>Penzance. |       | Passenger. |      | Manchester<br>Passenger. |       |  |
|                          |                                          |            |      | <b>SX</b>                          |       | <b>‡FO</b>                                                      |       |            |      |                          |       |  |
|                          | dep.                                     | arr.       | dep. | arr.                               | dep.  | arr.                                                            | dep.  | arr.       | dep. | arr.                     | dep.  |  |
| Penzance .....           | p.m.                                     | p.m.       | p.m. | p.m.                               | p.m.  | p.m.                                                            | p.m.  | p.m.       | p.m. | p.m.                     | p.m.  |  |
| Plymouth .....           | "                                        | "          | "    | "                                  | "     | 7 41                                                            | 7 55  | "          | "    | 7 54                     | 8 6   |  |
| Ashburton Jct. ← ■       | "                                        | "          | "    | 8 13                               | "     | 8 42                                                            | "     | "          | "    | 8 54                     | "     |  |
| Dainton Siding .....     | "                                        | "          | "    | "                                  | "     | "                                                               | "     | "          | "    | "                        | "     |  |
| Stop Brd. 217m. 57c.     | "                                        | "          | "    | 8 26                               | 8 29  | "                                                               | "     | "          | "    | "                        | "     |  |
| Stoneycombe Siding ..... | "                                        | "          | "    | "                                  | "     | "                                                               | "     | "          | "    | "                        | "     |  |
| KINGSWEAR .....          | "                                        | "          | "    | "                                  | "     | "                                                               | "     | "          | 8 15 | "                        | "     |  |
| Kingswear C'sing .....   | "                                        | "          | "    | "                                  | "     | "                                                               | "     | "          | "    | "                        | "     |  |
| Churston .....           | "                                        | "          | "    | "                                  | "     | "                                                               | "     | 8 24       | 8 26 | "                        | "     |  |
| Stop Bd. 10½ m.p. ....   | "                                        | "          | "    | "                                  | "     | "                                                               | "     | "          | "    | "                        | "     |  |
| Goodrington S.H. ....    | "                                        | "          | "    | "                                  | "     | "                                                               | "     | C SX       | "    | "                        | "     |  |
| Goodrington Yard .....   | "                                        | "          | "    | "                                  | "     | "                                                               | "     | "          | "    | "                        | "     |  |
| Paignton .....           | "                                        | 8 15       | "    | "                                  | "     | "                                                               | "     | 8 34       | 8 37 | "                        | "     |  |
| Gas House Siding .....   | "                                        | "          | "    | "                                  | "     | "                                                               | "     | "          | "    | "                        | "     |  |
| TORQUAY .....            | 8 20                                     | 8 22       | "    | "                                  | "     | "                                                               | "     | 8 42       | 8 47 | "                        | "     |  |
| Torre .....              | 8 25                                     | 8 28       | "    | "                                  | "     | "                                                               | "     | 8 50       | 8 52 | "                        | "     |  |
| Kingskerswell .....      | 8 34                                     | 8 35       | "    | "                                  | "     | "                                                               | "     | 8 58       | 8 59 | "                        | "     |  |
| Aller Junction .....     | "                                        | 8 38       | "    | 8 39                               | 8 42  | 8 55                                                            | 9 5   | 9 9        | 9 17 | "                        | "     |  |
| NEWTON ABBOT .....       | 8 40                                     | "          | "    | 8 47                               | L 9 7 | 8 57                                                            | 9 5   | 9 4        | "    | 9 9                      | 9 17  |  |
| Hackney .....            | "                                        | "          | "    | 9 10                               | "     | "                                                               | "     | "          | "    | "                        | "     |  |
| Old Quay .....           | "                                        | "          | "    | "                                  | "     | 9 13                                                            | 9 15  | "          | "    | 9 25                     | 9 27  |  |
| Telgmnouth .....         | "                                        | "          | "    | "                                  | "     | 9 21                                                            | 9 23  | "          | "    | 9 33                     | 9 35  |  |
| Dawlish .....            | "                                        | B          | "    | "                                  | "     | "                                                               | "     | "          | "    | "                        | "     |  |
| Dawlish Warren .....     | "                                        | "          | "    | "                                  | "     | "                                                               | "     | "          | "    | "                        | "     |  |
| Sterecross .....         | "                                        | "          | "    | "                                  | "     | "                                                               | "     | "          | "    | "                        | "     |  |
| Exminster .....          | "                                        | 9.25 p.m.  | "    | "                                  | "     | "                                                               | "     | "          | "    | "                        | "     |  |
| City Basin Jct. ....     | 9 18                                     | Minehead   | "    | "                                  | "     | "                                                               | "     | "          | "    | "                        | "     |  |
| St. Thomas .....         | 9 21                                     | Passenger. | "    | "                                  | "     | "                                                               | "     | "          | "    | "                        | "     |  |
| EXETER .....             | 9 24                                     | "          | "    | "                                  | "     | 9 39                                                            | 9 45  | "          | "    | 9 51                     | 10 0  |  |
| Exeter (Riverside) ..... | "                                        | "          | "    | "                                  | "     | "                                                               | "     | "          | "    | "                        | "     |  |
| Cowley Bridge Jct. ....  | "                                        | arr.       | dep. | "                                  | "     | 9 48                                                            | "     | "          | "    | 10 8                     | "     |  |
| Stoke Canon .....        | "                                        | "          | "    | "                                  | "     | "                                                               | "     | "          | "    | "                        | "     |  |
| Silverton .....          | "                                        | p.m.       | p.m. | "                                  | "     | "                                                               | "     | "          | "    | "                        | "     |  |
| Hele .....               | "                                        | "          | "    | "                                  | "     | "                                                               | "     | "          | "    | "                        | "     |  |
| Cullompton .....         | "                                        | "          | "    | "                                  | "     | "                                                               | "     | "          | "    | "                        | "     |  |
| Tiverton Junction .....  | "                                        | "          | "    | "                                  | "     | "                                                               | "     | "          | "    | "                        | "     |  |
| Sampford Peverell .....  | "                                        | "          | "    | "                                  | "     | "                                                               | "     | "          | "    | "                        | "     |  |
| Burlescombe .....        | "                                        | "          | "    | "                                  | "     | "                                                               | "     | "          | "    | "                        | "     |  |
| Whiteball Tunnel .....   | "                                        | "          | "    | "                                  | "     | 10 15                                                           | "     | "          | "    | 10 26                    | "     |  |
| Wellington .....         | "                                        | "          | "    | "                                  | "     | "                                                               | "     | "          | "    | "                        | "     |  |
| Poole Siding .....       | "                                        | "          | "    | "                                  | "     | "                                                               | "     | "          | "    | "                        | "     |  |
| Victory Siding .....     | "                                        | "          | "    | "                                  | "     | "                                                               | "     | "          | "    | "                        | "     |  |
| Norton Fitzwarren .....  | 10 22                                    | 10 23      | "    | "                                  | "     | R L                                                             | "     | "          | "    | M L                      | "     |  |
| Silkmill .....           | "                                        | "          | "    | "                                  | "     | "                                                               | "     | "          | "    | "                        | "     |  |
| Fairwater Sidings .....  | "                                        | "          | "    | "                                  | "     | "                                                               | "     | "          | "    | "                        | "     |  |
| Taunton West Stn. ....   | 10 28                                    | R L        | "    | "                                  | "     | R L                                                             | 10 33 | "          | "    | R L                      | 10 45 |  |

## Up Trains.

[illegible]

## Week Days.

| STATIONS.                 | B          |      | B                                           |       | B                                                 |       | C                              |      | A                                                                                                                         |       |       |    |    |
|---------------------------|------------|------|---------------------------------------------|-------|---------------------------------------------------|-------|--------------------------------|------|---------------------------------------------------------------------------------------------------------------------------|-------|-------|----|----|
|                           | Passenger. |      | Passenger.                                  |       | Moreton<br>Auto.                                  |       | Wolver-<br>hampton<br>Parcels. |      | Postal.                                                                                                                   |       |       |    |    |
|                           | arr.       | dep. | arr.                                        | dep.  | arr.                                              | dep.  | arr.                           | dep. | arr.                                                                                                                      | dep.  |       |    |    |
| Penzance .....            | p.m.       | p.m. | p.m.                                        | p.m.  | p.m.                                              | p.m.  | p.m.                           | p.m. | p.m.                                                                                                                      | p.m.  |       |    |    |
| Plymouth .....            | ..         | ..   | ..                                          | ..    | ..                                                | ..    | ..                             | ..   | 9 5                                                                                                                       | 9 13  | ..    | .. | .. |
| Ashburton Jct. ←          | ..         | ..   | ..                                          | ..    | ..                                                | ..    | ..                             | ..   | 9 49                                                                                                                      | ..    | ..    | .. | .. |
| Dainton Siding .....      | ..         | ..   | ..                                          | ..    | ..                                                | ..    | ..                             | ..   | ..                                                                                                                        | ..    | ..    | .. | .. |
| Stop Brd. 217m. 57c       | ..         | ..   | ..                                          | ..    | ..                                                | ..    | ..                             | ..   | ..                                                                                                                        | ..    | ..    | .. | .. |
| Stoneycombe Siding        | ..         | ..   | ..                                          | ..    | ..                                                | ..    | ..                             | ..   | ..                                                                                                                        | ..    | ..    | .. | .. |
| <b>KINGSWEAR</b> .....    | ..         | ..   | ..                                          | 9 0   | ..                                                | ..    | ..                             | ..   | All concerned must give special attention to the working of this train, and everything done to ensure strict punctuality. |       | ..    | .. | .. |
| Kingswear C'sing          | ..         | ..   | ..                                          | ..    | ..                                                | ..    | ..                             | ..   |                                                                                                                           |       | ..    | .. | .. |
| Churston .....            | ..         | ..   | 9 9                                         | 9 14  | ..                                                | ..    | ..                             | ..   |                                                                                                                           |       | ..    | .. | .. |
| Stop Brd. 10½ m.p.        | ..         | ..   | ..                                          | ..    | ..                                                | ..    | ..                             | ..   |                                                                                                                           |       | ..    | .. | .. |
| Goodrington S. H.         | ..         | ..   | ..                                          | ..    | ..                                                | ..    | ..                             | ..   |                                                                                                                           |       | ..    | .. | .. |
| Goodrington Yard          | ..         | ..   | ..                                          | ..    | ..                                                | ..    | ..                             | ..   |                                                                                                                           |       | ..    | .. | .. |
| Falnton .....             | ..         | ..   | 9 21                                        | 9 23  | ..                                                | ..    | ..                             | ..   |                                                                                                                           |       | ..    | .. | .. |
| Gas House Siding          | ..         | ..   | ..                                          | ..    | ..                                                | ..    | ..                             | ..   |                                                                                                                           |       | ..    | .. | .. |
| <b>TORQUAY</b> .....      | ..         | ..   | 9 28                                        | 9 30  | ..                                                | ..    | ..                             | ..   |                                                                                                                           |       | ..    | .. | .. |
| Torre .....               | ..         | ..   | 9 33                                        | 9 35  | ..                                                | ..    | ..                             | ..   |                                                                                                                           |       | ..    | .. | .. |
| Kingskerswell .....       | ..         | ..   | 9 41                                        | 9 42  | ..                                                | ..    | ..                             | ..   |                                                                                                                           |       | ..    | .. | .. |
| Aller Junction            | ..         | ..   | ..                                          | 9 44  | ..                                                | ..    | ..                             | ..   | 10 0                                                                                                                      | 10 8  | ..    | .. | .. |
| <b>NEWTON ABBOT</b> ..... | ..         | 9 25 | 9 46                                        | ..    | ..                                                | 10 0  | ..                             | ..   | 10 2                                                                                                                      | 10 8  | ..    | .. | .. |
| Hackney .....             | ..         | ..   | ..                                          | ..    | ..                                                | ..    | ..                             | ..   | ..                                                                                                                        | ..    | ..    | .. | .. |
| Old Quay .....            | ..         | ..   | ..                                          | ..    | ..                                                | ..    | ..                             | ..   | ..                                                                                                                        | ..    | ..    | .. | .. |
| Telgmouth .....           | 9 33       | 9 34 | <b>B</b><br>Tiverton<br>Auto<br><b>ThSO</b> |       | 6.0 p.m.<br>Waterloo<br>to Plymouth<br>Passenger. |       | ..                             | ..   | ..                                                                                                                        | ..    | ..    | .. | .. |
| Dawlish .....             | 9 40       | 9 41 |                                             |       |                                                   |       | ..                             | ..   | ..                                                                                                                        | ..    | ..    | .. | .. |
| Dawlish Warren .....      | 9 44       | 9 45 |                                             |       |                                                   |       | ..                             | ..   | ..                                                                                                                        | ..    | ..    | .. | .. |
| Starcross .....           | 9 49       | 9 50 |                                             |       |                                                   |       | ..                             | ..   | ..                                                                                                                        | ..    | ..    | .. | .. |
| Exminster .....           | 9 56       | 9 57 | arr.                                        | dep.  | arr.                                              | dep.  | ..                             | ..   | ..                                                                                                                        | ..    | ..    | .. | .. |
| City Basin Jct. ....      | ..         | ..   | ..                                          | ..    | ..                                                | ..    | ..                             | ..   | ..                                                                                                                        | ..    | ..    | .. | .. |
| St. Thomas .....          | 10 3       | 10 4 | p.m.                                        | p.m.  | p.m.                                              | p.m.  | ..                             | ..   | 10 34                                                                                                                     | 10 43 | ..    | .. | .. |
| <b>EXETER</b> .....       | 10 7       | ..   | ..                                          | 10 15 | 10 15                                             | 10 18 | ..                             | ..   | ..                                                                                                                        | ..    | ..    | .. | .. |
| Exeter (Riverside) ..     | ..         | ..   | ..                                          | 10 18 | 10 21                                             | ..    | ..                             | ..   | 10 46                                                                                                                     | ..    | ..    | .. | .. |
| Cowley Bridge Jct. ..     | ..         | ..   | 10 21                                       | 10 22 | ..                                                | ..    | ..                             | ..   | ..                                                                                                                        | ..    | ..    | .. | .. |
| Stoke Canon .....         | ..         | ..   | ..                                          | ..    | ..                                                | ..    | ..                             | ..   | ..                                                                                                                        | ..    | ..    | .. | .. |
| Silverton .....           | ..         | ..   | ..                                          | ..    | ..                                                | ..    | ..                             | ..   | ..                                                                                                                        | ..    | ..    | .. | .. |
| Hele .....                | ..         | ..   | ..                                          | ..    | ..                                                | ..    | ..                             | ..   | ..                                                                                                                        | ..    | ..    | .. | .. |
| Cullompton .....          | ..         | ..   | ..                                          | ..    | ..                                                | ..    | ..                             | ..   | ..                                                                                                                        | ..    | ..    | .. | .. |
| Tiverton Junction ..      | ..         | ..   | ..                                          | ..    | ..                                                | ..    | ..                             | ..   | ..                                                                                                                        | ..    | ..    | .. | .. |
| Sampford Peverell ..      | ..         | ..   | ..                                          | ..    | ..                                                | ..    | ..                             | ..   | ..                                                                                                                        | ..    | ..    | .. | .. |
| Burlescombe .....         | ..         | ..   | ..                                          | ..    | ..                                                | ..    | ..                             | ..   | ..                                                                                                                        | ..    | ..    | .. | .. |
| Whiteball Tunnel ..       | ..         | ..   | ..                                          | ..    | ..                                                | ..    | ..                             | ..   | 11 10                                                                                                                     | ..    | ..    | .. | .. |
| Wellington .....          | ..         | ..   | ..                                          | ..    | ..                                                | ..    | ..                             | ..   | ..                                                                                                                        | ..    | ..    | .. | .. |
| Poole Siding .....        | ..         | ..   | ..                                          | ..    | ..                                                | ..    | ..                             | ..   | ..                                                                                                                        | ..    | ..    | .. | .. |
| Victory Siding .....      | ..         | ..   | ..                                          | ..    | ..                                                | ..    | ..                             | ..   | ..                                                                                                                        | ..    | ..    | .. | .. |
| Norton Fitzwarren ..      | ..         | ..   | ..                                          | ..    | ..                                                | ..    | ..                             | ..   | M                                                                                                                         | L     | ..    | .. | .. |
| Silkmill .....            | ..         | ..   | ..                                          | ..    | ..                                                | ..    | ..                             | ..   | ..                                                                                                                        | ..    | ..    | .. | .. |
| Fairwater Sidings ..      | ..         | ..   | ..                                          | ..    | ..                                                | ..    | ..                             | ..   | ..                                                                                                                        | ..    | ..    | .. | .. |
| Taunton West Stn. ..      | ..         | ..   | ..                                          | ..    | ..                                                | ..    | ..                             | ..   | M                                                                                                                         | L     | ..    | .. | .. |
| <b>TAUNTON</b> .....      | ..         | ..   | ..                                          | ..    | ..                                                | ..    | ..                             | ..   | ..                                                                                                                        | ..    | ..    | .. | .. |
| Taunton East Jct. ..      | ..         | ..   | ..                                          | ..    | ..                                                | ..    | ..                             | ..   | 11 20                                                                                                                     | 11 21 | 11 27 | .. | .. |
| Creech Junction .....     | ..         | ..   | ..                                          | ..    | ..                                                | ..    | ..                             | ..   | M                                                                                                                         | L     | ..    | .. | .. |
| Creech St. M. Halt ..     | ..         | ..   | ..                                          | ..    | ..                                                | ..    | ..                             | ..   | R                                                                                                                         | L     | ..    | .. | .. |
| Cogload .....             | ..         | ..   | ..                                          | ..    | ..                                                | ..    | ..                             | ..   | ..                                                                                                                        | ..    | ..    | .. | .. |
| <b>Durston</b> .....      | ..         | ..   | ..                                          | ..    | ..                                                | ..    | ..                             | ..   | ..                                                                                                                        | ..    | ..    | .. | .. |
| <b>Lyng Halt</b> .....    | ..         | ..   | ..                                          | ..    | ..                                                | ..    | ..                             | ..   | ..                                                                                                                        | ..    | ..    | .. | .. |
| Athelney .....            | ..         | ..   | ..                                          | ..    | ..                                                | ..    | ..                             | ..   | ..                                                                                                                        | ..    | ..    | .. | .. |
| Curry Rivel Jct. ....     | ..         | ..   | ..                                          | ..    | ..                                                | ..    | ..                             | ..   | ..                                                                                                                        | ..    | ..    | .. | .. |
| Langport East .....       | ..         | ..   | ..                                          | ..    | ..                                                | ..    | ..                             | ..   | ..                                                                                                                        | ..    | ..    | .. | .. |
| Long Sutton & P'ney       | ..         | ..   | ..                                          | ..    | ..                                                | ..    | ..                             | ..   | ..                                                                                                                        | ..    | ..    | .. | .. |
| Somerton .....            | ..         | ..   | ..                                          | ..    | ..                                                | ..    | ..                             | ..   | ..                                                                                                                        | ..    | ..    | .. | .. |
| Charlton Mackrell ..      | ..         | ..   | ..                                          | ..    | ..                                                | ..    | ..                             | ..   | ..                                                                                                                        | ..    | ..    | .. | .. |
| Keinton Mandeville ..     | ..         | ..   | ..                                          | ..    | ..                                                | ..    | ..                             | ..   | ..                                                                                                                        | ..    | ..    | .. | .. |
| Alford Halt .....         | ..         | ..   | ..                                          | ..    | ..                                                | ..    | ..                             | ..   | ..                                                                                                                        | ..    | ..    | .. | .. |
| Castle Cary .....         | ..         | ..   | ..                                          | ..    | ..                                                | ..    | ..                             | ..   | ..                                                                                                                        | ..    | ..    | .. | .. |
| Westbury .....            | ..         | ..   | ..                                          | ..    | ..                                                | ..    | ..                             | ..   | ..                                                                                                                        | ..    | ..    | .. | .. |
| <b>BRIDGWATER</b> .....   | ..         | ..   | ..                                          | ..    | ..                                                | ..    | ..                             | ..   | ..                                                                                                                        | ..    | ..    | .. | .. |
| Dunball .....             | ..         | ..   | ..                                          | ..    | ..                                                | ..    | ..                             | ..   | ..                                                                                                                        | ..    | ..    | .. | .. |
| Pottery Siding .....      | ..         | ..   | ..                                          | ..    | ..                                                | ..    | ..                             | ..   | ..                                                                                                                        | ..    | ..    | .. | .. |
| Highbridge .....          | ..         | ..   | ..                                          | ..    | ..                                                | ..    | ..                             | ..   | ..                                                                                                                        | ..    | ..    | .. | .. |
| <b>Bristol</b> .....      | ..         | ..   | ..                                          | ..    | ..                                                | ..    | ..                             | ..   | 12 25                                                                                                                     | 12 55 | ..    | .. | .. |
| Paddington .....          | ..         | ..   | ..                                          | ..    | ..                                                | ..    | ..                             | ..   | 3 55                                                                                                                      | ..    | ..    | .. | .. |





**Week Days.**

|                             | H        |       | C                |       |       | K     | B          |       | G               |       |       | B      |
|-----------------------------|----------|-------|------------------|-------|-------|-------|------------|-------|-----------------|-------|-------|--------|
| STATIONS.                   | Freight. |       | Kensington Milk. |       |       | Frght | Passenger. |       | Brixham Engine. |       |       | Pass.  |
|                             | arr.     | dep.  | arr.             | dep.  |       | dep.  | arr.       | dep.  | arr.            | dep.  |       | dep.   |
|                             | p.m.     | p.m.  | p.m.             | p.m.  |       | p.m.  | p.m.       | p.m.  | p.m.            | p.m.  |       | night. |
| Penzance .....              | .....    | ..... | p.m.             | p.m.  | ..... | p.m.  | p.m.       | p.m.  | p.m.            | p.m.  | ..... | night. |
| Plymouth .....              | .....    | ..... | 9 38             | 10 5  | ..... | s.    | .....      | ..... | .....           | ..... | ..... | .....  |
| Ashburton Junction .....    | .....    | ..... | 10 55            | ..... | ..... | ..... | .....      | ..... | .....           | ..... | ..... | .....  |
| Dainton Siding .....        | .....    | ..... | —                | —     | ..... | ..... | .....      | ..... | .....           | ..... | ..... | .....  |
| Stop Board 217m. 87c. ....  | .....    | ..... | —                | —     | ..... | ..... | .....      | ..... | .....           | ..... | ..... | .....  |
| Stoneycombe Siding .....    | .....    | ..... | —                | —     | ..... | ..... | .....      | ..... | .....           | ..... | ..... | .....  |
| KINGSWEAR .....             | .....    | ..... | .....            | ..... | ..... | ..... | 10 40      | ..... | .....           | ..... | ..... | .....  |
| Kingswear Crossing .....    | .....    | ..... | .....            | ..... | ..... | ..... | 10 49      | 10 50 | 11 17           | 11 20 | ..... | .....  |
| Churston .....              | .....    | ..... | .....            | ..... | ..... | ..... | .....      | ..... | .....           | ..... | ..... | .....  |
| Stop Board 10½ m.p. ....    | .....    | ..... | .....            | ..... | ..... | ..... | C          | S     | C               | S     | ..... | .....  |
| Goodrington Sands Halt ..   | .....    | ..... | .....            | ..... | ..... | 10 50 | .....      | ..... | .....           | ..... | ..... | .....  |
| Goodrington Yard .....      | .....    | ..... | .....            | ..... | ..... | ..... | .....      | ..... | .....           | ..... | ..... | .....  |
| Paignton .....              | .....    | ..... | .....            | ..... | ..... | ..... | 10 57      | 11 5  | 11 27           | ..... | 12 5  | .....  |
| Gas House Siding .....      | .....    | ..... | .....            | ..... | ..... | ..... | .....      | ..... | .....           | ..... | ..... | .....  |
| TORQUAY .....               | .....    | ..... | .....            | ..... | ..... | ..... | 11 10      | 11 12 | .....           | ..... | 12 14 | .....  |
| Torre .....                 | .....    | ..... | .....            | ..... | ..... | ..... | 11 15      | 11 17 | .....           | ..... | 12 20 | .....  |
| Kingskerswell .....         | .....    | ..... | .....            | ..... | ..... | ..... | .....      | ..... | .....           | ..... | ..... | .....  |
| Aller Junction .....        | .....    | ..... | 11 8             | ..... | ..... | ..... | 11 27      | ..... | 11 48           | ..... | 12 28 | .....  |
| NEWTON ABBOT .....          | .....    | ..... | 11 10            | 11 18 | ..... | ..... | 11 29      | ..... | 11 50           | ..... | 12 30 | .....  |
| Hackney .....               | .....    | ..... | .....            | ..... | ..... | 11 20 | .....      | ..... | .....           | ..... | ..... | .....  |
| Old Quay .....              | .....    | ..... | .....            | ..... | ..... | ..... | .....      | ..... | .....           | ..... | ..... | .....  |
| Teignmouth .....            | .....    | ..... | .....            | ..... | ..... | ..... | .....      | ..... | .....           | ..... | ..... | .....  |
| Dawlish .....               | .....    | ..... | .....            | ..... | ..... | ..... | .....      | ..... | .....           | ..... | ..... | .....  |
| Dawlish Warren .....        | .....    | ..... | .....            | ..... | ..... | ..... | .....      | ..... | .....           | ..... | ..... | .....  |
| Starcross .....             | .....    | ..... | .....            | ..... | ..... | ..... | .....      | ..... | .....           | ..... | ..... | .....  |
| Exminster .....             | .....    | ..... | .....            | ..... | ..... | ..... | .....      | ..... | .....           | ..... | ..... | .....  |
| City Basin Junction .....   | .....    | ..... | .....            | ..... | ..... | ..... | .....      | ..... | .....           | ..... | ..... | .....  |
| St. Thomas .....            | .....    | ..... | .....            | ..... | ..... | ..... | .....      | ..... | .....           | ..... | ..... | .....  |
| EXETER .....                | .....    | ..... | 11 48            | 11 58 | ..... | ..... | .....      | ..... | .....           | ..... | ..... | .....  |
| Exeter (Riverside) .....    | .....    | ..... | M                | X     | ..... | ..... | .....      | ..... | .....           | ..... | ..... | .....  |
| Cowley Bridge Junction ..   | .....    | ..... | 12 1             | ..... | ..... | ..... | .....      | ..... | .....           | ..... | ..... | .....  |
| Stoke Canon .....           | .....    | ..... | .....            | ..... | ..... | ..... | .....      | ..... | .....           | ..... | ..... | .....  |
| Silverton .....             | .....    | ..... | .....            | ..... | ..... | ..... | .....      | ..... | .....           | ..... | ..... | .....  |
| Hele .....                  | .....    | ..... | .....            | ..... | ..... | ..... | .....      | ..... | .....           | ..... | ..... | .....  |
| Cullompton .....            | .....    | ..... | .....            | ..... | ..... | ..... | .....      | ..... | .....           | ..... | ..... | .....  |
| Tiverton Junction .....     | .....    | 11 34 | .....            | ..... | ..... | ..... | .....      | ..... | .....           | ..... | ..... | .....  |
| Sampford Peverell .....     | .....    | ..... | .....            | ..... | ..... | ..... | .....      | ..... | .....           | ..... | ..... | .....  |
| Burlescombe .....           | .....    | ..... | .....            | ..... | ..... | ..... | .....      | ..... | .....           | ..... | ..... | .....  |
| Whiteball Tunnel .....      | 11 53    | ..... | 12 26            | ..... | ..... | ..... | .....      | ..... | .....           | ..... | ..... | .....  |
| Wellington .....            | .....    | ..... | .....            | ..... | ..... | ..... | .....      | ..... | .....           | ..... | ..... | .....  |
| Poole Siding .....          | .....    | ..... | .....            | ..... | ..... | ..... | .....      | ..... | .....           | ..... | ..... | .....  |
| Victory Siding .....        | .....    | ..... | .....            | ..... | ..... | ..... | .....      | ..... | .....           | ..... | ..... | .....  |
| Norton Fitzwarren .....     | .....    | ..... | M                | L     | ..... | ..... | .....      | ..... | .....           | ..... | ..... | .....  |
| Silkmill .....              | .....    | ..... | .....            | ..... | ..... | ..... | .....      | ..... | .....           | ..... | ..... | .....  |
| Fairwater Sidings .....     | .....    | ..... | .....            | ..... | ..... | ..... | .....      | ..... | .....           | ..... | ..... | .....  |
| Taunton West Station .....  | .....    | ..... | .....            | ..... | ..... | ..... | .....      | ..... | .....           | ..... | ..... | .....  |
| TAUNTON .....               | 12 19    | G L   | 12 40            | 12 50 | ..... | ..... | .....      | ..... | .....           | ..... | ..... | .....  |
| Taunton East Junction ..... | .....    | ..... | M                | L     | ..... | ..... | .....      | ..... | .....           | ..... | ..... | .....  |
| Creoch Junction .....       | .....    | ..... | M 12             | 55 L  | ..... | ..... | .....      | ..... | .....           | ..... | ..... | .....  |
| Creoch St. Michael Halt ..  | .....    | ..... | .....            | ..... | ..... | ..... | .....      | ..... | .....           | ..... | ..... | .....  |
| Cogload .....               | .....    | ..... | .....            | ..... | ..... | ..... | .....      | ..... | .....           | ..... | ..... | .....  |
| Durston .....               | .....    | ..... | .....            | ..... | ..... | ..... | .....      | ..... | .....           | ..... | ..... | .....  |
| Lyng Halt .....             | .....    | ..... | .....            | ..... | ..... | ..... | .....      | ..... | .....           | ..... | ..... | .....  |
| Athelney .....              | .....    | ..... | .....            | ..... | ..... | ..... | .....      | ..... | .....           | ..... | ..... | .....  |
| Curry Rivel Junction .....  | .....    | ..... | .....            | ..... | ..... | ..... | .....      | ..... | .....           | ..... | ..... | .....  |
| Langport East .....         | .....    | ..... | .....            | ..... | ..... | ..... | .....      | ..... | .....           | ..... | ..... | .....  |
| Long Sutton and Pitney ..   | .....    | ..... | .....            | ..... | ..... | ..... | .....      | ..... | .....           | ..... | ..... | .....  |
| Somerton .....              | .....    | ..... | .....            | ..... | ..... | ..... | .....      | ..... | .....           | ..... | ..... | .....  |
| Charlton Mackrell .....     | .....    | ..... | .....            | ..... | ..... | ..... | .....      | ..... | .....           | ..... | ..... | .....  |
| Keinton Mandeville .....    | .....    | ..... | .....            | ..... | ..... | ..... | .....      | ..... | .....           | ..... | ..... | .....  |
| Alford Halt .....           | .....    | ..... | .....            | ..... | ..... | ..... | .....      | ..... | .....           | ..... | ..... | .....  |
| Castle Cary .....           | .....    | ..... | 1 32             | ..... | ..... | ..... | .....      | ..... | .....           | ..... | ..... | .....  |
| Westbury .....              | .....    | ..... | .....            | ..... | ..... | ..... | .....      | ..... | .....           | ..... | ..... | .....  |
| BRIDGWATER .....            | .....    | ..... | .....            | ..... | ..... | ..... | .....      | ..... | .....           | ..... | ..... | .....  |
| Dunball .....               | .....    | ..... | .....            | ..... | ..... | ..... | .....      | ..... | .....           | ..... | ..... | .....  |
| Pottery Siding .....        | .....    | ..... | .....            | ..... | ..... | ..... | .....      | ..... | .....           | ..... | ..... | .....  |
| Highbridge .....            | .....    | ..... | .....            | ..... | ..... | ..... | .....      | ..... | .....           | ..... | ..... | .....  |
| Bristol .....               | .....    | ..... | .....            | ..... | ..... | ..... | .....      | ..... | .....           | ..... | ..... | .....  |
| Paddington .....            | .....    | ..... | .....            | ..... | ..... | ..... | .....      | ..... | .....           | ..... | ..... | .....  |

## Up Trains.

| STATIONS.             | J                               |         | K      |    | C                |       | E                                     |    | C          |       | C                                           |       |      |
|-----------------------|---------------------------------|---------|--------|----|------------------|-------|---------------------------------------|----|------------|-------|---------------------------------------------|-------|------|
|                       | Severn Tunnel Junction Freight. |         | Frgh.  |    | Kensington Milk. |       | 8.0 p.m. Barnstaple. Frgh. (Saturday) |    | Freight.   |       | 5.5 p.m. Marazion to Oxley Sidings Freight. |       |      |
|                       | arr.                            | dep.    | dep.   |    | arr.             | dep.  | dep.                                  |    | arr.       | dep.  | arr.                                        | dep.  |      |
| Penzance .....        | p.m.                            | p.m.    | p.m.   |    | p.m.             | p.m.  | p.m.                                  |    | p.m.       | p.m.  | p.m.                                        | p.m.  | .... |
| Plymouth .....        | ..                              | ..      | ..     |    | Sats. 9 38       | 6 20  | ..                                    | .. | Sats. 8 38 | 2 50  | Satur days 9 40                             | 10 23 | ..   |
| Ashburton Jct. —      | ..                              | ..      | ..     | .. | 10 55            | ..    | ..                                    | .. | 10 26      | ..    | 11 13                                       | ..    | ..   |
| Dainton Siding        | ..                              | ..      | ..     | .. | ..               | ..    | ..                                    | .. | 10 37      | P1038 | 1124P                                       | 11 25 | ..   |
| Stop Brd. 217m. 57c.  | ..                              | ..      | ..     | .. | ..               | ..    | ..                                    | .. | ..         | ..    | ..                                          | ..    | ..   |
| Stoneycombe Siding    | ..                              | ..      | ..     | .. | ..               | ..    | ..                                    | .. | ..         | ..    | ..                                          | ..    | ..   |
| KINGSWEAR .....       | ..                              | ..      | ..     | .. | ..               | ..    | ..                                    | .. | ..         | ..    | ..                                          | ..    | ..   |
| Kingswear C'sing      | ..                              | ..      | ..     | .. | ..               | ..    | ..                                    | .. | ..         | ..    | ..                                          | ..    | ..   |
| Churston .....        | ..                              | ..      | ..     | .. | ..               | ..    | ..                                    | .. | ..         | ..    | ..                                          | ..    | ..   |
| Stop Brd. 10½ m.p.    | ..                              | ..      | ..     | .. | ..               | ..    | ..                                    | .. | ..         | ..    | ..                                          | ..    | ..   |
| Goodrington S. H.     | ..                              | ..      | ..     | .. | ..               | ..    | ..                                    | .. | ..         | ..    | ..                                          | ..    | ..   |
| Goodrington Yard      | ..                              | ..      | ..     | .. | ..               | ..    | ..                                    | .. | ..         | ..    | ..                                          | ..    | ..   |
| Paignton .....        | ..                              | ..      | ..     | .. | ..               | ..    | ..                                    | .. | ..         | ..    | ..                                          | ..    | ..   |
| Gas House Siding      | ..                              | ..      | ..     | .. | ..               | ..    | ..                                    | .. | ..         | ..    | ..                                          | ..    | ..   |
| TORQUAY .....         | ..                              | ..      | ..     | .. | ..               | ..    | ..                                    | .. | ..         | ..    | ..                                          | ..    | ..   |
| Torre .....           | ..                              | ..      | ..     | .. | ..               | ..    | ..                                    | .. | ..         | ..    | ..                                          | ..    | ..   |
| Kingskerswell .....   | ..                              | ..      | ..     | .. | ..               | ..    | ..                                    | .. | ..         | ..    | ..                                          | ..    | ..   |
| Aller Junction        | Sats.                           | ..      | ..     | .. | 11 8             | ..    | ..                                    | .. | 10 45      | P1046 | 11 32                                       | P1133 | ..   |
| NEWTON ABBOT .....    | ..                              | ..      | ..     | .. | 1110C            | T1118 | ..                                    | .. | 1050E      | T1129 | 11 36                                       | ..    | ..   |
| Hackney .....         | ..                              | 8 20    | ..     | .. | ..               | ..    | ..                                    | .. | ..         | ..    | ..                                          | ..    | ..   |
| Old Quay .....        | ..                              | ..      | ..     | .. | ..               | ..    | ..                                    | .. | ..         | ..    | ..                                          | ..    | ..   |
| Teignmouth .....      | ..                              | ..      | ..     | .. | ..               | ..    | ..                                    | .. | ..         | ..    | ..                                          | ..    | ..   |
| Dawlish .....         | ..                              | ..      | ..     | .. | ..               | ..    | ..                                    | .. | ..         | ..    | ..                                          | ..    | ..   |
| Dawlish Warren        | ..                              | ..      | ..     | .. | ..               | ..    | ..                                    | .. | ..         | ..    | ..                                          | ..    | ..   |
| Starcross .....       | ..                              | ..      | ..     | .. | ..               | ..    | ..                                    | .. | ..         | ..    | ..                                          | ..    | ..   |
| Exminster .....       | 8 59                            | * 9 18  | ..     | .. | ..               | ..    | ..                                    | .. | ..         | ..    | ..                                          | ..    | ..   |
| City Basin Jct.       | ..                              | ..      | ..     | .. | ..               | ..    | ..                                    | .. | ..         | ..    | ..                                          | ..    | ..   |
| St. Thomas .....      | ..                              | ..      | ..     | .. | ..               | ..    | ..                                    | .. | ..         | ..    | ..                                          | ..    | ..   |
| EXETER .....          | ..                              | ..      | ..     | .. | 11 48            | 11 58 | ..                                    | .. | 12 0       | ..    | 12 8E                                       | G1217 | ..   |
| Exeter (Riverside)    | 9 32                            | * 10 10 | ..     | .. | ..               | ..    | ..                                    | .. | ..         | ..    | ..                                          | ..    | ..   |
| Cowley Bridge Jct.    | ..                              | ..      | ..     | .. | 12 1             | ..    | ..                                    | .. | 12 *8      | ..    | ..                                          | ..    | ..   |
| Stoke Canon .....     | ..                              | ..      | ..     | .. | ..               | ..    | ..                                    | .. | ..         | ..    | ..                                          | ..    | ..   |
| Silverton .....       | ..                              | ..      | ..     | .. | ..               | ..    | ..                                    | .. | ..         | ..    | ..                                          | ..    | ..   |
| Hele .....            | ..                              | ..      | ..     | .. | ..               | ..    | ..                                    | .. | ..         | ..    | ..                                          | ..    | ..   |
| Cullompton .....      | ..                              | ..      | (Sat.) | .. | ..               | ..    | ..                                    | .. | ..         | ..    | ..                                          | ..    | ..   |
| Tiverton Junction ..  | ..                              | ..      | 11 34  | .. | ..               | ..    | ..                                    | .. | ..         | ..    | ..                                          | ..    | ..   |
| Sampford Peverell ..  | 10 54                           | * 11 8  | ..     | .. | ..               | ..    | ..                                    | .. | ..         | ..    | ..                                          | ..    | ..   |
| Burlescombe .....     | ..                              | ..      | ..     | .. | ..               | ..    | ..                                    | .. | ..         | ..    | ..                                          | ..    | ..   |
| Whiteball Tunnel ..   | 11 21                           | ..      | 11 53  | .. | 12 26            | ..    | ..                                    | .. | 12 44      | ..    | 12 54                                       | ..    | ..   |
| Wellington .....      | ..                              | ..      | ..     | .. | ..               | ..    | ..                                    | .. | ..         | ..    | ..                                          | ..    | ..   |
| Poole Siding .....    | ..                              | ..      | ..     | .. | ..               | ..    | ..                                    | .. | ..         | ..    | ..                                          | ..    | ..   |
| Victory Siding .....  | ..                              | ..      | ..     | .. | ..               | ..    | ..                                    | .. | ..         | ..    | ..                                          | ..    | ..   |
| Norton Fitzwarren ..  | M                               | L       | ..     | .. | M                | L     | 10RL19                                | .. | M          | L     | M                                           | L     | ..   |
| Slitmill .....        | ..                              | ..      | ..     | .. | ..               | ..    | ..                                    | .. | ..         | ..    | ..                                          | ..    | ..   |
| Fairwater Sidings ..  | ..                              | ..      | ..     | .. | ..               | ..    | ..                                    | .. | ..         | ..    | 1 10E                                       | T1 43 | ..   |
| Taunton West Stn.     | G                               | L       | GL     | .. | R                | L     | GL                                    | .. | M          | L     | G                                           | L     | ..   |
| TAUNTON .....         | 1148E                           | T12 8   | 12 19  | .. | 12 40            | 12 50 | 1 3                                   | .. | 1 0C       | T1 6  | 1 49                                        | ..    | ..   |
| Taunton East Jct.     | R                               | L       | ..     | .. | M                | L     | RL                                    | .. | M          | L     | R                                           | L     | ..   |
| Creech Junction ..... | R12                             | 15L     | ..     | .. | M12              | 55L   | 1 9                                   | .. | 1 11       | ..    | ..                                          | ..    | ..   |
| Creech St. M. Halt    | ..                              | ..      | ..     | .. | ..               | ..    | ..                                    | .. | ..         | ..    | ..                                          | ..    | ..   |
| Cogload .....         | ..                              | ..      | ..     | .. | ..               | ..    | ..                                    | .. | ..         | ..    | ..                                          | ..    | ..   |
| Durston .....         | ..                              | ..      | ..     | .. | ..               | ..    | 1 arr.                                | .. | ..         | ..    | ..                                          | ..    | ..   |
| Lyng Halt .....       | ..                              | ..      | ..     | .. | ..               | ..    | 10.24 p.m.                            | .. | ..         | ..    | ..                                          | ..    | ..   |
| Athelney .....        | ..                              | ..      | ..     | .. | ..               | ..    | ..                                    | .. | ..         | ..    | ..                                          | ..    | ..   |
| Curry Rivel Jct.      | ..                              | ..      | ..     | .. | ..               | ..    | ..                                    | .. | ..         | ..    | ..                                          | ..    | ..   |
| Langport East .....   | ..                              | ..      | ..     | .. | ..               | ..    | ..                                    | .. | ..         | ..    | ..                                          | ..    | ..   |
| Long Sutton & P'ney   | ..                              | ..      | ..     | .. | ..               | ..    | ..                                    | .. | ..         | ..    | ..                                          | ..    | ..   |
| Somerton .....        | ..                              | ..      | ..     | .. | ..               | ..    | ..                                    | .. | ..         | ..    | ..                                          | ..    | ..   |
| Charlton Mackrell ..  | ..                              | ..      | ..     | .. | ..               | ..    | ..                                    | .. | ..         | ..    | ..                                          | ..    | ..   |
| Keinton Mandeville .. | ..                              | ..      | ..     | .. | ..               | ..    | ..                                    | .. | ..         | ..    | ..                                          | ..    | ..   |
| Alford Halt .....     | ..                              | ..      | ..     | .. | ..               | ..    | ..                                    | .. | ..         | ..    | ..                                          | ..    | ..   |
| Castle Cary .....     | ..                              | ..      | ..     | .. | 1 32             | ..    | ..                                    | .. | 1 48       | ..    | ..                                          | ..    | ..   |
| Westbury .....        | ..                              | H       | ..     | .. | ..               | ..    | ..                                    | .. | 2 22§      | ..    | ..                                          | ..    | ..   |
| BRIDGWATER .....      | 12 38                           | * 1 10  | ..     | .. | ..               | ..    | ..                                    | .. | ..         | ..    | ..                                          | ..    | ..   |
| Dunball .....         | ..                              | ..      | ..     | .. | ..               | ..    | ..                                    | .. | ..         | ..    | ..                                          | ..    | ..   |
| Pottery Siding .....  | ..                              | ..      | ..     | .. | ..               | ..    | ..                                    | .. | ..         | ..    | ..                                          | ..    | ..   |
| Highbridge .....      | 1 27                            | ..      | ..     | .. | ..               | ..    | 1 40                                  | .. | ..         | ..    | 2 21                                        | ..    | ..   |
| Bristol .....         | 2 31C                           | T2*36   | ..     | .. | ..               | ..    | 2 39                                  | .. | 6 0        | ..    | 3 6C                                        | T3 16 | ..   |
| Paddington .....      | ..                              | ..      | ..     | .. | ..               | ..    | ..                                    | .. | ..         | ..    | ..                                          | ..    | ..   |

## Sundays.

| STATIONS.                     | D        |                | J                  |                | A                        |      | C                             |        | C                         |       | D                              |      |
|-------------------------------|----------|----------------|--------------------|----------------|--------------------------|------|-------------------------------|--------|---------------------------|-------|--------------------------------|------|
|                               | Coaches. |                | Avonmouth Freight. |                | Passenger.               |      | 7.18 p.m. Drump Lane Freight. |        | Banbury Junction Freight. |       | Empty Stock to Old Oak Common. |      |
|                               | dep.     | arr.           | dep.               | arr.           | dep.                     |      | arr.                          | dep.   | arr.                      | dep.  | arr.                           | dep. |
| Penzance .....                | a.m.     | p.m.           | p.m.               | p.m.           | p.m.                     |      | p.m.                          | p.m.   | a.m.                      | a.m.  | a.m.                           | a.m. |
| Plymouth .....                | ..       | ..             | ..                 | ..             | Sats. 8 45<br>11 37 12 0 | ..   | Sats. 10 21                   | 11 10  | ..                        | ..    | ..                             | 1 0  |
| Ashburton Junction .....      | ..       | ..             | ..                 | ..             | 12 38                    | ..   | 12 0                          | ..     | ..                        | ..    | 2 0                            | ..   |
| Dainton Siding .....          | ..       | ..             | ..                 | ..             | ..                       | ..   | 12 11                         | P1212  | ..                        | ..    | ..                             | ..   |
| Stop Board 217m. 57c.         | ..       | ..             | ..                 | ..             | ..                       | ..   | ..                            | ..     | ..                        | ..    | ..                             | ..   |
| Stoneycombe Siding .....      | ..       | ..             | ..                 | ..             | ..                       | ..   | ..                            | ..     | ..                        | ..    | ..                             | ..   |
| <b>KINGSWEAR</b>              | ..       | ..             | ..                 | ..             | ..                       | ..   | ..                            | ..     | ..                        | ..    | ..                             | ..   |
| Kingswear Crossing .....      | ..       | ..             | ..                 | ..             | ..                       | ..   | ..                            | ..     | ..                        | ..    | ..                             | ..   |
| Churston .....                | ..       | ..             | ..                 | ..             | ..                       | ..   | ..                            | ..     | ..                        | ..    | ..                             | ..   |
| Stop Board 101 m.p. ....      | ..       | ..             | ..                 | ..             | ..                       | ..   | ..                            | ..     | ..                        | ..    | ..                             | ..   |
| Goodrington Sands Halt .....  | ..       | ..             | ..                 | ..             | ..                       | ..   | ..                            | ..     | ..                        | ..    | ..                             | ..   |
| Goodrington Yard .....        | ..       | ..             | ..                 | ..             | ..                       | ..   | ..                            | ..     | ..                        | ..    | ..                             | ..   |
| Paignton .....                | 12 30    | ..             | ..                 | ..             | ..                       | ..   | ..                            | ..     | ..                        | ..    | ..                             | ..   |
| Gas House Siding .....        | ..       | ..             | ..                 | ..             | ..                       | ..   | ..                            | ..     | ..                        | ..    | ..                             | ..   |
| <b>TORQUAY</b>                | ..       | ..             | ..                 | ..             | ..                       | ..   | ..                            | ..     | ..                        | ..    | ..                             | ..   |
| Torre .....                   | ..       | ..             | ..                 | ..             | a.m.                     | a.m. | a.m.                          | a.m.   | ..                        | ..    | ..                             | ..   |
| Kingskerswell .....           | ..       | ..             | ..                 | ..             | ..                       | ..   | ..                            | ..     | ..                        | ..    | ..                             | ..   |
| Aller Junction .....          | 12 48    | ..             | ..                 | ..             | 12 50                    | ..   | 12 19                         | P12 20 | ..                        | ..    | 2 13                           | ..   |
| <b>NEWTON ABBOT</b>           | 12 50    | Satu           | rdays              | 12 52          | 1 2                      | ..   | 12 23                         | ..     | ..                        | ..    | 2 15                           | 2 35 |
| Hackney .....                 | ..       | ..             | 9 40               | ..             | ..                       | ..   | ..                            | ..     | ..                        | ..    | ..                             | ..   |
| Old Quay .....                | ..       | ..             | ..                 | ..             | ..                       | ..   | ..                            | ..     | ..                        | ..    | ..                             | ..   |
| Teignmouth .....              | ..       | ..             | ..                 | ..             | ..                       | ..   | ..                            | ..     | ..                        | ..    | ..                             | ..   |
| Dawlish .....                 | ..       | ..             | ..                 | ..             | ..                       | ..   | ..                            | ..     | ..                        | ..    | ..                             | ..   |
| Dawlish Warren .....          | ..       | ..             | ..                 | ..             | ..                       | ..   | ..                            | ..     | ..                        | ..    | ..                             | ..   |
| Starcross .....               | ..       | ..             | ..                 | ..             | ..                       | ..   | ..                            | ..     | ..                        | ..    | ..                             | ..   |
| Exminster .....               | ..       | 10 18          | *10 50             | ..             | ..                       | ..   | ..                            | ..     | ..                        | ..    | ..                             | ..   |
| City Basin Junction .....     | ..       | ..             | ..                 | ..             | ..                       | ..   | ..                            | ..     | ..                        | ..    | ..                             | ..   |
| St. Thomas .....              | ..       | ..             | ..                 | ..             | ..                       | ..   | ..                            | ..     | ..                        | ..    | ..                             | ..   |
| <b>EXETER</b>                 | ..       | ..             | ..                 | ..             | 1 28                     | 1 40 | 1 12                          | 55N    | ..                        | ..    | 3 10                           | 3 25 |
| Exeter (Riverside) .....      | ..       | 11 4E          | T1140              | ..             | 1 43                     | ..   | 1 0E                          | T1 50  | ..                        | ..    | 3 28                           | ..   |
| Cowley Bridge Junction .....  | ..       | ..             | ..                 | ..             | ..                       | ..   | ..                            | ..     | ..                        | ..    | ..                             | ..   |
| Stoke Canon .....             | ..       | ..             | ..                 | ..             | ..                       | ..   | ..                            | ..     | ..                        | ..    | ..                             | ..   |
| Silverton .....               | ..       | ..             | ..                 | ..             | ..                       | ..   | ..                            | ..     | ..                        | ..    | ..                             | ..   |
| Hele .....                    | 12 1     | *12 45         | ..                 | ..             | ..                       | ..   | ..                            | ..     | ..                        | ..    | ..                             | ..   |
| Cullompton .....              | ..       | ..             | ..                 | ..             | ..                       | ..   | ..                            | ..     | ..                        | ..    | ..                             | ..   |
| Tiverton Junction .....       | ..       | ..             | ..                 | ..             | ..                       | ..   | ..                            | ..     | ..                        | ..    | ..                             | ..   |
| Sampford Peverell .....       | ..       | ..             | ..                 | ..             | ..                       | ..   | ..                            | ..     | ..                        | ..    | ..                             | ..   |
| Burlescombe .....             | ..       | ..             | ..                 | ..             | ..                       | ..   | ..                            | ..     | ..                        | ..    | ..                             | ..   |
| Whiteball Tunnel .....        | ..       | 1 19           | ..                 | 2 6            | ..                       | ..   | 2 30                          | ..     | ..                        | ..    | 3 53                           | ..   |
| Wellington .....              | ..       | ..             | ..                 | ..             | ..                       | ..   | ..                            | ..     | ..                        | ..    | ..                             | ..   |
| Poole Siding .....            | ..       | ..             | ..                 | ..             | ..                       | ..   | ..                            | ..     | ..                        | ..    | ..                             | ..   |
| Victory Siding .....          | ..       | ..             | ..                 | ..             | ..                       | ..   | ..                            | ..     | ..                        | ..    | ..                             | ..   |
| Norton Fitzwarren .....       | ..       | M              | L                  | M              | L                        | ..   | M                             | L      | ..                        | ..    | M                              | L    |
| Silkmill .....                | ..       | ..             | ..                 | ..             | ..                       | ..   | ..                            | ..     | ..                        | ..    | ..                             | ..   |
| Fairwater Sidings .....       | ..       | ..             | ..                 | ..             | ..                       | ..   | ..                            | ..     | ..                        | 3 0   | ..                             | ..   |
| Taunton West Station .....    | ..       | ..             | ..                 | ..             | ..                       | ..   | ..                            | ..     | ..                        | ..    | ..                             | ..   |
| <b>TAUNTON</b>                | ..       | 1 46C          | T1 55              | 2 17           | 2 28                     | ..   | 2 50                          | ..     | GL                        | 3 5   | 4 5                            | 4 20 |
| Taunton East Junction .....   | ..       | R              | L                  | R              | L                        | ..   | R                             | L      | M                         | 10    | R                              | L    |
| Creech Junction .....         | ..       | R <sup>2</sup> | 2L                 | R <sup>2</sup> | 32L                      | ..   | R <sup>2</sup>                | 56L    | M <sup>3</sup>            | ..    | R <sup>4</sup>                 | 24L  |
| Creech St. Michael Halt ..... | ..       | ..             | ..                 | ..             | ..                       | ..   | ..                            | ..     | ..                        | ..    | ..                             | ..   |
| Cogload .....                 | ..       | ..             | ..                 | ..             | ..                       | ..   | ..                            | ..     | ..                        | ..    | ..                             | ..   |
| <b>Durston</b>                | ..       | ..             | ..                 | ..             | ..                       | ..   | ..                            | ..     | ..                        | ..    | ..                             | ..   |
| <b>Lyng Halt</b>              | ..       | ..             | ..                 | ..             | ..                       | ..   | ..                            | ..     | ..                        | ..    | ..                             | ..   |
| <b>Athelney</b>               | ..       | ..             | ..                 | ..             | ..                       | ..   | ..                            | ..     | ..                        | ..    | ..                             | ..   |
| Curry Rivel Junction .....    | ..       | ..             | ..                 | ..             | ..                       | ..   | ..                            | ..     | ..                        | ..    | ..                             | ..   |
| Langport East .....           | ..       | ..             | ..                 | ..             | ..                       | ..   | ..                            | ..     | ..                        | ..    | ..                             | ..   |
| Long Sutton and Pitney .....  | ..       | ..             | ..                 | ..             | ..                       | ..   | ..                            | ..     | ..                        | ..    | ..                             | ..   |
| Somerton .....                | ..       | ..             | ..                 | ..             | ..                       | ..   | ..                            | ..     | ..                        | ..    | ..                             | ..   |
| Charlton Mackrell .....       | ..       | ..             | ..                 | ..             | ..                       | ..   | ..                            | ..     | ..                        | ..    | ..                             | ..   |
| Kelnton Mandeville .....      | ..       | ..             | ..                 | ..             | ..                       | ..   | ..                            | ..     | ..                        | ..    | ..                             | ..   |
| Alford Halt .....             | ..       | ..             | ..                 | ..             | ..                       | ..   | ..                            | ..     | ..                        | ..    | ..                             | ..   |
| Castle Cary .....             | ..       | ..             | ..                 | ..             | ..                       | ..   | ..                            | ..     | 3 45B                     | E3 48 | ..                             | ..   |
| Westbury .....                | ..       | ..             | ..                 | ..             | ..                       | ..   | ..                            | ..     | 4 23E                     | T4 55 | ..                             | ..   |
| <b>BRIDGWATER</b>             | ..       | 2 25           | 3 25               | 2 43           | 2 49                     | ..   | ..                            | ..     | ..                        | ..    | ..                             | ..   |
| Dunball .....                 | ..       | ..             | ..                 | ..             | ..                       | ..   | ..                            | ..     | ..                        | ..    | ..                             | ..   |
| Pottery Siding .....          | ..       | ..             | ..                 | ..             | ..                       | ..   | ..                            | ..     | ..                        | ..    | ..                             | ..   |
| Highbridge .....              | ..       | 3 43           | L3 55              | 2 58           | ..                       | ..   | C3                            | 25RL   | ..                        | ..    | 4 45                           | ..   |
| <b>Bristol</b>                | ..       | 6 54C          | T*7 2              | 3 32           | 3 54                     | ..   | 4 5                           | ..     | ..                        | ..    | 5 27                           | 5 42 |
| Paddington .....              | ..       | ..             | ..                 | 7 25           | ..                       | ..   | ..                            | ..     | ..                        | ..    | ..                             | ..   |

N—Exeter West.





## Sundays.

| STATIONS.                | D    |      | J     |        | B    | B     |       | B    |      | K    |      | 9  50<br>a.m.<br>Engine<br>Ex-<br>mouth<br>Jct.<br>to<br>Credi-<br>ton |
|--------------------------|------|------|-------|--------|------|-------|-------|------|------|------|------|------------------------------------------------------------------------|
|                          | arr. | dep. | arr.  | dep.   | arr. | dep.  | arr.  | dep. | arr. | dep. | arr. | dep.                                                                   |
| Penzance .....           | a.m. | a.m. | a.m.  | a.m.   | a.m. | a.m.  | a.m.  | a.m. | a.m. | a.m. | a.m. | a.m.                                                                   |
| Plymouth .....           | ..   | ..   | ..    | 4 15   | ..   | ..    | 7 5   | ..   | ..   | ..   | ..   | ..                                                                     |
| Ashburton Jct. ←         | ..   | ..   | 5 28  | ..     | ..   | 8 4   | ..    | ..   | ..   | ..   | ..   | ..                                                                     |
| Dainton Siding .....     | ..   | ..   | ..    | ..     | ..   | ..    | ..    | ..   | ..   | ..   | ..   | ..                                                                     |
| Stop Brd. 217m. 57c.     | ..   | ..   | 5 41  | P 5 45 | ..   | ..    | ..    | ..   | ..   | ..   | ..   | ..                                                                     |
| Stoneycombe Siding ..... | ..   | ..   | ..    | ..     | ..   | ..    | ..    | ..   | ..   | ..   | ..   | ..                                                                     |
| KINGSWEAR .....          | ..   | ..   | ..    | ..     | ..   | ..    | ..    | ..   | ..   | ..   | ..   | ..                                                                     |
| Kingswear C'sing .....   | ..   | ..   | ..    | ..     | ..   | ..    | ..    | ..   | ..   | ..   | ..   | ..                                                                     |
| Churston .....           | ..   | ..   | ..    | ..     | ..   | ..    | ..    | ..   | ..   | ..   | ..   | ..                                                                     |
| Stop Brd. 10½ m.p.       | ..   | ..   | ..    | ..     | ..   | ..    | ..    | ..   | ..   | ..   | ..   | ..                                                                     |
| Goodrington S.H. .....   | ..   | ..   | ..    | ..     | ..   | ..    | ..    | ..   | ..   | ..   | ..   | ..                                                                     |
| Goodrington Yard .....   | ..   | ..   | ..    | ..     | ..   | ..    | ..    | ..   | ..   | ..   | ..   | ..                                                                     |
| Paignton .....           | ..   | ..   | ..    | ..     | ..   | ..    | ..    | ..   | ..   | ..   | ..   | ..                                                                     |
| Gas House Siding .....   | ..   | ..   | ..    | ..     | ..   | ..    | ..    | ..   | ..   | ..   | ..   | ..                                                                     |
| TORQUAY .....            | ..   | ..   | ..    | ..     | ..   | ..    | ..    | ..   | ..   | ..   | ..   | ..                                                                     |
| Torre .....              | ..   | ..   | ..    | ..     | ..   | ..    | ..    | ..   | ..   | ..   | ..   | ..                                                                     |
| Kingskerswell .....      | ..   | ..   | ..    | ..     | ..   | ..    | ..    | ..   | ..   | ..   | ..   | ..                                                                     |
| Aller Junction .....     | ..   | ..   | 5 55  | P 5 58 | ..   | 8 17  | ..    | ..   | ..   | ..   | ..   | ..                                                                     |
| NEWTON ABBOT .....       | ..   | ..   | ..    | ..     | ..   | 8 19  | 8 27  | ..   | 8 45 | ..   | ..   | ..                                                                     |
| Hackney .....            | ..   | ..   | 6 4   | 6 40   | ..   | ..    | ..    | ..   | ..   | 9 5  | ..   | ..                                                                     |
| Old Quay .....           | ..   | ..   | ..    | ..     | ..   | ..    | ..    | ..   | ..   | ..   | ..   | ..                                                                     |
| Teignmouth .....         | ..   | ..   | ..    | ..     | ..   | 8 36  | 8 38  | ..   | ..   | ..   | ..   | ..                                                                     |
| Dawlish .....            | ..   | ..   | ..    | ..     | ..   | 8 44  | 8 46  | ..   | ..   | ..   | ..   | ..                                                                     |
| Dawlish Warren .....     | ..   | ..   | ..    | ..     | ..   | ..    | ..    | ..   | ..   | ..   | ..   | ..                                                                     |
| Starcross .....          | ..   | ..   | ..    | ..     | ..   | 8 53  | 8 55  | ..   | ..   | ..   | ..   | ..                                                                     |
| Exminster .....          | ..   | ..   | ..    | ..     | ..   | ..    | ..    | ..   | ..   | ..   | ..   | ..                                                                     |
| City Basin Jct. ....     | ..   | ..   | ..    | ..     | ..   | 9 6   | 9 8   | ..   | ..   | ..   | ..   | ..                                                                     |
| St. Thomas .....         | ..   | ..   | ..    | ..     | ..   | 9 11  | 9 19  | ..   | ..   | ..   | ..   | ..                                                                     |
| EXETER .....             | ..   | ..   | ..    | ..     | 8 28 | 8 40  | ..    | ..   | ..   | ..   | ..   | 10 11 2                                                                |
| Exeter (Riverside) ..    | ..   | ..   | 7 30  | 7 55   | ..   | ..    | ..    | ..   | ..   | ..   | ..   | ..                                                                     |
| Cowley Bridge Jct. ..    | ..   | ..   | ..    | ..     | ..   | 8 43  | ..    | ..   | ..   | ..   | ..   | 10 5                                                                   |
| Stoke Canon .....        | ..   | ..   | ..    | ..     | ..   | 8 46  | ..    | ..   | ..   | ..   | ..   | ..                                                                     |
| Silverton .....          | ..   | ..   | ..    | ..     | ..   | ..    | 9 22  | ..   | ..   | ..   | ..   | ..                                                                     |
| Hele .....               | ..   | ..   | ..    | ..     | ..   | ..    | ..    | ..   | ..   | ..   | ..   | ..                                                                     |
| Cullompton .....         | ..   | ..   | ..    | ..     | ..   | 9 36  | 9 38  | ..   | ..   | ..   | ..   | ..                                                                     |
| Tiverton Junction ..     | ..   | ..   | ..    | ..     | ..   | 9 44  | 9 49  | ..   | ..   | ..   | ..   | ..                                                                     |
| Sampford Peverell ..     | ..   | ..   | ..    | ..     | ..   | ..    | ..    | ..   | ..   | ..   | ..   | ..                                                                     |
| Burlescombe .....        | ..   | ..   | ..    | ..     | ..   | ..    | ..    | ..   | ..   | ..   | ..   | ..                                                                     |
| Whiteball Tunnel ..      | ..   | ..   | 8 50  | ..     | ..   | ..    | ..    | ..   | ..   | ..   | ..   | ..                                                                     |
| Wellington .....         | ..   | ..   | ..    | ..     | ..   | 10 2  | 10 5  | ..   | ..   | ..   | ..   | ..                                                                     |
| Poole Siding .....       | ..   | ..   | ..    | ..     | ..   | ..    | ..    | ..   | ..   | ..   | ..   | ..                                                                     |
| Victory Siding .....     | ..   | ..   | ..    | ..     | ..   | ..    | ..    | ..   | ..   | ..   | ..   | ..                                                                     |
| Norton Fitzwarren ..     | SUS  | PEN  | ..    | M L    | ..   | ..    | M L   | ..   | ..   | ..   | ..   | ..                                                                     |
| Silkmill .....           | DE   | D    | ..    | ..     | ..   | ..    | ..    | ..   | ..   | ..   | ..   | ..                                                                     |
| Fairwater Sidings ..     | ..   | ..   | ..    | ..     | ..   | ..    | ..    | ..   | ..   | ..   | ..   | ..                                                                     |
| Taunton West Stn. ..     | ..   | ..   | ..    | ..     | ..   | ..    | ..    | ..   | ..   | ..   | ..   | ..                                                                     |
| TAUNTON .....            | ..   | 8 40 | 9 17  | 9 40   | ..   | 10 15 | 10 25 | ..   | ..   | ..   | ..   | ..                                                                     |
| Taunton East Jct. ..     | R L  | L    | M     | L      | ..   | R L   | L     | ..   | ..   | ..   | ..   | ..                                                                     |
| Crech Junction .....     | R 8  | 40 L | M 9   | 47 L   | ..   | R 10  | 29 L  | ..   | ..   | ..   | ..   | ..                                                                     |
| Crech St. M. Halt ..     | ..   | ..   | ..    | ..     | ..   | ..    | ..    | ..   | ..   | ..   | ..   | ..                                                                     |
| Cogload .....            | ..   | ..   | ..    | ..     | ..   | ..    | ..    | ..   | ..   | ..   | ..   | ..                                                                     |
| Durston .....            | ..   | ..   | ..    | ..     | ..   | ..    | ..    | ..   | ..   | ..   | ..   | ..                                                                     |
| Lyng Halt .....          | ..   | ..   | ..    | ..     | ..   | ..    | ..    | ..   | ..   | ..   | ..   | ..                                                                     |
| Athelney .....           | ..   | ..   | ..    | ..     | ..   | ..    | ..    | ..   | ..   | ..   | ..   | ..                                                                     |
| Curry Rivel Jct. ....    | ..   | ..   | ..    | ..     | ..   | ..    | ..    | ..   | ..   | ..   | ..   | ..                                                                     |
| Langport East .....      | ..   | ..   | ..    | ..     | ..   | ..    | ..    | ..   | ..   | ..   | ..   | ..                                                                     |
| Long Sutton & P'ney ..   | ..   | ..   | ..    | ..     | ..   | ..    | ..    | ..   | ..   | ..   | ..   | ..                                                                     |
| Somerton .....           | ..   | ..   | ..    | ..     | ..   | ..    | ..    | ..   | ..   | ..   | ..   | ..                                                                     |
| Charlton Mackrell ..     | ..   | ..   | ..    | ..     | ..   | ..    | ..    | ..   | ..   | ..   | ..   | ..                                                                     |
| Keinton Mandeville ..    | ..   | ..   | ..    | ..     | ..   | ..    | ..    | ..   | ..   | ..   | ..   | ..                                                                     |
| Alford Halt .....        | ..   | ..   | ..    | ..     | ..   | ..    | ..    | ..   | ..   | ..   | ..   | ..                                                                     |
| Castle Cary .....        | ..   | ..   | 10 49 | ..     | ..   | ..    | ..    | ..   | ..   | ..   | ..   | ..                                                                     |
| Westbury .....           | ..   | ..   | 11 44 | ..     | ..   | ..    | ..    | ..   | ..   | ..   | ..   | ..                                                                     |
| BRIDGWATER .....         | 8 55 | ..   | ..    | ..     | ..   | 10 41 | 10 46 | ..   | ..   | ..   | ..   | ..                                                                     |
| Dunball .....            | ..   | ..   | ..    | ..     | ..   | ..    | ..    | ..   | ..   | ..   | ..   | ..                                                                     |
| Pottery Siding .....     | ..   | ..   | ..    | ..     | ..   | 10 56 | 11 2  | ..   | ..   | ..   | ..   | ..                                                                     |
| Highbridge .....         | ..   | ..   | ..    | ..     | ..   | ..    | ..    | ..   | ..   | ..   | ..   | ..                                                                     |
| Bristol .....            | ..   | ..   | ..    | ..     | ..   | 12 10 | 12 30 | ..   | ..   | ..   | ..   | ..                                                                     |
| Paddington .....         | ..   | ..   | ..    | ..     | ..   | 3 50  | ..    | ..   | ..   | ..   | ..   | ..                                                                     |

Commences  
May 7th,  
1950.SUS  
DE  
PEN  
D

Exeter arrive 10||1 a.m.

| Up Trains.            |                            |                                                                |       |                                                              |       |                 |       |                                           |      |                              |       |                 |       |
|-----------------------|----------------------------|----------------------------------------------------------------|-------|--------------------------------------------------------------|-------|-----------------|-------|-------------------------------------------|------|------------------------------|-------|-----------------|-------|
| STATIONS.             | B<br>Tiver-<br>ton<br>Auto | 10.16 a.m.<br>Exeter (Cent.)<br>to<br>Ilfracombe<br>Passenger. |       | 10.35 a.m.<br>Exeter (Cent.)<br>to<br>Plymouth<br>Passenger. |       | B<br>Passenger. |       | B<br>10.55 a.m.<br>Minehead<br>Passenger. |      | A<br>Newcastle<br>Passenger. |       | B<br>Passenger. |       |
|                       | dep.                       | arr.                                                           | dep.  | arr.                                                         | dep.  | arr.            | dep.  | arr.                                      | dep. | arr.                         | dep.  | arr.            | dep.  |
| Penzance.....         | a.m.                       | a.m.                                                           | a.m.  | a.m.                                                         | a.m.  | a.m.            | a.m.  | a.m.                                      | a.m. | a.m.                         | a.m.  | a.m.            | a.m.  |
| Plymouth .....        | "                          | "                                                              | "     | "                                                            | "     | "               | "     | "                                         | "    | "                            | "     | "               | "     |
| Ashburton Jct.←       | "                          | "                                                              | "     | "                                                            | "     | "               | "     | "                                         | "    | "                            | "     | "               | "     |
| Dainton Siding.....   | "                          | "                                                              | "     | "                                                            | "     | "               | "     | "                                         | "    | "                            | "     | "               | "     |
| Stop Brd. 217m. 57c.  | "                          | "                                                              | "     | "                                                            | "     | "               | "     | "                                         | "    | "                            | "     | "               | "     |
| Stoneycombe Siding    | "                          | "                                                              | "     | "                                                            | "     | "               | "     | "                                         | "    | "                            | "     | "               | "     |
| KINGSWEAR .....       | "                          | "                                                              | "     | "                                                            | "     | "               | "     | "                                         | "    | "                            | "     | —               | 9 55  |
| Kingswear C'sing      | "                          | "                                                              | "     | "                                                            | "     | "               | "     | "                                         | "    | "                            | "     | SUS DE          | 10 4  |
| Churston .....        | "                          | "                                                              | "     | "                                                            | "     | "               | "     | "                                         | "    | "                            | "     | PEN D           | 10 6  |
| Stop Brd. 10½ m.p.    | "                          | "                                                              | "     | "                                                            | "     | "               | "     | "                                         | "    | "                            | "     | C S             | —     |
| Goodrington S.H.      | "                          | "                                                              | "     | "                                                            | "     | "               | "     | "                                         | "    | "                            | "     | —               | —     |
| Goodrington Yard      | "                          | "                                                              | "     | "                                                            | "     | "               | "     | "                                         | "    | "                            | "     | —               | —     |
| Paignton .....        | "                          | "                                                              | "     | "                                                            | "     | "               | 9 45  | "                                         | "    | "                            | 10 0  | 10 14           | 10 16 |
| Gas House Siding      | "                          | "                                                              | "     | "                                                            | "     | "               | —     | "                                         | "    | "                            | —     | —               | —     |
| TORQUAY .....         | "                          | "                                                              | "     | "                                                            | "     | 9 50            | 9 52  | "                                         | "    | 10 5                         | 10 8  | 10 21           | 10 24 |
| Torre .....           | "                          | "                                                              | "     | "                                                            | "     | 9 55            | 9 57  | "                                         | "    | 10 11                        | 10 13 | 10 27           | 10 30 |
| Kingskerswell .....   | "                          | "                                                              | "     | "                                                            | "     | 10 3            | 10 4  | "                                         | "    | 10 19                        | 10 21 | 10 36           | 10 37 |
| Aller Junction        | Commences May 7th, 1950.   | "                                                              | "     | "                                                            | "     | 10              | 7     | "                                         | "    | 10                           | 24    | 10              | 40    |
| NEWTON ABBOT          | "                          | "                                                              | "     | "                                                            | "     | 10 9            | 10 15 | "                                         | "    | 10 26                        | 10 35 | 10 42           | —     |
| Hackney .....         | "                          | "                                                              | "     | "                                                            | "     | —               | —     | "                                         | "    | —                            | —     | —               | —     |
| Old Quay .....        | "                          | "                                                              | "     | "                                                            | "     | 10 24           | 10 25 | "                                         | "    | 10 44                        | 10 47 | —               | —     |
| Teignmouth .....      | "                          | "                                                              | "     | "                                                            | "     | 10 31           | 10 32 | "                                         | "    | 10 53                        | 10 55 | —               | —     |
| Dawlish .....         | "                          | "                                                              | "     | "                                                            | "     | 10 35           | 10 36 | "                                         | "    | —                            | —     | —               | —     |
| Dawlish Warren .....  | "                          | "                                                              | "     | "                                                            | "     | 10 40           | 10 41 | "                                         | "    | —                            | —     | —               | —     |
| Starcross .....       | "                          | "                                                              | "     | "                                                            | "     | 10 48           | 10 49 | "                                         | "    | —                            | —     | —               | —     |
| Exminster .....       | "                          | "                                                              | "     | "                                                            | "     | 10 56           | 10 57 | "                                         | "    | 11 12                        | 11 20 | —               | —     |
| City Basin Jct.       | "                          | "                                                              | "     | "                                                            | "     | —               | —     | "                                         | "    | —                            | —     | —               | —     |
| St. Thomas .....      | "                          | "                                                              | "     | "                                                            | "     | —               | —     | "                                         | "    | —                            | —     | —               | —     |
| EXETER .....          | 10 15                      | 10 19                                                          | 10 25 | 10 38                                                        | 10 43 | 11 0            | —     | "                                         | "    | 11 12                        | 11 20 | —               | —     |
| Exeter (Riverside) .. | —                          | —                                                              | —     | —                                                            | —     | —               | —     | "                                         | "    | —                            | —     | —               | —     |
| Cowley Bridge Jct.    | 10 18                      | 10 28                                                          | —     | 10 46                                                        | —     | —               | —     | "                                         | "    | 11 23                        | —     | —               | —     |
| Stoke Canon .....     | 10 18                      | —                                                              | —     | —                                                            | —     | —               | —     | "                                         | "    | —                            | —     | —               | —     |
| Silvertown .....      | —                          | —                                                              | —     | —                                                            | —     | —               | —     | "                                         | "    | —                            | —     | —               | —     |
| Hele .....            | —                          | —                                                              | —     | —                                                            | —     | —               | —     | "                                         | "    | —                            | —     | —               | —     |
| Cullompton .....      | —                          | —                                                              | —     | —                                                            | —     | —               | —     | Commences May 7th, 1950.                  | —    | —                            | —     |                 |       |

**Sundays.**

| STATIONS.            | A          |       | B          |       | A          |       | B                        |       | G               |       | B          |       |    |
|----------------------|------------|-------|------------|-------|------------|-------|--------------------------|-------|-----------------|-------|------------|-------|----|
|                      | Passenger. |       | Passenger. |       | Passenger. |       | Moreton Passenger.       |       | Engine and Van. |       | Passenger. |       |    |
|                      | arr.       | dep.  | arr.       | dep.  | arr.       | dep.  | arr.                     | dep.  | arr.            | dep.  | arr.       | dep.  |    |
|                      | a.m.       | a.m.  | a.m.       | a.m.  | a.m.       | a.m.  | a.m.                     | a.m.  | a.m.            | a.m.  | p.m.       | a.m.  |    |
| Penzance .....       | —          | 9 30  | ..         | ..    | —          | 10 20 | ..                       | ..    | ..              | ..    | —          | 11 15 | .. |
| Plymouth .....       | —          | —     | ..         | ..    | —          | —     | ..                       | ..    | ..              | ..    | —          | —     | .. |
| Ashburton Jct. ←     | 10 28      | —     | ..         | ..    | 10 57      | —     | Commences May 7th, 1950. |       | ..              | ..    | 12 7       | —     | .. |
| Dainton Siding       | —          | —     | ..         | ..    | —          | —     |                          |       | ..              | ..    | —          | —     | .. |
| Stop Brd. 217m. 57c. | —          | —     | ..         | ..    | —          | —     |                          |       | ..              | ..    | —          | —     | .. |
| Stoneycombe Siding   | —          | —     | ..         | ..    | —          | —     |                          |       | ..              | ..    | —          | —     | .. |
| KINGSWEAR            | ..         | ..    | ..         | ..    | ..         | ..    |                          |       | SUSPENDED       | ..    | SUSPENDED  | ..    | .. |
| Kingswear C'sing     | ..         | ..    | ..         | ..    | ..         | ..    |                          |       | ..              | ..    | ..         | ..    | .. |
| Churston             | ..         | ..    | ..         | ..    | ..         | ..    |                          |       | ..              | ..    | ..         | ..    | .. |
| Stop Brd. 10½ m.p.   | ..         | ..    | ..         | ..    | ..         | ..    |                          |       | ..              | ..    | ..         | ..    | .. |
| Goodrington S. H.    | ..         | ..    | ..         | ..    | ..         | ..    |                          |       | ..              | ..    | ..         | ..    | .. |
| Goodrington Yard     | ..         | ..    | ..         | ..    | ..         | ..    |                          |       | ..              | ..    | ..         | ..    | .. |
| Paignton             | ..         | ..    | ..         | 10 45 | ..         | ..    | 11 10                    | ..    | ..              | 11 22 | ..         | ..    | .. |
| Gas House Siding     | ..         | ..    | ..         | ..    | ..         | ..    | ..                       | ..    | ..              | ..    | ..         | ..    | .. |
| TORQUAY              | ..         | ..    | 10 50      | 10 53 | ..         | ..    | 11 15                    | 11 17 | ..              | ..    | ..         | ..    | .. |
| Torre                | ..         | ..    | 10 56      | 10 58 | ..         | ..    | 11 20                    | 11 23 | 11 37           | ..    | ..         | ..    | .. |
| Kingskerswell.       | ..         | ..    | 11 4       | 11 5  | ..         | ..    | 11 29                    | 11 30 | ..              | ..    | ..         | ..    | .. |
| Aller Junction       | 10 41      | 10 53 | 11 8       | —     | 11 10      | 10 11 | 11 35                    | 11 40 | ..              | ..    | 12 19      | 12 20 | .. |
| NEWTON ABBOT         | 10 43      | 10 53 | 11 10      | —     | 11 12      | 11 21 | 11 35                    | 11 40 | ..              | ..    | 12 22      | 12 30 | .. |
| Hackney              | —          | —     | —          | —     | —          | —     | —                        | —     | ..              | ..    | —          | —     | .. |
| Old Quay             | —          | —     | —          | —     | —          | —     | —                        | —     | ..              | ..    | —          | —     | .. |
| Telgarmouth          | 11 2       | 11 7  | —          | —     | —          | —     | —                        | —     | ..              | ..    | 12 39      | 12 40 | .. |
| Dawlish              | —          | —     | —          | —     | —          | —     | —                        | —     | ..              | ..    | 12 46      | 12 47 | .. |
| Dawlish Warren       | —          | —     | —          | —     | —          | —     | —                        | —     | ..              | ..    | 12 50      | 12 51 | .. |
| Starcross            | —          | —     | —          | —     | —          | —     | —                        | —     | ..              | ..    | 12 55      | 12 56 | .. |
| Exminster            | —          | —     | —          | —     | —          | —     | —                        | —     | ..              | ..    | 1 2        | 1 3   | .. |
| City Basin Jct.      | —          | —     | arr.       | dep.  | —          | —     | —                        | —     | ..              | ..    | 1 9        | 1 10  | .. |
| St. Thomas           | —          | —     | —          | —     | —          | —     | —                        | —     | ..              | ..    | 1 13       | —     | .. |
| EXETER               | 11 29      | 11 36 | a.m.       | a.m.  | 11 47      | 11 54 | ..                       | ..    | ..              | ..    | —          | —     | .. |
| Exeter (Riverside)   | —          | —     | —          | 11 45 | —          | —     | ..                       | ..    | ..              | ..    | —          | —     | .. |
| Cowley Bridge Jct.   | 11 39      | —     | 11 48      | —     | 11 57      | —     | ..                       | ..    | ..              | ..    | —          | —     | .. |
| Stoke Canon          | —          | —     | —          | —     | —          | —     | ..                       | ..    | ..              | ..    | —          | —     | .. |
| Silverton            | —          | —     | —          | —     | —          | —     | ..                       | ..    | ..              | ..    | —          | —     | .. |
| Hele                 | —          | —     | —          | —     | —          | —     | ..                       | ..    | ..              | ..    | —          | —     | .. |
| Cullompton           | —          | —     | —          | —     | —          | —     | ..                       | ..    | ..              | ..    | —          | —     | .. |
| Tilverton Junction   | —          | —     | —          | —     | —          | —     | ..                       | ..    | ..              | ..    | —          | —     | .. |
| Sampford Peverell    | —          | —     | —          | —     | —          | —     | ..                       | ..    | ..              | ..    | —          | —     | .. |
| Burlescombe          | —          | —     | —          | —     | —          | —     | ..                       | ..    | ..              | ..    | —          | —     | .. |
| Whitelill Tunnel     | 12 1       | —     | —          | —     | 12 20      | —     | ..                       | ..    | ..              | ..    | —          | —     | .. |
| Wellington           | —          | —     | —          | —     | —          | —     | ..                       | ..    | ..              | ..    | —          | —     | .. |
| Poole Siding         | —          | —     | —          | —     | —          | —     | ..                       | ..    | ..              | ..    | —          | —     | .. |
| Victory Siding       | —          | —     | —          | —     | —          | —     | ..                       | ..    | ..              | ..    | —          | —     | .. |
| Norton Fitzwarren    | M          | L     | —          | —     | M          | L     | ..                       | ..    | ..              | ..    | —          | —     | .. |
| Silkmill             | —          | —     | —          | —     | —          | —     | ..                       | ..    | ..              | ..    | —          | —     | .. |
| Fairwater Sidings    | —          | —     | —          | —     | —          | —     | ..                       | ..    | ..              | ..    | —          | —     | .. |
| Taunton West Stn.    | R          | L     | —          | —     | R          | L     | ..                       | ..    | ..              | ..    | —          | —     | .. |
| TAUNTON              | 12 14      | 12 21 | —          | —     | 12 31      | 12 38 | ..                       | ..    | ..              | ..    | —          | —     | .. |
| Taunton East Jct.    | R          | L     | —          | —     | M          | L     | ..                       | ..    | ..              | ..    | —          | —     | .. |
| Creech Junction      | R          | L     | —          | —     | M          | L     | ..                       | ..    | ..              | ..    | —          | —     | .. |
| Creech St. M. Halt   | —          | —     | —          | —     | —          | —     | ..                       | ..    | ..              | ..    | —          | —     | .. |
| Cogload              | —          | —     | —          | —     | —          | —     | ..                       | ..    | ..              | ..    | —          | —     | .. |
| Durston              | —          | —     | —          | —     | —          | —     | ..                       | ..    | ..              | ..    | —          | —     | .. |
| Lyng Halt            | —          | —     | —          | —     | —          | —     | ..                       | ..    | ..              | ..    | —          | —     | .. |
| Athelney             | —          | —     | —          | —     | —          | —     | ..                       | ..    | ..              | ..    | —          | —     | .. |
| Curry River Jct.     | —          | —     | —          | —     | —          | —     | ..                       | ..    | ..              | ..    | —          | —     | .. |
| Langport East        | —          | —     | —          | —     | —          | —     | ..                       | ..    | ..              | ..    | —          | —     | .. |
| Long Sutton & P'ney  | —          | —     | —          | —     | —          | —     | ..                       | ..    | ..              | ..    | —          | —     | .. |
| Somerton             | —          | —     | —          | —     | —          | —     | ..                       | ..    | ..              | ..    | —          | —     | .. |
| Charlton Mackrell    | —          | —     | —          | —     | —          | —     | ..                       | ..    | ..              | ..    | —          | —     | .. |
| Keinton Mandeville   | —          | —     | —          | —     | —          | —     | ..                       | ..    | ..              | ..    | —          | —     | .. |
| Alford Halt          | —          | —     | —          | —     | —          | —     | ..                       | ..    | ..              | ..    | —          | —     | .. |
| Castle Cary          | —          | —     | —          | —     | —          | —     | ..                       | ..    | ..              | ..    | —          | —     | .. |
| Westbury             | —          | —     | —          | —     | —          | —     | ..                       | ..    | ..              | ..    | —          | —     | .. |
| BRIDGWATER           | —          | —     | —          | —     | —          | —     | ..                       | ..    | ..              | ..    | —          | —     | .. |
| Dunball              | —          | —     | —          | —     | —          | —     | ..                       | ..    | ..              | ..    | —          | —     | .. |
| Pottery Siding       | —          | —     | —          | —     | —          | —     | ..                       | ..    | ..              | ..    | —          | —     | .. |
| Highbridge           | 12 44      | —     | —          | —     | —          | —     | ..                       | ..    | ..              | ..    | —          | —     | .. |
| Bristol              | 1 27       | 1 37  | ..         | ..    | 3 30       | —     | ..                       | ..    | ..              | ..    | —          | —     | .. |
| Paddington           | 4 35       | —     | ..         | ..    | —          | —     | ..                       | ..    | ..              | ..    | —          | —     | .. |

## Up Trains.

| STATIONS.            | A          |       | A                   |      |                                            |      | K      |                                            | A          |      |                                  | B          |      |
|----------------------|------------|-------|---------------------|------|--------------------------------------------|------|--------|--------------------------------------------|------------|------|----------------------------------|------------|------|
|                      | Passenger. |       | Bradford Passenger. |      | 10.50 a.m. Waterloo to Plymouth Passenger. |      | Fright | 2½50 p.m. Exeter to Lappor Engine and Van. | Passenger. |      | 11.0 a.m. W'loo to Plymouth Pass | Passenger. |      |
|                      | arr.       | dep.  | arr.                | dep. | arr.                                       | dep. | dep.   | dep.                                       | arr.       | dep. | dep.                             | arr.       | dep. |
| Penzance .....       | p.m.       | a.m.  | p.m.                | p.m. | p.m.                                       | p.m. | p.m.   | p.m.                                       | p.m.       | p.m. | p.m.                             | p.m.       | p.m. |
| Plymouth .....       | 12 10      | 12 20 | ..                  | ..   | ..                                         | ..   | ..     | RR                                         | —          | 1 20 | ..                               | ..         | ..   |
| Ashburton Jct. ←     | 12         | 57    | ..                  | ..   | ..                                         | ..   | ..     | 1 57                                       | ..         | ..   | ..                               | ..         | ..   |
| Dainton Siding       | —          | —     | ..                  | ..   | ..                                         | ..   | ..     | —                                          | —          | —    | ..                               | ..         | ..   |
| Stop Brd. 217m. 57c. | —          | —     | ..                  | ..   | ..                                         | ..   | ..     | —                                          | —          | —    | ..                               | ..         | ..   |
| Stoneycombe Siding   | —          | —     | ..                  | ..   | ..                                         | ..   | ..     | —                                          | —          | —    | ..                               | ..         | ..   |
| KINGSWEAR            | ..         | ..    | ..                  | ..   | ..                                         | ..   | ..     | ..                                         | ..         | ..   | ..                               | —          | 1 25 |
| Kingswear C'sing     | ..         | ..    | ..                  | ..   | ..                                         | ..   | ..     | ..                                         | ..         | ..   | ..                               | 1 34       | 1 35 |
| Churston             | ..         | ..    | SUS                 | PEN  | SUS                                        | PEN  | ..     | ..                                         | ..         | ..   | ..                               | —          | —    |
| Stop Brd. 10½ m.p.   | ..         | ..    | DE                  | D    | DE                                         | D    | ..     | ..                                         | ..         | ..   | ..                               | C          | S    |
| Goodrington S. H.    | ..         | ..    | ..                  | ..   | ..                                         | ..   | ..     | ..                                         | ..         | ..   | ..                               | 1 43       | 1 45 |
| Goodrington Yard     | ..         | ..    | ..                  | 1 0  | ..                                         | ..   | 1 15   | ..                                         | ..         | ..   | ..                               | 1 50       | 1 53 |
| Paignton             | ..         | ..    | ..                  | 1 9  | ..                                         | ..   | ..     | ..                                         | ..         | ..   | ..                               | 1 56       | 1 59 |
| Gas House Siding     | ..         | ..    | ..                  | 1 12 | ..                                         | ..   | ..     | ..                                         | ..         | ..   | ..                               | 2 5        | 2 6  |
| TORQUAY              | ..         | ..    | 1 5                 | 1 9  | ..                                         | ..   | ..     | ..                                         | ..         | ..   | ..                               | ..         | ..   |
| Torre                | ..         | ..    | 1 12                | 1 14 | ..                                         | ..   | ..     | ..                                         | ..         | ..   | ..                               | ..         | ..   |
| Kingskerswell        | ..         | ..    | 1 20                | 1 21 | ..                                         | ..   | ..     | ..                                         | ..         | ..   | ..                               | ..         | ..   |
| Aller Junction       | 1 9        | 1 24  | ..                  | ..   | ..                                         | ..   | ..     | ..                                         | ..         | ..   | ..                               | 2 9        | 2 30 |
| NEWTON ABBOT         | 1 11B      | 1 15  | 1 26                | 1 31 | ..                                         | ..   | 1 45   | ..                                         | 2 12       | 2 19 | ..                               | 2 11       | 2 30 |
| Hackney              | ..         | ..    | ..                  | ..   | ..                                         | ..   | ..     | ..                                         | ..         | ..   | ..                               | ..         | ..   |
| Old Quay             | ..         | ..    | ..                  | ..   | ..                                         | ..   | ..     | ..                                         | ..         | ..   | ..                               | ..         | ..   |
| Teignmouth           | ..         | ..    | 1 40                | 1 44 | ..                                         | ..   | ..     | ..                                         | 2 28       | 2 31 | ..                               | 2 39       | 2 41 |
| Dawlish              | ..         | ..    | 1 50                | 1 52 | ..                                         | ..   | ..     | ..                                         | 2 37       | 2 39 | ..                               | 2 47       | 2 48 |
| Dawlish Warren       | ..         | ..    | ..                  | ..   | ..                                         | ..   | ..     | ..                                         | ..         | ..   | ..                               | 2 51       | 2 52 |
| Starcross            | ..         | ..    | ..                  | ..   | ..                                         | ..   | ..     | ..                                         | ..         | ..   | ..                               | 3 56       | 2 57 |
| Exminster            | ..         | ..    | ..                  | ..   | ..                                         | ..   | ..     | ..                                         | ..         | ..   | ..                               | 3          | 3 4  |
| City Basin Jct.      | ..         | ..    | ..                  | ..   | ..                                         | ..   | ..     | ..                                         | ..         | ..   | ..                               | 3 11       | 3 12 |
| St. Thomas           | ..         | ..    | ..                  | ..   | ..                                         | ..   | ..     | ..                                         | ..         | ..   | ..                               | 3 15       | W    |
| EXETER               | 1 41       | 1 47  | 2 8                 | 2 15 | 2 27                                       | 2 31 | ..     | 2½54                                       | 2 55       | 3 3  | 3 8                              | 3 15       | W    |
| Exeter (Riverside)   | ..         | ..    | ..                  | ..   | ..                                         | ..   | ..     | ..                                         | ..         | ..   | ..                               | ..         | ..   |
| Cowley Bridge Jct.   | ..         | ..    | ..                  | ..   | ..                                         | ..   | ..     | ..                                         | ..         | ..   | ..                               | ..         | ..   |
| Stoke Canon          | 1 50       | ..    | 2 18                | ..   | 2 34                                       | ..   | ..     | 2 57                                       | 8 6        | ..   | 3 11                             | ..         | ..   |
| Silverton            | ..         | ..    | ..                  | ..   | ..                                         | ..   | ..     | ..                                         | ..         | ..   | ..                               | ..         | ..   |
| Hele                 | ..         | ..    | ..                  | ..   | ..                                         | ..   | ..     | ..                                         | ..         | ..   | ..                               | ..         | ..   |
| Cullompton           | ..         | ..    | ..                  | ..   | ..                                         | ..   | ..     | ..                                         | ..         | ..   | ..                               | ..         | ..   |
| Tiverton Junction    | ..         | ..    | ..                  | ..   | ..                                         | ..   | ..     | ..                                         | ..         | ..   | ..                               | ..         | ..   |
| Sampford Peverell    | ..         | ..    | ..                  | ..   | ..                                         | ..   | ..     | ..                                         | ..         | ..   | ..                               | ..         | ..   |
| Burlescombe          | ..         | ..    | ..                  | ..   | ..                                         | ..   | ..     | ..                                         | ..         | ..   | ..                               | ..         | ..   |
| Whiteball Tunnel     | ..         | ..    | ..                  | ..   | ..                                         | ..   | ..     | ..                                         | ..         | ..   | ..                               | ..         | ..   |
| Wellington           | 2 13       | ..    | 2 48                | ..   | ..                                         | ..   | ..     | ..                                         | 3 83       | ..   | ..                               | ..         | ..   |
| Poole Siding         | ..         | ..    | ..                  | ..   | ..                                         | ..   | ..     | ..                                         | ..         | ..   | ..                               | ..         | ..   |
| Victory Siding       | ..         | ..    | ..                  | ..   | ..                                         | ..   | ..     | ..                                         | ..         | ..   | ..                               | ..         | ..   |
| Norton Fitzwarren    | M          | L     | M                   | L    | ..                                         | ..   | ..     | ..                                         | M          | L    | ..                               | ..         | ..   |
| Silkmill             | ..         | ..    | ..                  | ..   | ..                                         | ..   | ..     | ..                                         | ..         | ..   | ..                               | ..         | ..   |
| Fairwater Sidings    | ..         | ..    | ..                  | ..   | ..                                         | ..   | ..     | ..                                         | ..         | ..   | ..                               | ..         | ..   |
| Taunton West Stn.    | M          | L     | M                   | L    | ..                                         | ..   | ..     | ..                                         | R          | L    | ..                               | ..         | ..   |
| TAUNTON              | 2 25       | ..    | 2 54                | 3 0  | ..                                         | ..   | ..     | ..                                         | 3 44       | 3 59 | ..                               | ..         | ..   |
| Taunton East Jct.    | M          | L     | R                   | L    | ..                                         | ..   | ..     | ..                                         | R          | L    | ..                               | ..         | ..   |
| Creech Junction      | M          | L     | R                   | L    | ..                                         | ..   | ..     | ..                                         | R          | L    | ..                               | ..         | ..   |
| Creech St. M. Halt   | 2 28       | ..    | 3 3                 | 5 L  | ..                                         | ..   | ..     | ..                                         | ..         | ..   | ..                               | ..         | ..   |
| Cogload              | ..         | ..    | ..                  | ..   | ..                                         | ..   | ..     | ..                                         | ..         | ..   | ..                               | ..         | ..   |
| Durston              | ..         | ..    | ..                  | ..   | ..                                         | ..   | ..     | ..                                         | ..         | ..   | ..                               | ..         | ..   |
| Lyng Halt            | ..         | ..    | ..                  | ..   | ..                                         | ..   | ..     | ..                                         | ..         | ..   | ..                               | arr.       | dep. |
| Athelney             | ..         | ..    | ..                  | ..   | ..                                         | ..   | ..     | ..                                         | ..         | ..   | ..                               | p.m.       | p.m. |
| Curry Rivel Jct.     | ..         | ..    | ..                  | ..   | ..                                         | ..   | ..     | ..                                         | ..         | ..   | ..                               | 3½34       | 3½32 |
| Langport East        | ..         | ..    | ..                  | ..   | ..                                         | ..   | ..     | ..                                         | ..         | ..   | ..                               | 3 41       | 3 36 |
| Long Sutton & P'ney  | ..         | ..    | ..                  | ..   | ..                                         | ..   | ..     | ..                                         | ..         | ..   | ..                               | 3 48       | 3 43 |
| Somerton             | ..         | ..    | ..                  | ..   | ..                                         | ..   | ..     | ..                                         | ..         | ..   | ..                               | 3 56       | 3 50 |
| Charlton Mackrell    | ..         | ..    | ..                  | ..   | ..                                         | ..   | ..     | ..                                         | ..         | ..   | ..                               | 4 4        | 3 57 |
| Keinton Mandeville   | ..         | ..    | ..                  | ..   | ..                                         | ..   | ..     | ..                                         | ..         | ..   | ..                               | 4 4        | 4 7  |
| Alford Halt          | ..         | ..    | ..                  | ..   | ..                                         | ..   | ..     | ..                                         | ..         | ..   | ..                               | ..         | ..   |
| Castle Cary          | 2 58       | ..    | ..                  | ..   | ..                                         | ..   | ..     | ..                                         | ..         | ..   | ..                               | 4 15       | ..   |
| Westbury             | ..         | ..    | ..                  | ..   | ..                                         | ..   | ..     | ..                                         | ..         | ..   | ..                               | ..         | ..   |
| BRIDGWATER           | ..         | ..    | ..                  | ..   | ..                                         | ..   | ..     | ..                                         | 4 14       | 4 17 | ..                               | ..         | ..   |
| Dunball              | ..         | ..    | ..                  | ..   | ..                                         | ..   | ..     | ..                                         | ..         | ..   | ..                               | ..         | ..   |
| Pottery Siding       | ..         | ..    | ..                  | ..   | ..                                         | ..   | ..     | ..                                         | ..         | ..   | ..                               | ..         | ..   |
| Highbridge           | ..         | ..    | 3 25                | ..   | ..                                         | ..   | ..     | ..                                         | 4 28       | 4 32 | ..                               | ..         | ..   |
| Bristol              | 5 20       | ..    | 4 15                | 4 40 | ..                                         | ..   | ..     | ..                                         | 5 21       | 5 30 | ..                               | ..         | ..   |
| Paddington           | ..         | ..    | ..                  | ..   | ..                                         | ..   | ..     | ..                                         | 8 40       | ..   | ..                               | ..         | ..   |

W—Advertised to arrive 3.17 p.m.

## Sundays.

| STATIONS.                | 3.10 p.m.<br>Exeter (Cent.)<br>to<br>Ilfracombe<br>Passenger. |      | A          |      | B           |      | 3.48 p.m.<br>Exeter (Cent.)<br>to Ilfracombe<br>Passenger. |      | A          |      | 12.38 p.m.<br>Southampton<br>to<br>Plymouth<br>Passenger. |      |
|--------------------------|---------------------------------------------------------------|------|------------|------|-------------|------|------------------------------------------------------------|------|------------|------|-----------------------------------------------------------|------|
|                          |                                                               |      | Passenger. |      | Passenger.  |      |                                                            |      | Passenger. |      |                                                           |      |
|                          | arr.                                                          | dep. | arr.       | dep. | arr.        | dep. | arr.                                                       | dep. | arr.       | dep. | arr.                                                      | dep. |
|                          | p.m.                                                          | p.m. | p.m.       | p.m. | p.m.        | p.m. | p.m.                                                       | p.m. | p.m.       | p.m. | p.m.                                                      | p.m. |
| Penzance.....            |                                                               |      |            |      |             |      |                                                            |      |            |      |                                                           |      |
| Plymouth.....            |                                                               |      |            |      |             |      |                                                            |      |            |      |                                                           |      |
| Ashburton Jct. ←         |                                                               |      |            |      |             |      |                                                            |      |            |      |                                                           |      |
| Dainton Siding.....      |                                                               |      |            |      |             |      |                                                            |      |            |      |                                                           |      |
| Stop Brd. 217m. 57c.     |                                                               |      |            |      |             |      |                                                            |      |            |      |                                                           |      |
| Stoneycombe Siding       |                                                               |      |            |      |             |      |                                                            |      |            |      |                                                           |      |
| KINGSWEAR                |                                                               |      |            |      |             |      |                                                            |      |            |      |                                                           |      |
| Kingswear C'sing         |                                                               |      |            |      |             |      |                                                            |      |            |      |                                                           |      |
| Churston.....            |                                                               |      |            |      |             |      |                                                            |      |            |      |                                                           |      |
| Stop Brd. 10½ m.p.       |                                                               |      |            |      |             |      |                                                            |      |            |      |                                                           |      |
| Goodrington S.H.         |                                                               |      |            |      |             |      |                                                            |      |            |      |                                                           |      |
| Goodrington Yard         |                                                               |      |            |      |             |      |                                                            |      |            |      |                                                           |      |
| Paignton.....            |                                                               |      |            | 2 40 |             | 2 55 |                                                            |      |            |      |                                                           |      |
| Gas House Siding         |                                                               |      |            |      |             |      |                                                            |      |            |      |                                                           |      |
| TORQUAY                  |                                                               |      | 2 45       | 2 50 | 3 0         | 3 3  |                                                            |      |            |      |                                                           |      |
| Torre.....               |                                                               |      |            |      | 3 6         | 3 8  |                                                            |      |            |      |                                                           |      |
| Kingskerswell.....       |                                                               |      |            |      |             |      |                                                            |      |            |      |                                                           |      |
| Aller Junction.....      |                                                               |      | 3 3        | 3 1  | 3 18        |      |                                                            |      |            |      |                                                           |      |
| NEWTON ABBOT             |                                                               |      | 3 3        | 3 10 | 3 18        |      |                                                            |      |            |      |                                                           |      |
| Hackney.....             |                                                               |      |            |      |             |      |                                                            |      |            |      |                                                           |      |
| Old Quay.....            |                                                               |      |            |      |             |      |                                                            |      |            |      |                                                           |      |
| Teignmouth.....          |                                                               |      |            |      | 12.0 noon   |      |                                                            |      |            |      |                                                           |      |
| Dawlish.....             |                                                               |      |            |      | Waterloo    |      |                                                            |      |            |      |                                                           |      |
| Dawlish Warren           |                                                               |      |            |      | to Plymouth |      |                                                            |      |            |      |                                                           |      |
| Starcross.....           |                                                               |      |            |      | Passenger.  |      |                                                            |      |            |      |                                                           |      |
| Exminster.....           |                                                               |      |            |      | SUSPENDED   |      |                                                            |      |            |      |                                                           |      |
| City Basin Jct.....      |                                                               |      |            |      | arr.        | dep. |                                                            |      |            |      |                                                           |      |
| St. Thomas.....          |                                                               |      |            |      | p.m.        | p.m. |                                                            |      |            |      |                                                           |      |
| EXETER                   | 3 13                                                          | 3 17 | 3 36       | 3 43 | 3 44        | 3 46 | 3 51                                                       | 3 53 |            |      | 4 1                                                       | 4 4  |
| Exeter (Riverside).....  |                                                               |      |            |      |             |      |                                                            |      |            |      |                                                           |      |
| Cowley Bridge Jct.       | 3 20                                                          |      | 3 46       |      | 3 49        |      | 3 56                                                       |      |            |      | 4 7                                                       |      |
| Stoke Canon.....         |                                                               |      |            |      |             |      |                                                            |      |            |      |                                                           |      |
| Silverton.....           |                                                               |      |            |      |             |      |                                                            |      |            |      |                                                           |      |
| Hele.....                |                                                               |      |            |      |             |      |                                                            |      |            |      |                                                           |      |
| Cullompton.....          |                                                               |      |            |      |             |      |                                                            |      |            |      |                                                           |      |
| Tiverton Junction.....   |                                                               |      |            |      |             |      |                                                            |      |            |      |                                                           |      |
| Sampford Peverell.....   |                                                               |      |            |      |             |      |                                                            |      |            |      |                                                           |      |
| Burlescombe.....         |                                                               |      |            |      |             |      |                                                            |      |            |      |                                                           |      |
| Whiteball Tunnel.....    |                                                               |      | 4 9        |      |             |      |                                                            |      |            |      |                                                           |      |
| Wellington.....          |                                                               |      |            |      |             |      |                                                            |      |            |      |                                                           |      |
| Poole Siding.....        |                                                               |      |            |      |             |      |                                                            |      |            |      |                                                           |      |
| Victory Siding.....      |                                                               |      |            |      |             |      |                                                            |      |            |      |                                                           |      |
| Norton Fitzwarren.....   |                                                               |      | M          | L    |             |      |                                                            |      | 4 16       | 4 17 |                                                           |      |
| Silkmill.....            |                                                               |      |            |      |             |      |                                                            |      | R          | L    |                                                           |      |
| Fairwater Sidings.....   |                                                               |      |            |      |             |      |                                                            |      |            |      |                                                           |      |
| Taunton West Stn.....    |                                                               |      | M          | L    |             |      |                                                            |      | R          | L    |                                                           |      |
| TAUNTON                  |                                                               |      | 4 19       |      |             |      |                                                            |      | 4 27       | 4 30 |                                                           |      |
| Taunton East Jct.....    |                                                               |      | M          | L    |             |      |                                                            |      | M          | L    |                                                           |      |
| Creech Junction.....     |                                                               |      | 22         | L    |             |      |                                                            |      | M          | L    |                                                           |      |
| Creech St. M. Halt.....  |                                                               |      |            |      |             |      |                                                            |      |            |      |                                                           |      |
| Cogload.....             |                                                               |      |            |      |             |      |                                                            |      |            |      |                                                           |      |
| Durston.....             |                                                               |      |            |      |             |      |                                                            |      |            |      |                                                           |      |
| Lyng Halt.....           |                                                               |      |            |      |             |      |                                                            |      |            |      |                                                           |      |
| Athelney.....            |                                                               |      |            |      |             |      |                                                            |      |            |      |                                                           |      |
| Curry Rivel Jct.....     |                                                               |      |            |      |             |      |                                                            |      |            |      |                                                           |      |
| Langport East.....       |                                                               |      |            |      |             |      |                                                            |      |            |      |                                                           |      |
| Long Sutton & P'ney..... |                                                               |      |            |      |             |      |                                                            |      |            |      |                                                           |      |
| Somerton.....            |                                                               |      |            |      |             |      |                                                            |      |            |      |                                                           |      |
| Charlton Mackrell.....   |                                                               |      |            |      |             |      |                                                            |      |            |      |                                                           |      |
| Keinton Mandeville.....  |                                                               |      |            |      |             |      |                                                            |      |            |      |                                                           |      |
| Alford Halt.....         |                                                               |      |            |      |             |      |                                                            |      |            |      |                                                           |      |
| Castle Cary.....         |                                                               |      | 4 50       |      |             |      |                                                            |      |            |      |                                                           |      |
| Westbury.....            |                                                               |      |            |      |             |      |                                                            |      | 5 27       | 5 37 |                                                           |      |
| BRIDGWATER.....          |                                                               |      |            |      |             |      |                                                            |      |            |      |                                                           |      |
| Dunball.....             |                                                               |      |            |      |             |      |                                                            |      |            |      |                                                           |      |
| Pottery Siding.....      |                                                               |      |            |      |             |      |                                                            |      |            |      |                                                           |      |
| Highbridge.....          |                                                               |      |            |      |             |      |                                                            |      |            |      |                                                           |      |
| Bristol.....             |                                                               |      |            |      |             |      |                                                            |      |            |      |                                                           |      |
| Paddington.....          |                                                               |      | 7 20       |      |             |      |                                                            |      | 7 55       |      |                                                           |      |

K—Starts from Minehead at 3.20 p.m. commencing May 7th, 1950.



## Up Trains.

| STATIONS.               | D                |      | A          |               |                                                   |      | B             | A          |              | B              |      | B          |      |
|-------------------------|------------------|------|------------|---------------|---------------------------------------------------|------|---------------|------------|--------------|----------------|------|------------|------|
|                         | Engine and Vans. |      | Passenger. |               | 4.8 p.m. Exeter to Barnstaple Junction Passenger. |      | Moreton Pass. | Passenger. |              | Tiverton Auto. |      | Passenger. |      |
|                         | RR               | K    |            |               |                                                   |      |               |            |              |                |      |            |      |
|                         | arr.             | dep. | arr.       | dep.          | arr.                                              | dep. | dep.          | arr.       | dep.         | arr.           | dep. | arr.       | dep. |
| Penzance .....          | p.m.             | p.m. | p.m.       | a.m.          | p.m.                                              | p.m. | p.m.          | p.m.       | p.m.         | p.m.           | p.m. | p.m.       | p.m. |
| Plymouth .....          | ..               | ..   | 2 16       | 11 25<br>2 25 | ..                                                | ..   | ..            | 2 56       | 12 15<br>3 5 | ..             | ..   | ..         | ..   |
| Ashburton Jct. ←        | ..               | ..   | 8 9        | ..            | ..                                                | ..   | ..            | 3 43       | ..           | ..             | ..   | ..         | ..   |
| Dainton Siding ..       | ..               | ..   | —          | —             | ..                                                | ..   | ..            | —          | —            | ..             | ..   | ..         | ..   |
| Stop Brd. 217m. 57c.    | ..               | ..   | —          | —             | ..                                                | ..   | ..            | —          | —            | ..             | ..   | ..         | ..   |
| Stoneycombe Siding      | ..               | ..   | —          | —             | ..                                                | ..   | ..            | —          | —            | ..             | ..   | ..         | ..   |
| <b>KINGSWEAR</b> .....  | ..               | ..   | ..         | ..            | ..                                                | ..   | ..            | ..         | ..           | ..             | ..   | ..         | ..   |
| Kingswear C'sing ..     | ..               | ..   | ..         | ..            | ..                                                | ..   | ..            | ..         | ..           | ..             | ..   | ..         | ..   |
| Churston .....          | ..               | ..   | ..         | ..            | ..                                                | ..   | ..            | ..         | ..           | ..             | ..   | SUS        | PEN  |
| Stop Bd. 10½ m.p.       | ..               | ..   | ..         | ..            | ..                                                | ..   | ..            | ..         | ..           | ..             | ..   | DE         | DE   |
| Goodrington S. H.       | ..               | ..   | ..         | ..            | ..                                                | ..   | ..            | ..         | ..           | ..             | ..   | ..         | ..   |
| Goodrington Yard ..     | ..               | ..   | ..         | ..            | ..                                                | ..   | ..            | ..         | ..           | ..             | ..   | ..         | 3 25 |
| Paignton .....          | ..               | ..   | ..         | ..            | ..                                                | ..   | ..            | ..         | ..           | ..             | ..   | ..         | ..   |
| Gas House Siding ..     | ..               | ..   | ..         | ..            | ..                                                | ..   | ..            | ..         | ..           | ..             | ..   | 3 30       | 3 32 |
| <b>TORQUAY</b> .....    | ..               | ..   | ..         | ..            | ..                                                | ..   | ..            | ..         | ..           | ..             | ..   | 3 35       | 3 37 |
| Torre .....             | ..               | ..   | ..         | ..            | ..                                                | ..   | ..            | ..         | ..           | ..             | ..   | 3 43       | 3 44 |
| Kingskerswell .....     | ..               | ..   | ..         | ..            | ..                                                | ..   | ..            | ..         | ..           | ..             | ..   | ..         | ..   |
| Aller Junction .....    | ..               | ..   | 3 24       | 3 32          | ..                                                | ..   | 3 55          | 3 56       | 4 1          | ..             | ..   | 3 49       | —    |
| <b>NEWTON ABBOT</b> ..  | ..               | ..   | —          | —             | ..                                                | ..   | ..            | ..         | ..           | ..             | ..   | ..         | ..   |
| Hackney .....           | ..               | ..   | —          | —             | ..                                                | ..   | ..            | ..         | ..           | ..             | ..   | ..         | ..   |
| Old Quay .....          | ..               | ..   | —          | —             | ..                                                | ..   | ..            | ..         | ..           | ..             | ..   | ..         | ..   |
| Teignmouth .....        | ..               | ..   | 3 40       | 3 42          | ..                                                | ..   | ..            | ..         | ..           | ..             | ..   | ..         | ..   |
| Dawlish .....           | ..               | ..   | ..         | ..            | ..                                                | ..   | ..            | ..         | ..           | ..             | ..   | ..         | ..   |
| Dawlish Warren .....    | ..               | ..   | ..         | ..            | ..                                                | ..   | ..            | ..         | ..           | ..             | ..   | ..         | ..   |
| Starcross .....         | ..               | ..   | ..         | ..            | ..                                                | ..   | ..            | ..         | ..           | ..             | ..   | ..         | ..   |
| Exminster .....         | ..               | ..   | ..         | ..            | ..                                                | ..   | ..            | ..         | ..           | ..             | ..   | ..         | ..   |
| City Basin Jct. ....    | ..               | ..   | ..         | ..            | ..                                                | ..   | ..            | ..         | ..           | ..             | ..   | ..         | ..   |
| St. Thomas .....        | ..               | ..   | ..         | ..            | ..                                                | ..   | ..            | ..         | ..           | ..             | ..   | ..         | ..   |
| <b>EXETER</b> .....     | ..               | ..   | 4 3        | 4 10          | 4 11                                              | 4 14 | ..            | 4 27       | 4 34         | —              | 4 20 | ..         | ..   |
| Exeter (Riverside) ..   | ..               | ..   | ..         | ..            | ..                                                | ..   | ..            | ..         | ..           | ..             | ..   | ..         | ..   |
| Cowley Bridge Jct. ..   | ..               | ..   | 4 13       | ..            | 4 17                                              | ..   | ..            | 4 37       | ..           | ..             | ..   | ..         | ..   |
| Stoke Canon .....       | ..               | ..   | ..         | ..            | ..                                                | ..   | ..            | ..         | ..           | ..             | ..   | ..         | ..   |
| Silverton .....         | ..               | ..   | ..         | ..            | ..                                                | ..   | ..            | ..         | ..           | ..             | ..   | ..         | ..   |
| Hele .....              | ..               | ..   | ..         | ..            | ..                                                | ..   | ..            | ..         | ..           | ..             | ..   | ..         | ..   |
| Cullompton .....        | ..               | ..   | ..         | ..            | ..                                                | ..   | ..            | ..         | ..           | ..             | ..   | ..         | ..   |
| Tiverton Junction ..    | ..               | ..   | ..         | ..            | ..                                                | ..   | ..            | ..         | ..           | ..             | ..   | ..         | ..   |
| Sampford Peverell ..    | ..               | ..   | ..         | ..            | ..                                                | ..   | ..            | ..         | ..           | ..             | ..   | ..         | ..   |
| Burlescombe .....       | ..               | ..   | ..         | ..            | ..                                                | ..   | ..            | ..         | ..           | ..             | ..   | ..         | ..   |
| Whiteball Tunnel ..     | ..               | ..   | 4 36       | ..            | ..                                                | ..   | ..            | 5 0        | ..           | ..             | ..   | ..         | ..   |
| Wellington .....        | ..               | ..   | ..         | ..            | ..                                                | ..   | ..            | ..         | ..           | ..             | ..   | ..         | ..   |
| Poole Siding .....      | ..               | ..   | ..         | ..            | ..                                                | ..   | ..            | ..         | ..           | ..             | ..   | ..         | ..   |
| Victory Siding .....    | ..               | ..   | ..         | ..            | ..                                                | ..   | ..            | ..         | ..           | ..             | ..   | ..         | ..   |
| Norton Fitzwarren ..    | ..               | ..   | M          | L             | ..                                                | ..   | ..            | M          | L            | ..             | ..   | ..         | ..   |
| Silkmill .....          | ..               | ..   | ..         | ..            | ..                                                | ..   | ..            | ..         | ..           | ..             | ..   | ..         | ..   |
| Fairwater Sidings ..    | ..               | ..   | ..         | ..            | ..                                                | ..   | ..            | ..         | ..           | ..             | ..   | ..         | ..   |
| Taunton West Stn. ..    | ..               | ..   | ..         | ..            | ..                                                | ..   | ..            | ..         | ..           | ..             | ..   | ..         | ..   |
| <b>TAUNTON</b> .....    | ..               | 4 35 | 4 48       | 4 55          | ..                                                | ..   | ..            | M          | L            | ..             | ..   | ..         | ..   |
| Taunton East Jct. ....  | ..               | ..   | ..         | ..            | ..                                                | ..   | ..            | M          | L            | ..             | ..   | ..         | ..   |
| Crech Junction .....    | R                | L    | R          | L             | ..                                                | ..   | ..            | M          | L            | ..             | ..   | ..         | ..   |
| Crech St. M. Halt ..    | R                | L    | ..         | ..            | ..                                                | ..   | ..            | M          | L            | ..             | ..   | ..         | ..   |
| Cogload .....           | ..               | ..   | ..         | ..            | ..                                                | ..   | ..            | ..         | ..           | ..             | ..   | ..         | ..   |
| Durston .....           | ..               | ..   | ..         | ..            | ..                                                | ..   | ..            | ..         | ..           | ..             | ..   | ..         | ..   |
| Lyng Halt .....         | ..               | ..   | ..         | ..            | ..                                                | ..   | ..            | ..         | ..           | ..             | ..   | ..         | ..   |
| Athelney .....          | ..               | ..   | ..         | ..            | ..                                                | ..   | ..            | ..         | ..           | ..             | ..   | ..         | ..   |
| Curry Rivel Jct. ....   | ..               | ..   | ..         | ..            | ..                                                | ..   | ..            | ..         | ..           | ..             | ..   | ..         | ..   |
| Langport East .....     | ..               | ..   | ..         | ..            | ..                                                | ..   | ..            | ..         | ..           | ..             | ..   | ..         | ..   |
| Long Sutton & P'ney ..  | ..               | ..   | ..         | ..            | ..                                                | ..   | ..            | ..         | ..           | ..             | ..   | ..         | ..   |
| Somerton .....          | ..               | ..   | ..         | ..            | ..                                                | ..   | ..            | ..         | ..           | ..             | ..   | ..         | ..   |
| Charlton Mackrell ..    | ..               | ..   | ..         | ..            | ..                                                | ..   | ..            | ..         | ..           | ..             | ..   | ..         | ..   |
| Kelnton Mandeville ..   | ..               | ..   | ..         | ..            | ..                                                | ..   | ..            | ..         | ..           | ..             | ..   | ..         | ..   |
| Afford Halt .....       | ..               | ..   | ..         | ..            | ..                                                | ..   | ..            | ..         | ..           | ..             | ..   | ..         | ..   |
| Castle Cary .....       | ..               | ..   | ..         | ..            | ..                                                | ..   | ..            | ..         | ..           | ..             | ..   | ..         | ..   |
| Westbury .....          | ..               | ..   | ..         | ..            | ..                                                | ..   | ..            | 6 17       | 6 22         | ..             | ..   | ..         | ..   |
| <b>BRIDGWATER</b> ..... | 4 55             | —    | 5 10       | 5 13          | ..                                                | ..   | ..            | ..         | ..           | ..             | ..   | ..         | ..   |
| Dunball .....           | ..               | ..   | ..         | ..            | ..                                                | ..   | ..            | ..         | ..           | ..             | ..   | ..         | ..   |
| Pottery Siding .....    | ..               | ..   | ..         | ..            | ..                                                | ..   | ..            | ..         | ..           | ..             | ..   | ..         | ..   |
| Highbridge .....        | ..               | ..   | ..         | ..            | ..                                                | ..   | ..            | ..         | ..           | ..             | ..   | ..         | ..   |
| Bristol .....           | ..               | ..   | 6 10       | 6 20          | ..                                                | ..   | ..            | ..         | ..           | ..             | ..   | ..         | ..   |
| Paddington .....        | ..               | ..   | ..         | ..            | ..                                                | ..   | ..            | 8 35       | —            | ..             | ..   | ..         | ..   |

K—Runs to Wolverhampton up to October 30th, 1949, and from May 7th, 1950.

**Sundays.**

[illegible]

## Up Trains.

| STATIONS.                    | C                |      | B          |        | G                             | C           |        | B                         | B          |      | RR                             |      |
|------------------------------|------------------|------|------------|--------|-------------------------------|-------------|--------|---------------------------|------------|------|--------------------------------|------|
|                              | Kensington Milk. |      | Passenger. |        | Engine and Van to Brixham. RR | Perishable. |        | 7.55 p.m. Mine-head Pass. | Passenger. |      | Waterloo Ilfracombe Passenger. |      |
|                              | arr.             | dep. | arr.       | dep.   | dep.                          | arr.        | dep.   | dep.                      | arr.       | dep. | arr.                           | dep. |
| Penzance.....                | p.m.             | p.m. | p.m.       | p.m.   | p.m.                          | p.m.        | p.m.   | p.m.                      | p.m.       | p.m. | p.m.                           | p.m. |
| Plymouth.....                | 4 32             | 4 40 | ...        | ...    | ...                           | ...         | 4 45   | ...                       | ...        | ...  | ...                            | ...  |
| Ashburton Junction.....      | 5 38             | ...  | ...        | ...    | ...                           | 5 36        | ...    | ...                       | ...        | ...  | ...                            | ...  |
| Dainton Siding.....          | ...              | ...  | ...        | ...    | ...                           | ...         | ...    | ...                       | ...        | ...  | ...                            | ...  |
| Stop Board 217m. 57c.        | ...              | ...  | ...        | ...    | ...                           | ...         | ...    | ...                       | ...        | ...  | ...                            | ...  |
| Stoneycombe Siding.....      | ...              | ...  | ...        | ...    | ...                           | ...         | ...    | ...                       | ...        | ...  | ...                            | ...  |
| KINGSWEAR.....               | ...              | ...  | ...        | 5 0    | 5 45                          | ...         | ...    | ...                       | ...        | ...  | ...                            | ...  |
| Kingswear Crossing.....      | ...              | ...  | ...        | 5 10   | 5 12                          | ...         | ...    | ...                       | SUS        | PEN  | ...                            | ...  |
| Churston.....                | ...              | ...  | ...        | ...    | ...                           | ...         | ...    | ...                       | DE         | DE   | ...                            | ...  |
| Stop Board 101 m.p.          | ...              | ...  | ...        | C      | S                             | ...         | ...    | ...                       | ...        | ...  | ...                            | ...  |
| Goodrington Sands Halt       | ...              | ...  | ...        | ...    | ...                           | ...         | ...    | ...                       | ...        | ...  | ...                            | ...  |
| Goodrington Yard.....        | ...              | ...  | ...        | ...    | ...                           | ...         | ...    | ...                       | ...        | 6 20 | ...                            | ...  |
| Paignton.....                | ...              | ...  | 5 20       | 5 25   | ...                           | ...         | ...    | ...                       | ...        | ...  | ...                            | ...  |
| Gas House Siding.....        | ...              | ...  | ...        | ...    | ...                           | ...         | ...    | ...                       | ...        | ...  | ...                            | ...  |
| TORQUAY.....                 | ...              | ...  | 5 30       | 5 33   | ...                           | ...         | ...    | ...                       | 6 25       | 6 28 | ...                            | ...  |
| Torre.....                   | ...              | ...  | 5 36       | 5 40   | ...                           | ...         | ...    | ...                       | 6 31       | 6 33 | ...                            | ...  |
| Kingskerswell.....           | ...              | ...  | 5 46       | 5 47   | ...                           | ...         | ...    | ...                       | 6 39       | 6 40 | ...                            | ...  |
| Aller Junction.....          | 5 49             | 5 50 | ...        | ...    | ...                           | 6 11        | ...    | ...                       | 6 42       | ...  | ...                            | ...  |
| NEWTON ABBOT.....            | 5 51             | 5 56 | 5 52       | 6 10   | ...                           | 6 13        | 6 28   | ...                       | 6 45       | ...  | ...                            | ...  |
| Hackney.....                 | ...              | ...  | ...        | ...    | ...                           | ...         | ...    | ...                       | ...        | ...  | ...                            | ...  |
| Old Quay.....                | ...              | ...  | ...        | ...    | ...                           | ...         | ...    | ...                       | ...        | ...  | ...                            | ...  |
| Teignmouth.....              | ...              | ...  | 6 19       | 6 21   | ...                           | 6 37        | 6 42   | ...                       | ...        | ...  | ...                            | ...  |
| Dawlish.....                 | ...              | ...  | 6 27       | 6 28   | ...                           | 6 49        | 6 53   | ...                       | ...        | ...  | ...                            | ...  |
| Dawlish Warren.....          | ...              | ...  | 6 31       | 6 32   | ...                           | ...         | ...    | ...                       | ...        | ...  | ...                            | ...  |
| Starcross.....               | ...              | ...  | 6 36       | 6 38   | ...                           | 6 59        | 7 4    | ...                       | ...        | ...  | ...                            | ...  |
| Exminster.....               | ...              | ...  | 6 45       | 6 46   | ...                           | ...         | ...    | ...                       | ...        | ...  | ...                            | ...  |
| City Basin Junction.....     | ...              | ...  | ...        | ...    | ...                           | ...         | ...    | ...                       | ...        | ...  | ...                            | ...  |
| St. Thomas.....              | ...              | ...  | 6 53       | 6 54   | ...                           | ...         | ...    | ...                       | ...        | ...  | ...                            | ...  |
| EXETER.....                  | 6 26             | ...  | 6 57       | 7 5    | ...                           | 7 16        | 7 28   | ...                       | ...        | ...  | 7 33                           | 7 37 |
| Exeter (Riverside).....      | ...              | ...  | ...        | ...    | ...                           | ...         | ...    | ...                       | ...        | ...  | ...                            | ...  |
| Cowley Bridge Junction.....  | 6 28             | ...  | 7 8        | ...    | ...                           | 7 31        | ...    | ...                       | ...        | ...  | 7 40                           | ...  |
| Stoke Canon.....             | ...              | ...  | ...        | ...    | ...                           | ...         | ...    | ...                       | ...        | ...  | ...                            | ...  |
| Silverton.....               | ...              | ...  | ...        | ...    | ...                           | ...         | ...    | ...                       | ...        | ...  | ...                            | ...  |
| Hele.....                    | ...              | ...  | 7 17       | 7 18   | ...                           | ...         | ...    | ...                       | ...        | ...  | ...                            | ...  |
| Cullompton.....              | ...              | ...  | 7 25       | 7 27   | ...                           | ...         | ...    | ...                       | ...        | ...  | ...                            | ...  |
| Tiverton Junction.....       | 6 48             | 7 1  | 7 32       | 7 34   | ...                           | 7 53        | 8 12   | ...                       | ...        | ...  | ...                            | ...  |
| Sampford Peverell.....       | ...              | ...  | ...        | ...    | ...                           | ...         | ...    | ...                       | ...        | ...  | ...                            | ...  |
| Burlescombe.....             | ...              | ...  | 7 42       | 7 43   | ...                           | ...         | ...    | ...                       | ...        | ...  | ...                            | ...  |
| Whiteball Tunnel.....        | ...              | ...  | ...        | ...    | ...                           | ...         | ...    | ...                       | ...        | ...  | ...                            | ...  |
| Wellington.....              | 7 16             | 7 26 | 7 51       | 7 54   | ...                           | ...         | ...    | ...                       | ...        | ...  | ...                            | ...  |
| Poole Siding.....            | ...              | ...  | ...        | ...    | ...                           | ...         | ...    | ...                       | ...        | ...  | ...                            | ...  |
| Victory Siding.....          | ...              | ...  | ...        | ...    | ...                           | ...         | ...    | ...                       | ...        | ...  | ...                            | ...  |
| Norton Fitzwarren.....       | M                | L    | 8 1M       | L 8 2  | ...                           | M           | L      | 8 52                      | ...        | ...  | ...                            | ...  |
| Silkmill.....                | ...              | ...  | ...        | ...    | ...                           | ...         | ...    | ...                       | ...        | ...  | ...                            | ...  |
| Fairwater Sidings.....       | ...              | ...  | ...        | ...    | ...                           | ...         | ...    | ...                       | ...        | ...  | ...                            | ...  |
| Taunton West Station.....    | M                | L    | 8 7        | L 8 20 | ...                           | R           | L 8 55 | ...                       | ...        | ...  | ...                            | ...  |
| TAUNTON.....                 | 7 36             | 7 46 | 8 7        | 8 20   | ...                           | 8 40        | 8 55   | ...                       | ...        | ...  | ...                            | ...  |
| Taunton East Junction.....   | M                | L    | R          | L      | ...                           | R           | L      | ...                       | ...        | ...  | ...                            | ...  |
| Creech Junction.....         | M                | L    | R          | L      | ...                           | R           | L      | ...                       | ...        | ...  | ...                            | ...  |
| Creech St. Michael Halt..... | ...              | ...  | ...        | ...    | ...                           | ...         | ...    | ...                       | ...        | ...  | ...                            | ...  |
| Cogload.....                 | ...              | ...  | ...        | ...    | ...                           | ...         | ...    | ...                       | ...        | ...  | ...                            | ...  |
| Durston.....                 | ...              | ...  | ...        | ...    | ...                           | ...         | ...    | ...                       | ...        | ...  | ...                            | ...  |
| Lyng Halt.....               | ...              | ...  | ...        | ...    | ...                           | ...         | ...    | ...                       | ...        | ...  | ...                            | ...  |
| Athelney.....                | ...              | ...  | ...        | ...    | ...                           | ...         | ...    | ...                       | ...        | ...  | ...                            | ...  |
| Curry Rivel Junction.....    | ...              | ...  | ...        | ...    | ...                           | ...         | ...    | ...                       | ...        | ...  | ...                            | ...  |
| Langport East.....           | ...              | ...  | ...        | ...    | ...                           | ...         | ...    | ...                       | ...        | ...  | ...                            | ...  |
| Long Sutton and Pitney.....  | ...              | ...  | ...        | ...    | ...                           | ...         | ...    | ...                       | ...        | ...  | ...                            | ...  |
| Somerton.....                | ...              | ...  | ...        | ...    | ...                           | ...         | ...    | ...                       | ...        | ...  | ...                            | ...  |
| Charlton Mackrell.....       | ...              | ...  | ...        | ...    | ...                           | ...         | ...    | ...                       | ...        | ...  | ...                            | ...  |
| Keinton Mandeville.....      | ...              | ...  | ...        | ...    | ...                           | ...         | ...    | ...                       | ...        | ...  | ...                            | ...  |
| Alford Halt.....             | ...              | ...  | ...        | ...    | ...                           | ...         | ...    | ...                       | ...        | ...  | ...                            | ...  |
| Castle Cary.....             | 8 25             | 8 35 | ...        | ...    | ...                           | ...         | ...    | ...                       | ...        | ...  | ...                            | ...  |
| Westbury.....                | 9 15             | 9 32 | ...        | ...    | ...                           | ...         | ...    | ...                       | ...        | ...  | ...                            | ...  |
| BRIDGWATER.....              | ...              | ...  | 8 36       | 8 39   | ...                           | ...         | ...    | ...                       | ...        | ...  | ...                            | ...  |
| Dunball.....                 | ...              | ...  | ...        | ...    | ...                           | ...         | ...    | ...                       | ...        | ...  | ...                            | ...  |
| Pottery Siding.....          | ...              | ...  | ...        | ...    | ...                           | ...         | ...    | ...                       | ...        | ...  | ...                            | ...  |
| Highbridge.....              | ...              | ...  | 8 49       | 8 51   | ...                           | 9 25        | ...    | ...                       | ...        | ...  | ...                            | ...  |
| Bristol.....                 | ...              | ...  | 10 0       | ...    | ...                           | 10 5        | 10 32  | ...                       | ...        | ...  | ...                            | ...  |
| Paddington.....              | ...              | ...  | ...        | ...    | ...                           | 2 20        | ...    | ...                       | ...        | ...  | ...                            | ...  |

Commences May 7th, 1950.

Bay 8 36

**Sundays.**

| STATIONS.              | B          |      | B          |      | B              |      | B          |      | B                  |      | C                       |            |
|------------------------|------------|------|------------|------|----------------|------|------------|------|--------------------|------|-------------------------|------------|
|                        | Passenger. |      | Passenger. |      | Tiverton Auto. |      | Passenger. |      | Moreton Passenger. |      | 6.45 p.m. Brixham Fish. |            |
|                        | arr.       | dep. | arr.       | dep. | arr.           | dep. | arr.       | dep. | arr.               | dep. | arr.                    | dep.       |
| Penzance               | p.m.       | p.m. | p.m.       | p.m. | p.m.           | p.m. | p.m.       | p.m. | p.m.               | p.m. | p.m.                    | p.m.       |
| Plymouth               | —          | 5 40 | —          | —    | —              | —    | —          | —    | —                  | —    | —                       | —          |
| Ashburton Junction     | —          | 6 33 | —          | —    | —              | —    | —          | —    | —                  | —    | —                       | —          |
| Dainton Siding         | —          | —    | —          | —    | —              | —    | —          | —    | —                  | —    | —                       | —          |
| Stop Board 217m. 57c.  | —          | —    | —          | —    | —              | —    | —          | —    | —                  | —    | —                       | —          |
| Stoneycombe Siding     | —          | —    | —          | —    | —              | —    | —          | —    | —                  | —    | —                       | —          |
| KINGSWEAR              | —          | —    | —          | 6 30 | —              | —    | —          | —    | —                  | —    | —                       | —          |
| Kingswear Crossing     | —          | —    | —          | —    | —              | —    | —          | —    | —                  | —    | —                       | —          |
| Churston               | —          | —    | 6 40       | 6 42 | —              | —    | —          | —    | —                  | —    | 6 52                    | 7 2        |
| Stop Board 10½ m.p.    | —          | —    | —          | —    | —              | —    | —          | —    | —                  | —    | —                       | —          |
| Goodrington Sands Halt | —          | —    | C          | S    | —              | —    | —          | —    | —                  | —    | C                       | S          |
| Goodrington Yard       | —          | —    | —          | —    | —              | —    | —          | —    | —                  | —    | —                       | —          |
| Paignton               | —          | —    | 6 50       | 6 55 | —              | —    | —          | —    | —                  | —    | —                       | —          |
| Gas House Siding       | —          | —    | —          | —    | —              | —    | —          | —    | —                  | —    | —                       | —          |
| TORQUAY                | —          | —    | 7 0        | 7 2  | —              | —    | —          | —    | —                  | —    | —                       | —          |
| Torre                  | —          | —    | 7 5        | 7 8  | —              | —    | —          | —    | —                  | —    | —                       | —          |
| Kingskerswell          | —          | —    | 7 14       | 7 15 | —              | —    | —          | —    | —                  | —    | —                       | —          |
| Aller Junction         | 6 48       | 6 55 | 7 20       | —    | —              | —    | —          | 7 30 | —                  | —    | —                       | —          |
| NEWTON ABBOT           | —          | —    | —          | —    | —              | —    | —          | —    | 7 40               | 7 45 | 7 35                    | —          |
| Hackney                | —          | —    | —          | —    | —              | —    | —          | —    | —                  | —    | —                       | —          |
| Old Quay               | —          | —    | —          | —    | —              | —    | —          | —    | —                  | —    | —                       | —          |
| Teignmouth             | 7 4        | 7 6  | —          | —    | —              | —    | 7 39       | 7 41 | —                  | —    | —                       | —          |
| Dawlish                | 7 12       | 7 13 | —          | —    | —              | —    | 7 47       | 7 49 | —                  | —    | 4.0 p.m.                | 8.35 p.m.  |
| Dawlish Warren         | 7 16       | 7 17 | —          | —    | —              | —    | 7 52       | 7 54 | —                  | —    | Waterloo                | Exeter to  |
| Starcross              | 7 21       | 7 23 | —          | —    | —              | —    | 7 58       | 7 59 | —                  | —    | to Plymouth             | Ilfracombe |
| Exminster              | 7 30       | 7 31 | —          | —    | —              | —    | 8 5        | 8 6  | —                  | —    | Passenger.              | Passenger. |
| City Basin Junction    | —          | —    | —          | —    | —              | —    | —          | —    | arr.               | dep. | arr.                    | dep.       |
| St. Thomas             | 7 38       | 7 39 | —          | —    | —              | —    | 8 12       | 8 14 | p.m.               | p.m. | p.m.                    | p.m.       |
| EXETER                 | 7 42       | —    | —          | —    | —              | 7 55 | 8 17       | —    | 8 28               | 8 32 | 8 38                    | 8 42       |
| Exeter (Riverside)     | —          | —    | —          | —    | —              | —    | —          | —    | —                  | —    | —                       | —          |
| Cowley Bridge Junction | —          | —    | —          | —    | —              | 7 58 | 8 1        | —    | —                  | —    | —                       | —          |
| Stoke Canon            | —          | —    | —          | —    | —              | C    | S          | —    | —                  | —    | —                       | —          |
| Silverton              | —          | —    | —          | —    | —              | —    | —          | —    | —                  | —    | —                       | —          |
| Hele                   | —          | —    | —          | —    | —              | —    | —          | —    | —                  | —    | —                       | —          |
| Cullompton             | —          | —    | —          | —    | —              | —    | —          | —    | —                  | —    | —                       | —          |
| Tiverton Junction      | —          | —    | —          | —    | —              | —    | —          | —    | —                  | —    | —                       | —          |
| Sampford Peverell      | —          | —    | —          | —    | —              | —    | —          | —    | —                  | —    | —                       | —          |
| Burlescombe            | —          | —    | —          | —    | —              | —    | —          | —    | —                  | —    | —                       | —          |
| Whiteball Tunnel       | —          | —    | —          | —    | —              | —    | —          | —    | —                  | —    | —                       | —          |
| Wellington             | —          | —    | —          | —    | —              | —    | —          | —    | —                  | —    | —                       | —          |
| Poole Siding           | —          | —    | —          | —    | —              | —    | —          | —    | —                  | —    | —                       | —          |
| Victory Siding         | —          | —    | —          | —    | —              | —    | —          | —    | —                  | —    | —                       | —          |
| Norton Fitzwarren      | —          | —    | —          | —    | —              | —    | —          | —    | —                  | —    | —                       | —          |
| Silkmill               | —          | —    | —          | —    | —              | —    | —          | —    | —                  | —    | —                       | —          |
| Fairwater Sidings      | —          | —    | —          | —    | —              | —    | —          | —    | —                  | —    | —                       | —          |
| Taunton West Station   | —          | —    | —          | —    | —              | —    | —          | —    | —                  | —    | —                       | —          |
| TAUNTON                | —          | —    | —          | —    | —              | —    | —          | —    | —                  | —    | —                       | —          |
| Taunton East Junction  | —          | —    | —          | —    | —              | —    | —          | —    | —                  | —    | —                       | —          |
| Crech Junction         | —          | —    | —          | —    | —              | —    | —          | —    | —                  | —    | —                       | —          |
| Crech St. M. Halt      | —          | —    | —          | —    | —              | —    | —          | —    | —                  | —    | —                       | —          |
| Cogload                | —          | —    | —          | —    | —              | —    | —          | —    | —                  | —    | —                       | —          |
| Durston                | —          | —    | —          | —    | —              | —    | —          | —    | —                  | —    | —                       | —          |
| Lyng Halt              | —          | —    | —          | —    | —              | —    | —          | —    | —                  | —    | —                       | —          |
| Athelney               | —          | —    | —          | —    | —              | —    | —          | —    | —                  | —    | —                       | —          |
| Curry Rivel Junction   | —          | —    | —          | —    | —              | —    | —          | —    | —                  | —    | —                       | —          |
| Langport East          | —          | —    | —          | —    | —              | —    | —          | —    | —                  | —    | —                       | —          |
| Long Sutton and Pitney | —          | —    | —          | —    | —              | —    | —          | —    | —                  | —    | —                       | —          |
| Somerton               | —          | —    | —          | —    | —              | —    | —          | —    | —                  | —    | —                       | —          |
| Charlton Mackrell      | —          | —    | —          | —    | —              | —    | —          | —    | —                  | —    | —                       | —          |
| Kington Mandeville     | —          | —    | —          | —    | —              | —    | —          | —    | —                  | —    | —                       | —          |
| Alford Halt            | —          | —    | —          | —    | —              | —    | —          | —    | —                  | —    | —                       | —          |
| Castle Cary            | —          | —    | —          | —    | —              | —    | —          | —    | —                  | —    | —                       | —          |
| Westbury               | —          | —    | —          | —    | —              | —    | —          | —    | —                  | —    | —                       | —          |
| BRIDGWATER             | —          | —    | —          | —    | —              | —    | —          | —    | —                  | —    | —                       | —          |
| Dunball                | —          | —    | —          | —    | —              | —    | —          | —    | —                  | —    | —                       | —          |
| Pottery Siding         | —          | —    | —          | —    | —              | —    | —          | —    | —                  | —    | —                       | —          |
| Highbridge             | —          | —    | —          | —    | —              | —    | —          | —    | —                  | —    | —                       | —          |
| Bristol                | —          | —    | —          | —    | —              | —    | —          | —    | —                  | —    | —                       | —          |
| Paddington             | —          | —    | —          | —    | —              | —    | —          | —    | —                  | —    | —                       | —          |

## Up Trains.

| STATIONS.                    | B                            |      | B          |      | B          |      | B          |      | A                               |       | B          |      |
|------------------------------|------------------------------|------|------------|------|------------|------|------------|------|---------------------------------|-------|------------|------|
|                              | Weston-super-Mare Passenger. |      | Passenger. |      | Passenger. |      | Passenger. |      | Crewe and Paddington Passenger. |       | Passenger. |      |
|                              | arr.                         | dep. | arr.       | dep. | arr.       | dep. | arr.       | dep. | arr.                            | dep.  | arr.       | dep. |
|                              | p.m.                         | p.m. | p.m.       | p.m. | p.m.       | p.m. | p.m.       | p.m. | p.m.                            | p.m.  | p.m.       | p.m. |
| Penzance .....               | ..                           | ..   | ..         | ..   | ..         | ..   | ..         | ..   | 7 46                            | 8 7   | ..         | ..   |
| Plymouth .....               | ..                           | ..   | ..         | ..   | ..         | ..   | ..         | ..   | ..                              | ..    | ..         | ..   |
| Ashburton Junction .....     | ..                           | ..   | ..         | ..   | ..         | ..   | ..         | ..   | 8 54                            | ..    | ..         | ..   |
| Dainton Siding .....         | ..                           | ..   | ..         | ..   | ..         | ..   | ..         | ..   | ..                              | ..    | ..         | ..   |
| Stop Board 217m. 57c.        | ..                           | ..   | ..         | ..   | ..         | ..   | ..         | ..   | ..                              | ..    | ..         | ..   |
| Stoneycombe Siding .....     | ..                           | ..   | ..         | ..   | ..         | ..   | ..         | ..   | ..                              | ..    | ..         | ..   |
| KINGSWEAR .....              | ..                           | ..   | ..         | ..   | ..         | ..   | ..         | 8 15 | ..                              | ..    | ..         | ..   |
| Kingswear Crossing .....     | SUS                          | PEN  | ..         | ..   | SUS        | PEN  | 8 24       | 8 26 | ..                              | ..    | SUS        | PEN  |
| Churston .....               | DE                           | D    | ..         | ..   | DE         | D    | ..         | ..   | ..                              | ..    | DE         | D    |
| Stop Board 101 m.p.          | ..                           | ..   | ..         | ..   | ..         | ..   | ..         | ..   | ..                              | ..    | ..         | ..   |
| Goodrington Sands Halt ..... | ..                           | ..   | ..         | ..   | ..         | ..   | C          | S    | ..                              | ..    | ..         | ..   |
| Goodrington Yard .....       | ..                           | ..   | ..         | ..   | ..         | ..   | ..         | ..   | ..                              | ..    | ..         | ..   |
| Paignton .....               | ..                           | ..   | ..         | 7 35 | ..         | 8 15 | 8 34       | 8 37 | ..                              | ..    | ..         | ..   |
| Gas House Siding .....       | ..                           | ..   | ..         | ..   | ..         | ..   | ..         | ..   | ..                              | ..    | ..         | ..   |
| TORQUAY .....                | ..                           | ..   | 7 40       | 7 42 | 8 20       | 8 23 | 8 42       | 8 47 | ..                              | ..    | ..         | ..   |
| Torre .....                  | ..                           | ..   | 7 45       | 7 47 | 8 26       | 8 28 | 8 50       | 8 52 | ..                              | ..    | ..         | ..   |
| Kingskerswell .....          | ..                           | ..   | 7 53       | 7 54 | 8 34       | 8 35 | 8 58       | 8 59 | ..                              | ..    | ..         | ..   |
| Aller Junction .....         | ..                           | ..   | 7 58       | 8 10 | 8 40       | ..   | 9 4        | 2    | 9 9                             | 9 17  | ..         | 9 30 |
| NEWTON ABBOT .....           | ..                           | ..   | ..         | ..   | ..         | ..   | ..         | ..   | ..                              | ..    | ..         | ..   |
| Hackney .....                | ..                           | ..   | ..         | ..   | ..         | ..   | ..         | ..   | ..                              | ..    | ..         | ..   |
| Old Quay .....               | ..                           | ..   | ..         | ..   | ..         | ..   | ..         | ..   | ..                              | ..    | ..         | ..   |
| Teignmouth .....             | ..                           | ..   | 8 19       | 8 21 | ..         | ..   | ..         | ..   | 9 25                            | 9 27  | 9 38       | 9 40 |
| Dawlish .....                | ..                           | ..   | 8 27       | 8 28 | ..         | ..   | ..         | ..   | 9 33                            | 9 35  | 9 46       | 9 48 |
| Dawlish Warren .....         | ..                           | ..   | 8 31       | 8 32 | ..         | ..   | ..         | ..   | ..                              | ..    | 9 51       | 9 53 |
| Starcross .....              | ..                           | ..   | 8 36       | 8 38 | ..         | ..   | ..         | ..   | ..                              | ..    | ..         | ..   |
| Exminster .....              | ..                           | ..   | 8 45       | 8 46 | ..         | ..   | ..         | ..   | ..                              | ..    | ..         | ..   |
| City Basin Junction .....    | ..                           | ..   | ..         | ..   | ..         | ..   | ..         | ..   | ..                              | ..    | 10 6       | 10 8 |
| St. Thomas .....             | ..                           | ..   | 8 53       | 8 54 | ..         | ..   | ..         | ..   | 9 51                            | 10 0  | 10 11      | ..   |
| EXETER .....                 | ..                           | 8 25 | 8 57       | 9 10 | ..         | ..   | ..         | ..   | ..                              | ..    | ..         | ..   |
| Exeter (Riverside) .....     | ..                           | ..   | ..         | ..   | ..         | ..   | ..         | ..   | ..                              | ..    | ..         | ..   |
| Cowley Bridge Junction ..... | 8 28                         | ..   | 9 13       | ..   | ..         | ..   | ..         | ..   | 10                              | 3     | ..         | ..   |
| Stoke Canon .....            | ..                           | ..   | ..         | ..   | ..         | ..   | ..         | ..   | ..                              | ..    | ..         | ..   |
| Silverton .....              | ..                           | ..   | ..         | ..   | ..         | ..   | ..         | ..   | ..                              | ..    | ..         | ..   |
| Hele .....                   | 8 37                         | 8 38 | 9 22       | 9 23 | ..         | ..   | ..         | ..   | ..                              | ..    | ..         | ..   |
| Cullompton .....             | 8 45                         | 8 46 | 9 30       | 9 31 | ..         | ..   | ..         | ..   | ..                              | ..    | ..         | ..   |
| Tiverton Junction .....      | ..                           | ..   | 9 36       | 9 38 | ..         | ..   | ..         | ..   | ..                              | ..    | ..         | ..   |
| Sampford Peverell .....      | ..                           | ..   | ..         | ..   | ..         | ..   | ..         | ..   | ..                              | ..    | ..         | ..   |
| Burlescombe .....            | ..                           | ..   | ..         | ..   | ..         | ..   | ..         | ..   | ..                              | ..    | ..         | ..   |
| Whiteball Tunnel .....       | ..                           | ..   | ..         | ..   | ..         | ..   | ..         | ..   | 10 26                           | ..    | ..         | ..   |
| Wellington .....             | 9 4                          | 9 5  | 9 53       | 9 55 | ..         | ..   | ..         | ..   | ..                              | ..    | ..         | ..   |
| Poole Siding .....           | ..                           | ..   | ..         | ..   | ..         | ..   | ..         | ..   | ..                              | ..    | ..         | ..   |
| Victory Siding .....         | ..                           | ..   | ..         | ..   | ..         | ..   | ..         | ..   | ..                              | ..    | ..         | ..   |
| Norton Fitzwarren .....      | M                            | L    | 10 2       | 10 3 | ..         | ..   | ..         | ..   | M                               | L     | ..         | ..   |
| Silkmill .....               | ..                           | ..   | ..         | ..   | ..         | ..   | ..         | ..   | ..                              | ..    | ..         | ..   |
| Fairwater Sidings .....      | ..                           | ..   | ..         | ..   | ..         | ..   | ..         | ..   | ..                              | ..    | ..         | ..   |
| Taunton West Station .....   | R                            | L    | ..         | ..   | ..         | ..   | ..         | ..   | R                               | L     | ..         | ..   |
| TAUNTON .....                | 9 15                         | 9 20 | 10 7       | ..   | ..         | ..   | ..         | ..   | 10 37                           | 10 46 | ..         | ..   |
| Taunton East Junction .....  | R                            | L    | ..         | ..   | ..         | ..   | ..         | ..   | R                               | L     | ..         | ..   |
| Crech Junction .....         | R                            | 24 L | ..         | ..   | ..         | ..   | ..         | ..   | R                               | 50 L  | ..         | ..   |
| Crech St. Michael Halt ..... | ..                           | ..   | ..         | ..   | ..         | ..   | ..         | ..   | ..                              | ..    | ..         | ..   |
| Cogload .....                | ..                           | ..   | ..         | ..   | ..         | ..   | ..         | ..   | ..                              | ..    | ..         | ..   |
| Durston .....                | ..                           | ..   | ..         | ..   | ..         | ..   | ..         | ..   | ..                              | ..    | ..         | ..   |
| Lyng Halt .....              | ..                           | ..   | ..         | ..   | ..         | ..   | ..         | ..   | ..                              | ..    | ..         | ..   |
| Athelney .....               | ..                           | ..   | ..         | ..   | ..         | ..   | ..         | ..   | ..                              | ..    | ..         | ..   |
| Curry Rivel Junction .....   | ..                           | ..   | ..         | ..   | ..         | ..   | ..         | ..   | ..                              | ..    | ..         | ..   |
| Langport East .....          | ..                           | ..   | ..         | ..   | ..         | ..   | ..         | ..   | ..                              | ..    | ..         | ..   |
| Long Sutton and Pitney ..... | ..                           | ..   | ..         | ..   | ..         | ..   | ..         | ..   | ..                              | ..    | ..         | ..   |
| Somerton .....               | ..                           | ..   | ..         | ..   | ..         | ..   | ..         | ..   | ..                              | ..    | ..         | ..   |
| Charlton Mackrell .....      | ..                           | ..   | ..         | ..   | ..         | ..   | ..         | ..   | ..                              | ..    | ..         | ..   |
| Keinton Mandeville .....     | ..                           | ..   | ..         | ..   | ..         | ..   | ..         | ..   | ..                              | ..    | ..         | ..   |
| Alford Halt .....            | ..                           | ..   | ..         | ..   | ..         | ..   | ..         | ..   | ..                              | ..    | ..         | ..   |
| Castle Cary .....            | ..                           | ..   | ..         | ..   | ..         | ..   | ..         | ..   | ..                              | ..    | ..         | ..   |
| Westbury .....               | ..                           | ..   | ..         | ..   | ..         | ..   | ..         | ..   | ..                              | ..    | ..         | ..   |
| BRIDGWATER .....             | 9 35                         | 9 38 | ..         | ..   | ..         | ..   | ..         | ..   | 11 1                            | 11 5  | ..         | ..   |
| Dunball .....                | ..                           | ..   | ..         | ..   | ..         | ..   | ..         | ..   | ..                              | ..    | ..         | ..   |
| Pottery Siding .....         | ..                           | ..   | ..         | ..   | ..         | ..   | ..         | ..   | ..                              | ..    | ..         | ..   |
| Highbidge .....              | 9 48                         | 9 50 | ..         | ..   | ..         | ..   | ..         | ..   | 11 14                           | ..    | ..         | ..   |
| Bristol .....                | ..                           | ..   | ..         | ..   | ..         | ..   | ..         | ..   | 11 46                           | 12 10 | ..         | ..   |
| Paddington .....             | ..                           | ..   | ..         | ..   | ..         | ..   | ..         | ..   | 3 25                            | ..    | ..         | ..   |

## Sundays.

| STATIONS.            | B          |      | A                                                                                                    |       | B          |       | C                |              | B          |       | E                                                     |       | B          |
|----------------------|------------|------|------------------------------------------------------------------------------------------------------|-------|------------|-------|------------------|--------------|------------|-------|-------------------------------------------------------|-------|------------|
|                      | Passenger. |      | Postal.                                                                                              |       | Passenger. |       | Kensington Milk. |              | Passenger. |       | 10.50 p.m. Tavistock Junction to Oxley Sdgs. Freight. |       | Passenger. |
|                      | arr.       | dep. | arr.                                                                                                 | dep.  | arr.       | dep.  | arr.             | dep.         | arr.       | dep.  | arr.                                                  | dep.  | dep.       |
| Penzance             | p.m.       | p.m. | p.m.                                                                                                 | p.m.  | p.m.       | p.m.  | p.m.             | p.m.         | p.m.       | p.m.  | p.m.                                                  | p.m.  | night      |
| Plymouth             | ..         | ..   | ..                                                                                                   | 9 13  | ..         | ..    | 9 14             | 5 40<br>9 45 | ..         | ..    | ..                                                    | 10 50 | ..         |
| Ashburton Jct. ←     | ..         | ..   | 9 49                                                                                                 | ..    | ..         | ..    | 10 50            | ..           | ..         | ..    | 11 50                                                 | ..    | ..         |
| Dainton Siding       | ..         | ..   | ..                                                                                                   | ..    | ..         | ..    | ..               | ..           | ..         | ..    | 12 9                                                  | 12 17 | ..         |
| Stop Brd. 217m. 57c. | ..         | ..   | ..                                                                                                   | ..    | ..         | ..    | ..               | ..           | ..         | ..    | ..                                                    | ..    | ..         |
| Stoneycombe Siding   | ..         | ..   | ..                                                                                                   | ..    | ..         | ..    | ..               | ..           | ..         | ..    | ..                                                    | ..    | ..         |
| KINGSWEAR            | ..         | ..   | All concerned must give special attention to the working of this train to ensure strict punctuality. |       | ..         | 10 0  | ..               | ..           | ..         | ..    | ..                                                    | ..    | ..         |
| Kingswear C'sing     | ..         | ..   |                                                                                                      |       | ..         | C S   | ..               | ..           | ..         | ..    | ..                                                    | ..    | ..         |
| Churston             | ..         | ..   |                                                                                                      |       | ..         | C S   | ..               | ..           | ..         | ..    | ..                                                    | ..    | ..         |
| Stop Brd. 10½ m.p.   | ..         | ..   |                                                                                                      |       | ..         | C S   | ..               | ..           | ..         | ..    | ..                                                    | ..    | ..         |
| Goodrington S. H.    | ..         | ..   |                                                                                                      |       | ..         | C S   | ..               | ..           | ..         | ..    | ..                                                    | ..    | ..         |
| Goodrington Yard     | ..         | ..   |                                                                                                      |       | ..         | C S   | ..               | ..           | ..         | ..    | ..                                                    | ..    | ..         |
| Paignton             | ..         | 9 30 |                                                                                                      |       | 10 17      | 10 20 | ..               | ..           | ..         | 11 0  | ..                                                    | ..    | 12 5       |
| Gas House Siding     | ..         | ..   | ..                                                                                                   | ..    | ..         | ..    | ..               | ..           | ..         | ..    | ..                                                    | ..    | ..         |
| TORQUAY              | 9 35       | 9 37 | ..                                                                                                   | ..    | 10 25      | 10 26 | ..               | ..           | 11 5       | 11 6  | M O                                                   | ..    | 12 14      |
| Torre                | 9 40       | 9 42 | ..                                                                                                   | ..    | 10 29      | 10 31 | ..               | ..           | 11 9       | 11 10 | ..                                                    | ..    | 12 20      |
| Kingskerswell        | 9 48       | 9 50 | ..                                                                                                   | ..    | 10 37      | 10 38 | ..               | ..           | ..         | ..    | ..                                                    | ..    | ..         |
| Aller Junction       | 9 53       | ..   | 10 0                                                                                                 | ..    | 10 40      | ..    | 11 3             | ..           | 11 18      | ..    | 12 20                                                 | 12 22 | 12 28      |
| NEWTON ABBOT         | 9 55       | ..   | 10 2                                                                                                 | 10 8  | 10 42      | ..    | 11 50            | 11 10        | 11 20      | ..    | 12 27                                                 | 12 29 | 12 30      |
| Hackney              | ..         | ..   | ..                                                                                                   | ..    | ..         | ..    | ..               | ..           | ..         | ..    | ..                                                    | ..    | ..         |
| Old Quay             | ..         | ..   | ..                                                                                                   | ..    | ..         | ..    | ..               | ..           | ..         | ..    | ..                                                    | ..    | ..         |
| Teignmouth           | ..         | ..   | ..                                                                                                   | ..    | ..         | ..    | ..               | ..           | ..         | ..    | ..                                                    | ..    | ..         |
| Dawlish              | ..         | ..   | ..                                                                                                   | ..    | ..         | ..    | ..               | ..           | ..         | ..    | ..                                                    | ..    | ..         |
| Dawlish Warren       | ..         | ..   | ..                                                                                                   | ..    | ..         | ..    | ..               | ..           | ..         | ..    | ..                                                    | ..    | ..         |
| Starcross            | ..         | ..   | ..                                                                                                   | ..    | ..         | ..    | ..               | ..           | ..         | ..    | ..                                                    | ..    | ..         |
| Exminster            | ..         | ..   | ..                                                                                                   | ..    | ..         | ..    | ..               | ..           | ..         | ..    | ..                                                    | ..    | ..         |
| City Basin Jct.      | ..         | ..   | ..                                                                                                   | ..    | ..         | ..    | ..               | ..           | ..         | ..    | ..                                                    | ..    | ..         |
| St. Thomas           | ..         | ..   | ..                                                                                                   | ..    | ..         | ..    | ..               | ..           | ..         | ..    | ..                                                    | ..    | ..         |
| EXETER               | ..         | ..   | 10 34                                                                                                | 10 43 | ..         | ..    | 11 40            | 11 55        | ..         | ..    | ..                                                    | ..    | ..         |
| Exeter (Riverside)   | ..         | ..   | ..                                                                                                   | ..    | ..         | ..    | ..               | ..           | ..         | ..    | ..                                                    | ..    | ..         |
| Cowley Bridge Jct.   | ..         | ..   | 10 46                                                                                                | ..    | ..         | ..    | 11 58            | ..           | ..         | ..    | ..                                                    | ..    | ..         |
| Stoke Canon          | ..         | ..   | ..                                                                                                   | ..    | ..         | ..    | ..               | ..           | ..         | ..    | ..                                                    | ..    | ..         |
| Silverton            | ..         | ..   | ..                                                                                                   | ..    | ..         | ..    | ..               | ..           | ..         | ..    | ..                                                    | ..    | ..         |
| Hale                 | ..         | ..   | ..                                                                                                   | ..    | ..         | ..    | ..               | ..           | ..         | ..    | ..                                                    | ..    | ..         |
| Cullompton           | ..         | ..   | ..                                                                                                   | ..    | ..         | ..    | ..               | ..           | ..         | ..    | ..                                                    | ..    | ..         |
| Tiverton Junction    | ..         | ..   | ..                                                                                                   | ..    | ..         | ..    | ..               | ..           | ..         | ..    | ..                                                    | ..    | ..         |
| Sampford Peverell    | ..         | ..   | ..                                                                                                   | ..    | ..         | ..    | ..               | ..           | ..         | ..    | ..                                                    | ..    | ..         |
| Burlescombe          | ..         | ..   | ..                                                                                                   | ..    | ..         | ..    | ..               | ..           | ..         | ..    | ..                                                    | ..    | ..         |
| Whiteball Tunnel     | ..         | ..   | 11 10                                                                                                | ..    | ..         | ..    | 12 23            | ..           | ..         | ..    | ..                                                    | ..    | ..         |
| Wellington           | ..         | ..   | ..                                                                                                   | ..    | ..         | ..    | ..               | ..           | ..         | ..    | ..                                                    | ..    | ..         |
| Poole Siding         | ..         | ..   | ..                                                                                                   | ..    | ..         | ..    | ..               | ..           | ..         | ..    | ..                                                    | ..    | ..         |
| Victory Siding       | ..         | ..   | ..                                                                                                   | ..    | ..         | ..    | ..               | ..           | ..         | ..    | ..                                                    | ..    | ..         |
| Norton Fitzwarren    | ..         | ..   | M L                                                                                                  | ..    | ..         | ..    | M L              | ..           | ..         | ..    | ..                                                    | ..    | ..         |
| Silkmill             | ..         | ..   | ..                                                                                                   | ..    | ..         | ..    | ..               | ..           | ..         | ..    | ..                                                    | ..    | ..         |
| Fairwater Sidings    | ..         | ..   | ..                                                                                                   | ..    | ..         | ..    | ..               | ..           | ..         | ..    | ..                                                    | ..    | ..         |
| Taunton West Stn.    | ..         | ..   | M L                                                                                                  | ..    | ..         | ..    | R L              | ..           | ..         | ..    | ..                                                    | ..    | ..         |
| TAUNTON              | ..         | ..   | 11 21                                                                                                | 11 27 | ..         | ..    | 12 35            | 12 50        | ..         | ..    | ..                                                    | ..    | ..         |
| Taunton East Jct.    | ..         | ..   | R L                                                                                                  | ..    | ..         | ..    | M L              | ..           | ..         | ..    | ..                                                    | ..    | ..         |
| Creech Junction      | ..         | ..   | 11 31                                                                                                | L     | ..         | ..    | 12 55            | ..           | ..         | ..    | ..                                                    | ..    | ..         |
| Creech St. M. Halt   | ..         | ..   | ..                                                                                                   | ..    | ..         | ..    | ..               | ..           | ..         | ..    | ..                                                    | ..    | ..         |
| Cogload              | ..         | ..   | ..                                                                                                   | ..    | ..         | ..    | ..               | ..           | ..         | ..    | ..                                                    | ..    | ..         |
| Durston              | ..         | ..   | ..                                                                                                   | ..    | ..         | ..    | ..               | ..           | ..         | ..    | ..                                                    | ..    | ..         |
| Lyng Halt            | ..         | ..   | ..                                                                                                   | ..    | ..         | ..    | ..               | ..           | ..         | ..    | ..                                                    | ..    | ..         |
| Athelney             | ..         | ..   | ..                                                                                                   | ..    | ..         | ..    | ..               | ..           | ..         | ..    | ..                                                    | ..    | ..         |
| Curry Rivel Jct.     | ..         | ..   | ..                                                                                                   | ..    | ..         | ..    | ..               | ..           | ..         | ..    | ..                                                    | ..    | ..         |
| Langport East        | ..         | ..   | ..                                                                                                   | ..    | ..         | ..    | ..               | ..           | ..         | ..    | ..                                                    | ..    | ..         |
| Long Sutton & P'ney  | ..         | ..   | ..                                                                                                   | ..    | ..         | ..    | ..               | ..           | ..         | ..    | ..                                                    | ..    | ..         |
| Somerton             | ..         | ..   | ..                                                                                                   | ..    | ..         | ..    | ..               | ..           | ..         | ..    | ..                                                    | ..    | ..         |
| Charlton Mackrell    | ..         | ..   | ..                                                                                                   | ..    | ..         | ..    | ..               | ..           | ..         | ..    | ..                                                    | ..    | ..         |
| Keinton Mandeville   | ..         | ..   | ..                                                                                                   | ..    | ..         | ..    | ..               | ..           | ..         | ..    | ..                                                    | ..    | ..         |
| Alford Halt          | ..         | ..   | ..                                                                                                   | ..    | ..         | ..    | ..               | ..           | ..         | ..    | ..                                                    | ..    | ..         |
| Castle Cary          | ..         | ..   | ..                                                                                                   | ..    | ..         | ..    | 1 25             | ..           | ..         | ..    | ..                                                    | ..    | ..         |
| Westbury             | ..         | ..   | ..                                                                                                   | ..    | ..         | ..    | ..               | ..           | ..         | ..    | ..                                                    | ..    | ..         |
| BRIDGWATER           | ..         | ..   | ..                                                                                                   | ..    | ..         | ..    | ..               | ..           | ..         | ..    | ..                                                    | ..    | ..         |
| Dunball              | ..         | ..   | ..                                                                                                   | ..    | ..         | ..    | ..               | ..           | ..         | ..    | ..                                                    | ..    | ..         |
| Pottery Siding       | ..         | ..   | ..                                                                                                   | ..    | ..         | ..    | ..               | ..           | ..         | ..    | ..                                                    | ..    | ..         |
| Highbridge           | ..         | ..   | 11 51                                                                                                | ..    | ..         | ..    | ..               | ..           | ..         | ..    | ..                                                    | ..    | ..         |
| Bristol              | ..         | ..   | 12 25                                                                                                | 12 55 | ..         | ..    | ..               | ..           | ..         | ..    | ..                                                    | ..    | ..         |
| Paddington           | ..         | ..   | 3 55                                                                                                 | ..    | ..         | ..    | ..               | ..           | ..         | ..    | ..                                                    | ..    | ..         |

Continued on  
page 75.





**Week Days.**

[illegible]

# CHARD BRANCH.

Single Line worked by Electric Train Staff between Creech Junction and Hatch, and Hatch and Ilminster, during the time Hatch Box is open; when closed, worked by Electric Token, between Creech Junction and Ilminster; Electric Train Staff between Ilminster and Chard. Train Staff between Chard and Chard Junction, in accordance with the "Regulations for Working Single Lines by one engine in steam or two or more engines coupled together."

The Crossing Stations are Creech Junction and Chard.

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

## DOWN TRAINS.

## WEEK DAYS.

| Distance from Chard. | STATIONS.             | Ruling Gradient. | Time Allowance for Ordinary Freight Trains. |                 | K        |      | B          |      | G               |      | K        |      | B      |      | G               |      | B      |      | B          |      | B      |      |
|----------------------|-----------------------|------------------|---------------------------------------------|-----------------|----------|------|------------|------|-----------------|------|----------|------|--------|------|-----------------|------|--------|------|------------|------|--------|------|
|                      |                       |                  | Point-to-Point Times.                       | Allow for Stop. | Freight. |      | Passenger. |      | Engine and Van. |      | Freight. |      | Mixed. |      | Engine and Van. |      | Mixed. |      | Passenger. |      | Mixed. |      |
|                      |                       |                  |                                             |                 | arr.     | dep. | arr.       | dep. | arr.            | dep. | arr.     | dep. | arr.   | dep. | arr.            | dep. | arr.   | dep. | arr.       | dep. | arr.   | dep. |
| M.                   | C.                    |                  |                                             |                 |          |      |            |      |                 |      |          |      |        |      |                 |      |        |      |            |      |        |      |
| —                    | —                     | —                | —                                           | —               | —        | 7 50 | 7 40       | —    | —               | —    | —        | —    | —      | —    | —               | —    | —      | —    | —          | —    | —      | —    |
| —                    | —                     | —                | —                                           | —               | —        | 8 2  | 8 0        | —    | —               | —    | —        | —    | —      | —    | —               | —    | —      | —    | —          | —    | —      | —    |
| 3                    | Chard Junction (S.R.) | —                | —                                           | —               | —        | —    | —          | —    | —               | —    | —        | —    | —      | —    | —               | —    | —      | —    | —          | —    | —      | —    |
| 3                    | Chard Town (S.R.)     | —                | —                                           | —               | —        | —    | —          | —    | —               | —    | —        | —    | —      | —    | —               | —    | —      | —    | —          | —    | —      | —    |
| 3                    | CHARD                 | —                | —                                           | —               | —        | —    | —          | —    | —               | —    | —        | —    | —      | —    | —               | —    | —      | —    | —          | —    | —      | —    |
| 3                    | Donyatt Halt          | 77 F.            | 9                                           | —               | —        | 8 37 | 8 15       | —    | —               | —    | —        | —    | —      | —    | —               | —    | —      | —    | —          | —    | —      | —    |
| 3                    | Ilminster             | 141 F.           | 9                                           | —               | —        | 9 21 | 9 21       | —    | —               | —    | —        | —    | —      | —    | —               | —    | —      | —    | —          | —    | —      | —    |
| 5                    | Ilton Halt            | 100 F.           | —                                           | —               | —        | 9 24 | 9 25       | —    | —               | —    | —        | —    | —      | —    | —               | —    | —      | —    | —          | —    | —      | —    |
| 8                    | Hatch                 | 125 F.           | —                                           | —               | —        | 9 28 | 9 29       | —    | —               | —    | —        | —    | —      | —    | —               | —    | —      | —    | —          | —    | —      | —    |
| 11                   | Thornfalcon           | 80 F.            | 11                                          | —               | —        | 9 35 | 9 36       | —    | —               | —    | —        | —    | —      | —    | —               | —    | —      | —    | —          | —    | —      | —    |
| 12                   | Creech Sidings        | 97 F.            | 7                                           | —               | —        | 9 42 | 9 43       | —    | —               | —    | —        | —    | —      | —    | —               | —    | —      | —    | —          | —    | —      | —    |
| 12                   | Creech Junction       | 288 R.           | —                                           | —               | —        | —    | —          | —    | —               | —    | —        | —    | —      | —    | —               | —    | —      | —    | —          | —    | —      | —    |
| 13                   | TAUNTON               | —                | 9                                           | —               | —        | 9 50 | —          | —    | —               | —    | —        | —    | —      | —    | —               | —    | —      | —    | —          | —    | —      | —    |

## DOWN TRAINS.

## WEEK DAYS—continued.

| STATIONS.             | B          |      | G      |      | G    |      | B    |      | K     |      | Passenger. |      | K        |      | Freight. |      | K    |      | Pass.    |      | Engine |      | B     |      | Pass.  |      | G    |      | B     |      | Pass. |      | B    |      |       |  |
|-----------------------|------------|------|--------|------|------|------|------|------|-------|------|------------|------|----------|------|----------|------|------|------|----------|------|--------|------|-------|------|--------|------|------|------|-------|------|-------|------|------|------|-------|--|
|                       | Passenger. |      | Engine |      | RR   |      | SO   |      | Pass. |      | K          |      | Freight. |      | SO       |      | K    |      | Freight. |      | SO     |      | Pass. |      | Engine |      | B    |      | Pass. |      | G     |      | B    |      | Pass. |  |
|                       | arr.       | dep. | arr.   | dep. | arr. | dep. | arr. | dep. | arr.  | dep. | arr.       | dep. | arr.     | dep. | arr.     | dep. | arr. | dep. | arr.     | dep. | arr.   | dep. | arr.  | dep. | arr.   | dep. | arr. | dep. | arr.  | dep. | arr.  | dep. | arr. | dep. |       |  |
| Chard Junction (S.R.) | —          | —    | —      | —    | —    | —    | —    | —    | —     | —    | —          | —    | —        | —    | —        | —    | —    | —    | —        | —    | —      | —    | —     | —    | —      | —    | —    | —    | —     | —    | —     | —    | —    | —    |       |  |
| Chard Town (S.R.)     | —          | —    | —      | —    | —    | —    | —    | —    | —     | —    | —          | —    | —        | —    | —        | —    | —    | —    | —        | —    | —      | —    | —     | —    | —      | —    | —    | —    | —     | —    | —     | —    | —    | —    |       |  |
| CHARD                 | —          | —    | —      | —    | —    | —    | —    | —    | —     | —    | —          | —    | —        | —    | —        | —    | —    | —    | —        | —    | —      | —    | —     | —    | —      | —    | —    | —    | —     | —    | —     | —    | —    | —    |       |  |
| Donyatt Halt          | —          | —    | —      | —    | —    | —    | —    | —    | —     | —    | —          | —    | —        | —    | —        | —    | —    | —    | —        | —    | —      | —    | —     | —    | —      | —    | —    | —    | —     | —    | —     | —    | —    | —    |       |  |
| Ilminster             | —          | —    | —      | —    | —    | —    | —    | —    | —     | —    | —          | —    | —        | —    | —        | —    | —    | —    | —        | —    | —      | —    | —     | —    | —      | —    | —    | —    | —     | —    | —     | —    | —    | —    |       |  |
| Ilton Halt            | —          | —    | —      | —    | —    | —    | —    | —    | —     | —    | —          | —    | —        | —    | —        | —    | —    | —    | —        | —    | —      | —    | —     | —    | —      | —    | —    | —    | —     | —    | —     | —    | —    | —    |       |  |
| Hatch                 | —          | —    | —      | —    | —    | —    | —    | —    | —     | —    | —          | —    | —        | —    | —        | —    | —    | —    | —        | —    | —      | —    | —     | —    | —      | —    | —    | —    | —     | —    | —     | —    | —    | —    |       |  |
| Thornfalcon           | —          | —    | —      | —    | —    | —    | —    | —    | —     | —    | —          | —    | —        | —    | —        | —    | —    | —    | —        | —    | —      | —    | —     | —    | —      | —    | —    | —    | —     | —    | —     | —    | —    | —    |       |  |
| Creech Sidings        | —          | —    | —      | —    | —    | —    | —    | —    | —     | —    | —          | —    | —        | —    | —        | —    | —    | —    | —        | —    | —      | —    | —     | —    | —      | —    | —    | —    | —     | —    | —     | —    | —    | —    |       |  |
| Creech Junction       | —          | —    | —      | —    | —    | —    | —    | —    | —     | —    | —          | —    | —        | —    | —        | —    | —    | —    | —        | —    | —      | —    | —     | —    | —      | —    | —    | —    | —     | —    | —     | —    | —    | —    |       |  |
| TAUNTON               | —          | —    | —      | —    | —    | —    | —    | —    | —     | —    | —          | —    | —        | —    | —        | —    | —    | —    | —        | —    | —      | —    | —     | —    | —      | —    | —    | —    | —     | —    | —     | —    | —    | —    |       |  |

†—May be run as a Mixed Train between Chard Junction and Chard when required for cattle traffic only.

**WEEK DAYS.**

**WEEK DAYS—continued.**

## UP TRAINS.

[illegible]

## CHARD BRANCH—continued.

WEEK DAYS—continued.

## DOWN TRAINS.

| STATIONS.             | A               |       | B                |  |      |      |  |  |
|-----------------------|-----------------|-------|------------------|--|------|------|--|--|
|                       | arr.            | dep.  | Passenger.<br>SO |  | arr. | dep. |  |  |
| Chard Junction (S.R.) |                 |       |                  |  |      |      |  |  |
| Chard Town (S.R.)     |                 |       |                  |  |      |      |  |  |
| CHARD                 | p.m.            | p.m.  |                  |  |      |      |  |  |
|                       | 9 19            | 9 40  |                  |  |      |      |  |  |
| Donyatt Halt          |                 |       |                  |  |      |      |  |  |
| Iliminster            | 9 48            | 9 51  |                  |  |      |      |  |  |
| Ilton Halt            |                 |       |                  |  |      |      |  |  |
| Hatch                 |                 |       |                  |  |      |      |  |  |
| Thornfalcon           |                 |       |                  |  |      |      |  |  |
| Creech Siding         |                 |       |                  |  |      |      |  |  |
| Creech Junction       | C <sup>10</sup> | S     |                  |  |      |      |  |  |
| TAUNTON               | 10 10           | 10 35 |                  |  |      |      |  |  |

**UP TRAINS.**

**WEEK DAYS—continued.**

[illegible]

Single Line worked by Train Staff and only one Engine in Steam at a time. The Train Staff Stations are Tiverton Junction and Hemmock.

**WEEK DAYS.**

The Branch is worked between Tiverton Junction and Hamyock stations by means of one engine in steam carrying a staff. The speed of trains must not exceed fifteen miles per hour on any part of the Branch. The Locomotive Engines, Carriages, and Vehicles used must not have a greater weight than thirteen tons eighteen cwt. on any one pair of wheels. Special 8-wheel Passenger Coaches are provided to work on the Branch. Ordinary 8-wheel stock for passenger use, vehicles over 80-ft. in length, and also 6-wheel Stock (with the exception of 8-wheel Milk Tanks), are prohibited. The Branch is worked by engines of the 0-4-2 type.

**Uffculme.**—Loading Bank Siding, and Small's Siding.  
The W.R. Standard Load Gauge applies over the Branch.

**Whitehall.—Siding.**

**Long Round Timber.**—Long Round Timber must not be accepted for transit at Uffculme, Culmstock, or Hemvock

**V**—Not to convey wagons from Uffelmire for Tiverton Junction. **Y**—Wagons not to be detached or attached at Culmstock and not to convey more than two wagons for Hemvock. To convey cattle traffic for Uffelmire as necessary. **Z**—Will convey goods wagons from Hemvock only. s—Runs as a Mixed Train. Uffelmire to Culmstock.

**Trainmen to open and close Crossing Gates on Weekdays as shewn below, and on Sundays as required for Train Service;**

3.50 a.m. Tiverton Junction to Hemmock—Cold Harbour and Uffculme

7.10 p.m. Tiverton Junction to Hemmock—Whitehall . . . . . 187

5.53 p.m. Hemycok to Tiverton Junction—Whitehall  
8 8 a.m. Hemycok to Tiverton Junction—Whitehall

8. 8 p.m. Hemyock to Iiverton Junction—W Mitchell .....



[illegible]

**WEEK DAYS.**

## UP TRAINS.

[illegible]

## UP TRAINS.

## WEEK DAYS—continued

| STATIONS.    | A                     |      |      |      |           |      |      |       |            |      | B    |      |          |      | K    |      |            |      | B    |      |          |      | K    |      |            |      | B    |      |           |      | B    |      |            |      | B    |      |            |  | B |  |            |  | B |  |            |  |  |  |
|--------------|-----------------------|------|------|------|-----------|------|------|-------|------------|------|------|------|----------|------|------|------|------------|------|------|------|----------|------|------|------|------------|------|------|------|-----------|------|------|------|------------|------|------|------|------------|--|---|--|------------|--|---|--|------------|--|--|--|
|              | Paddington Passenger. |      |      |      | SUSPENDED |      |      |       | Passenger. |      |      |      | Freight. |      |      |      | Passenger. |      |      |      | Freight. |      |      |      | Passenger. |      |      |      | SUSPENDED |      |      |      | Passenger. |      |      |      | Passenger. |  |   |  | Passenger. |  |   |  | Passenger. |  |  |  |
|              | arr.                  | dep. | p.m. | p.m. | arr.      | dep. | p.m. | p.m.  | arr.       | dep. | a.m. | a.m. | arr.     | dep. | p.m. | p.m. | arr.       | dep. | p.m. | p.m. | arr.     | dep. | p.m. | p.m. | arr.       | dep. | p.m. | p.m. | arr.      | dep. | p.m. | p.m. | arr.       | dep. | p.m. | p.m. |            |  |   |  |            |  |   |  |            |  |  |  |
| MINENHEAD    | —                     | 2 30 | —    | —    | 3 20      | —    | —    | 9 30  | —          | —    | —    | —    | 4 25     | —    | —    | —    | 3 0        | —    | —    | —    | 5 10     | —    | —    | —    | 6 10       | —    | —    | —    | 6 10      | —    | —    | —    | 6 10       | —    | —    |      |            |  |   |  |            |  |   |  |            |  |  |  |
| Dunster      | C <sup>2</sup> 32S    | 3 24 | 3 25 | —    | 3 20      | —    | —    | 9 51  | —          | —    | —    | —    | 4 29     | —    | —    | —    | 3 15       | —    | —    | —    | 5 15     | —    | —    | —    | 6 10       | —    | —    | —    | 6 10      | —    | —    | —    | 6 10       | —    | —    |      |            |  |   |  |            |  |   |  |            |  |  |  |
| Blue Anchor  | C <sup>2</sup> 37S    | 3 30 | 3 31 | —    | 3 30      | —    | —    | 9 57  | —          | —    | —    | —    | 4 34     | —    | —    | —    | 3 15       | —    | —    | —    | 5 19     | —    | —    | —    | 6 10       | —    | —    | —    | 6 10      | —    | —    | —    | 6 10       | —    | —    |      |            |  |   |  |            |  |   |  |            |  |  |  |
| Washford     | C <sup>2</sup> 42S    | 3 36 | 3 37 | —    | 3 37      | —    | —    | C R   | —          | —    | —    | —    | 4 40     | —    | —    | —    | 3 41       | —    | —    | —    | 5 25     | —    | —    | —    | 6 27       | —    | —    | —    | 6 27      | —    | —    | —    | 6 27       | —    | —    |      |            |  |   |  |            |  |   |  |            |  |  |  |
| Kentsford    | —                     | —    | —    | —    | —         | —    | —    | —     | —          | —    | —    | —    | —        | —    | —    | —    | —          | —    | —    | —    | —        | —    | —    | —    | —          | —    | —    | —    | —         | —    | —    | —    | —          | —    |      |      |            |  |   |  |            |  |   |  |            |  |  |  |
| Watchet      | —                     | —    | —    | —    | 3 42      | —    | —    | 10 20 | —          | —    | —    | —    | 4 46     | —    | —    | —    | —          | —    | —    | —    | 5 31     | —    | —    | —    | 6 27       | —    | —    | —    | 6 27      | —    | —    | —    | 6 27       | —    | —    |      |            |  |   |  |            |  |   |  |            |  |  |  |
| Williton     | C <sup>2</sup> 51XS   | 3 48 | 3 51 | —    | 3 51      | —    | —    | 3 13  | —          | —    | —    | 3 55 | 4 52     | —    | —    | —    | 4 15       | —    | —    | —    | 5 36     | —    | —    | —    | 6 32       | —    | —    | —    | 6 32      | —    | —    | —    | 6 32       | —    | —    |      |            |  |   |  |            |  |   |  |            |  |  |  |
| Stogumber    | —                     | —    | —    | —    | 3 57      | —    | —    | —     | —          | —    | —    | —    | 5 1      | —    | —    | —    | 4 35       | —    | —    | —    | 5 45     | —    | —    | —    | 6 41       | —    | —    | —    | 6 41      | —    | —    | —    | 6 41       | —    | —    |      |            |  |   |  |            |  |   |  |            |  |  |  |
| Leigh Bridge | C <sup>2</sup> 58XS   | 4 4  | 4 5  | —    | 4 5       | —    | —    | —     | —          | —    | —    | —    | —        | —    | —    | —    | —          | —    | —    | —    | —        | —    | —    | —    | —          | —    | —    | —    | —         | —    | —    | —    | —          | —    |      |      |            |  |   |  |            |  |   |  |            |  |  |  |
| Grovecombe   | C <sup>3</sup> 3S     | 4 4  | 4 7  | —    | 4 7       | —    | —    | —     | —          | —    | —    | —    | —        | —    | —    | —    | —          | —    | —    | —    | —        | —    | —    | —    | —          | —    | —    | —    | —         | —    | —    | —    | —          | —    |      |      |            |  |   |  |            |  |   |  |            |  |  |  |
| Gramp's L.   | C <sup>3</sup> 10S    | 4 12 | 4 18 | —    | 4 18      | —    | —    | 4 25  | —          | —    | —    | —    | 5 8      | —    | —    | —    | —          | —    | —    | —    | 5 52     | —    | —    | —    | 6 48       | —    | —    | —    | 6 48      | —    | —    | —    | 6 48       | —    | —    |      |            |  |   |  |            |  |   |  |            |  |  |  |
| Newton R.    | C <sup>3</sup> 13     | 4 22 | —    | —    | —         | —    | —    | —     | —          | —    | —    | —    | 5 16     | —    | —    | —    | 5 25       | —    | —    | —    | 6 6      | —    | —    | —    | 6 58       | —    | —    | —    | 6 58      | —    | —    | —    | 6 58       | —    | —    |      |            |  |   |  |            |  |   |  |            |  |  |  |
| TAUNTON      | 3 10                  | 3 30 | —    | —    | —         | —    | —    | 4 55  | —          | —    | —    | —    | 5 30     | —    | —    | —    | 5 40       | —    | —    | —    | 6 12     | —    | —    | —    | 7 17       | —    | —    | —    | 7 17      | —    | —    | —    | 7 17       | —    | —    |      |            |  |   |  |            |  |   |  |            |  |  |  |

## MINEHEAD BRANCH—continued.

SUNDAYS, commencing May 7th, 1950.

DOWN TRAINS.

| STATIONS.         | B.         |       | B.         |      | B.         |      | B.         |      | B.         |      | B.         |      |
|-------------------|------------|-------|------------|------|------------|------|------------|------|------------|------|------------|------|
|                   | Passenger. |       | Passenger. |      | Passenger. |      | Passenger. |      | Passenger. |      | Passenger. |      |
|                   | arr.       | dep.  | arr.       | dep. | arr.       | dep. | arr.       | dep. | arr.       | dep. | arr.       | dep. |
| TAUNTON           |            | a.m.  |            | p.m. |            | p.m. |            | p.m. |            | p.m. |            | p.m. |
| Norton Fitzwarren | 9 34       | 9 30  | 1 4        | 1 0  | 2 29       | 2 25 | 3 44       | 3 40 | 5 52       | 5 48 | 6 20       | 6 21 |
| Bishop's Lydeard  | 9 40       | 9 35  | 1 11       | 1 5  | 2 35       | 2 30 | 3 51       | 3 45 | 5 59       | 5 53 | 6 27       | 6 30 |
| Crowcombe         | 9 48       | 9 41  | 1 19       | 1 12 | 2 43       | 2 36 | 3 59       | 3 52 | 6 9        | 5 52 | 6 34       | 6 35 |
| Leigh Bridge      |            |       |            |      |            |      |            |      |            |      |            |      |
| Stogumber         | 9 54       | 9 55  | 1 25       | 1 26 | 2 49       | 2 50 | 4 9        | 4 10 | 6 16       | 6 15 | 6 41       | 6 42 |
| Williton          | 10 1       | 10 4  | 1 32       | 1 35 | 2 56       | 2 59 | 4 16       | 4 19 | 6 27       | 6 30 | 6 46       | 6 47 |
| Watchet           | 10 8       | 10 9  | 1 39       | 1 40 | 3 3        | 3 5  | 4 23       | 4 24 | 6 34       | 6 35 | 6 51       | 6 52 |
| Kentsford         |            |       |            |      |            |      |            |      |            |      |            |      |
| Washford          | 10 15      | 10 16 | 1 46       | 1 47 | 3 11       | 3 12 | 4 30       | 4 31 | 6 41       | 6 42 | 6 51       | 6 52 |
| Blue Anchor       | 10 20      | 10 21 | 1 51       | 1 52 | 3 16       | 3 17 | 4 35       | 4 36 | 6 46       | 6 47 | 6 51       | 6 52 |
| Dunster           | 10 25      | 10 26 | 1 56       | 1 57 | 3 21       | 3 22 | 4 40       | 4 41 | 6 51       | 6 52 | 6 51       | 6 52 |
| MINEHEAD          | 10 30      | —     | 2 2        | —    | 3 26       | —    | 4 45       | —    | 6 56       | —    | —          | —    |

UP TRAINS.

SUNDAYS, commencing May 7th, 1950.

| STATIONS.         | B.         |       | A.                    |      | B.         |      | B.         |      | B.         |      | B.         |      |
|-------------------|------------|-------|-----------------------|------|------------|------|------------|------|------------|------|------------|------|
|                   | Passenger. |       | Paddington Passenger. |      | Passenger. |      | Passenger. |      | Passenger. |      | Passenger. |      |
|                   | arr.       | dep.  | arr.                  | dep. | arr.       | dep. | arr.       | dep. | arr.       | dep. | arr.       | dep. |
| MINEHEAD          |            | a.m.  |                       | p.m. |            | p.m. |            | p.m. |            | p.m. |            | p.m. |
| Dunster           | 10 59      | 10 55 | 3 24                  | 3 20 | 4 29       | 4 25 | 5 34       | 5 30 | 7 59       | 7 55 | 8 37       | 8 38 |
| Blue Anchor       | 11 4       | 11 0  | 3 29                  | 3 25 | 4 34       | 4 30 | 5 39       | 5 35 | 8 4        | 8 0  | 8 46       | 8 46 |
| Washford          | 11 10      | 11 5  | 3 35                  | 3 30 | 4 42       | 4 37 | 5 45       | 5 40 | 8 10       | 8 5  | 8 51       | 8 52 |
| Kentsford         |            |       |                       |      |            |      |            |      |            |      |            |      |
| Watchet           | 11 16      | 11 17 | 3 41                  | 3 42 | 4 48       | 4 50 | 5 51       | 5 53 | 8 16       | 8 17 | 8 51       | 8 52 |
| Williton          | 11 21      | 11 24 | 3 46                  | 3 49 | 4 54       | 4 57 | 5 57       | 6 0  | 8 21       | 8 24 | 8 51       | 8 52 |
| Stogumber         | 11 30      | 11 31 | 3 55                  | 3 56 | 5 3        | 5 4  | 6 6        | 6 7  | 8 30       | 8 31 | 8 51       | 8 52 |
| Leigh Bridge      |            |       |                       |      |            |      |            |      |            |      |            |      |
| Crowcombe         | 11 37      | 11 38 | 4 2                   | 4 3  | 5 10       | 5 12 | 6 13       | 6 14 | 8 37       | 8 38 | 8 51       | 8 52 |
| Bishop's Lydeard  | 11 45      | 11 46 | 4 10                  | 4 11 | 5 19       | 5 20 | 6 21       | 6 22 | 8 45       | 8 46 | 8 51       | 8 52 |
| Norton Fitzwarren | 11 51      | 11 52 | 4 16                  | 4 17 | 5 25       | 5 26 | 6 27       | 6 28 | 8 51       | 8 52 | 8 51       | 8 52 |
| TAUNTON           | 11 56      | —     | 4 21                  | 4 30 | 5 31       | —    | 6 33       | —    | 8 56       | —    | —          | —    |

## BARNSTAPLE BRANCH.

Single Line worked by Electric Train Staff or Token between Milverton and Barnstaple and Train Staff and Ticket between Barnstaple and Barnstaple Junction S.R. Intermediate "Token" instruments at Barnstaple end of Dulverton Down Platform, and Barnstaple end of Up and Down Goods Loop at Filleigh.

The Crossing Stations are Milverton, Wiveliscombe, Venn Cross, Morebath, Morebath Junction, Dulverton, East Anstey, Bishop's N. and Molland, South Molton, Filleigh, Swimbridge, and Barnstaple.

Time must not be made up in running down Inclines on this Section.

All trains must stop dead at the Barnstaple (W.R.) Signal Box to admit of the exchange of the Train Staff and Ticket and must also stop dead at Barnstaple Junction (S.R.) Home Signal.

Whistles.—All trains approaching either Barnstaple (W.R.) or Barnstaple Junction (S.R.) two sharp whistles must be given when necessary.

## Down Trains.

## Week Days.

| M.P.<br>Mileage from<br>Paddington. |    | STATIONS.               | Ruling<br>Gradient. | Time Allowances<br>for Ordinary<br>Freight Trains,<br>see page 2. |                       |                        | K                 |                   | B                           |        | K     | K                               |                   |
|-------------------------------------|----|-------------------------|---------------------|-------------------------------------------------------------------|-----------------------|------------------------|-------------------|-------------------|-----------------------------|--------|-------|---------------------------------|-------------------|
|                                     |    |                         |                     | Point-<br>to-<br>Point<br>Times.                                  | Allow<br>for<br>Stop. | Allow<br>for<br>Start. | Freight.          |                   | 6.0 a.m.<br>Exeter<br>Auto. |        | Frgh. | 1.5 a.m.<br>Bristol<br>Freight. |                   |
|                                     |    |                         |                     | Mins.                                                             | Mins.                 | Mins.                  | arr.              | dep.              | arr.                        | dep.   | dep.  | arr.                            | dep.              |
| M.                                  | C. | TAUNTON                 | —                   | —                                                                 | —                     | —                      | a.m.              | a.m.              | a.m.                        | a.m.   | a.m.  | a.m.                            | a.m.              |
| 163                                 | 11 | Norton Fitzwarren       | —                   | 5                                                                 | 1                     | 2                      | —                 | 4 11              | —                           | —      | —     | 2 46                            | 5 0               |
| 165                                 | 8  | Milverton               | 66 R.               | 11                                                                | 1                     | 2                      | C <sup>4</sup> 23 | —                 | —                           | —      | —     | —                               | —                 |
| 169                                 | 51 | Wiveliscombe            | 60 R.               | 10                                                                | 1                     | 2                      | C <sup>4</sup> 34 | —                 | —                           | —      | —     | —                               | —                 |
| 172                                 | 43 | Venn Cross              | 58 R.               | 13                                                                | 1                     | 1                      | C <sup>4</sup> 49 | P <sup>4</sup> 51 | —                           | —      | —     | —                               | —                 |
| 177                                 | 25 | Stop Board              | L.                  | —                                                                 | —                     | —                      | 5 1               | P <sup>5</sup> 3  | —                           | —      | —     | —                               | —                 |
| 177                                 | 32 | Morebath                | 58 F.               | 8                                                                 | 1                     | 1                      | —                 | —                 | —                           | —      | —     | 5 43                            | P <sup>5</sup> 45 |
| 180                                 | 73 | Morebath Junction       | 66 R.               | —                                                                 | —                     | —                      | —                 | —                 | —                           | —      | —     | 5 55                            | P <sup>5</sup> 57 |
| 182                                 | 29 | Morebath Junction Halt  | 66 R.               | —                                                                 | —                     | —                      | —                 | —                 | 6 57                        | S 6 57 | —     | —                               | —                 |
| 182                                 | 37 | DULVERTON               | 58 F.               | 8                                                                 | 1                     | 1                      | C <sup>6</sup> 18 | —                 | 7 2                         | —      | —     | —                               | —                 |
| 184                                 | 20 | East Anstey             | 58 R.               | 13                                                                | 1                     | 1                      | —                 | —                 | —                           | —      | —     | —                               | —                 |
| 187                                 | 79 | Stop Board              | 330 F.              | —                                                                 | —                     | —                      | 5 28              | P <sup>5</sup> 30 | —                           | —      | —     | 6 22                            | P <sup>6</sup> 24 |
| 188                                 | 2  | Yeo Mill Halt           | 58 F.               | —                                                                 | —                     | —                      | —                 | —                 | —                           | —      | —     | —                               | —                 |
| 193                                 | 2  | Bishop's Nympton and M. | 60 F.               | 14                                                                | 1                     | 1                      | 5 46              | P <sup>5</sup> 48 | —                           | —      | —     | 6 40                            | P <sup>6</sup> 42 |
| 197                                 | 30 | SOUTH MOLTON            | 60 R.               | 10                                                                | 1                     | 1                      | 6 01              | —                 | —                           | —      | —     | 6 54                            | P <sup>6</sup> 56 |
| 200                                 | 55 | Filleigh                | 60 F.               | 9                                                                 | 1                     | 1                      | C <sup>6</sup> 18 | S 6 8             | —                           | —      | —     | —                               | —                 |
| 204                                 | 1  | Swimbridge              | 60 F.               | 8                                                                 | 1                     | 1                      | C <sup>6</sup> 28 | P <sup>6</sup> 30 | —                           | —      | —     | —                               | —                 |
| 205                                 | 63 | Stop Board              | 60 F.               | 4                                                                 | 1                     | 1                      | —                 | —                 | —                           | —      | —     | —                               | —                 |
| 207                                 | 24 | Barnstaple East Jct.    | —                   | —                                                                 | —                     | —                      | —                 | —                 | —                           | —      | —     | —                               | —                 |
| 207                                 | 48 | Stop Board              | —                   | —                                                                 | 2                     | —                      | P <sup>6</sup> 43 | —                 | a.m.                        | a.m.   | —     | P <sup>6</sup> 58               | —                 |
| 207                                 | 65 | BARNSTAPLE              | 60 F.               | 6                                                                 | 1                     | —                      | —                 | —                 | —                           | 6 20   | 7 50  | 7 58                            | —                 |
| 207                                 | 48 | Barnstaple South Jct.   | —                   | —                                                                 | —                     | —                      | —                 | —                 | —                           | —      | —     | —                               | —                 |
| 208                                 | 79 | BARNSTAPLE JCT. S.R.    | —                   | 3                                                                 | 1                     | 1                      | —                 | —                 | 6 25                        | 6 30   | 7 55  | —                               | —                 |

## Up Trains.

## Week Days.

| Mileage<br>from<br>Taunton |    | STATIONS.                 | Ruling<br>Gradient. | Time Allowance<br>for Ordinary<br>Freight Trains,<br>see page 2. |                       |                        | B               |      | G      | B          |       | G      |
|----------------------------|----|---------------------------|---------------------|------------------------------------------------------------------|-----------------------|------------------------|-----------------|------|--------|------------|-------|--------|
|                            |    |                           |                     | Point-<br>to-<br>Point<br>Times.                                 | Allow<br>for<br>Stop. | Allow<br>for<br>Start. | Exeter<br>Auto. |      | Engine | Passenger. |       | Engine |
|                            |    |                           |                     | Mins.                                                            | Mins.                 | Mins.                  | arr.            | dep. | dep.   | arr.       | dep.  | dep.   |
| M.                         | C. | BARNSTAPLE JCT. S.R.      | —                   | —                                                                | —                     | —                      | a.m.            | a.m. | a.m.   | a.m.       | a.m.  | a.m.   |
| 45                         | 68 | Barnstaple South Junction | —                   | —                                                                | —                     | —                      | —               | —    | 6 11   | 35         | —     | 8 11   |
| 44                         | 37 | BARNSTAPLE                | —                   | —                                                                | —                     | 1                      | —               | —    | 6 14   | 40         | X     | 8 10   |
| 44                         | 54 | Barnstaple East Junction  | —                   | —                                                                | —                     | —                      | —               | —    | —      | —          | —     | —      |
| 44                         | 13 | Swimbridge                | 60 R.               | 11                                                               | 1                     | 1                      | —               | —    | —      | 7 2        | 7 2   | B      |
| 40                         | 70 | Filleigh                  | 60 R.               | 9                                                                | 1                     | 1                      | —               | —    | —      | 7 9        | 7 10  | —      |
| 37                         | 44 | SOUTH MOLTON              | 60 R.               | 10                                                               | 1                     | 1                      | —               | —    | —      | 7 17       | 7 18  | Exeter |
| 34                         | 19 | Bishop's Nympton and M.   | 60 F.               | 10                                                               | 1                     | 2                      | —               | —    | —      | 7 25       | 7 26  | Auto.  |
| 29                         | 71 | Yeo Mill Halt             | 60 R.               | —                                                                | —                     | —                      | —               | —    | —      | 7 32       | 7 32  | dep.   |
| 26                         | 89 | East Anstey               | 60 R.               | 13                                                               | 1                     | 1                      | —               | —    | —      | 7 37       | 7 38  | —      |
| 24                         | 68 | Stop Board 187m. 75c.     | 330 R.              | —                                                                | —                     | —                      | —               | —    | —      | —          | —     | a.m.   |
| 21                         | 9  | DULVERTON                 | 58 F.               | 15                                                               | 2                     | 1                      | —               | 7 15 | —      | 7 44       | x7 47 | 8 5    |
| 19                         | 26 | Morebath Junction Halt    | 58 R.               | —                                                                | —                     | —                      | 7 20            | 7 21 | —      | 7 51       | 7 51  | 8 11   |
| 19                         | 18 | Morebath Junction         | 66 F.               | —                                                                | —                     | —                      | —               | —    | —      | —          | —     | CS     |
| 17                         | 62 | Morebath                  | 66 F.               | 12                                                               | 1                     | 1                      | —               | —    | —      | 7 54       | 7 55  | —      |
| 14                         | 14 | Venn Cross                | 58 R.               | 11                                                               | 1                     | 1                      | —               | —    | —      | 8 2        | x8 24 | —      |
| —                          | —  | Stop Board 177m. 27c.     | L.                  | —                                                                | —                     | —                      | —               | —    | —      | —          | —     | —      |
| 9                          | 32 | Wiveliscombe              | 58 F.               | 13                                                               | 2                     | 1                      | —               | —    | —      | 8 11       | 8 12  | —      |
| 6                          | 40 | Milverton                 | 60 F.               | 7                                                                | 2                     | 1                      | —               | —    | —      | 8 17       | 8 18  | —      |
| 1                          | 77 | Norton Fitzwarren         | 66 F.               | 11                                                               | 1                     | 1                      | —               | —    | —      | 8 25       | 8 26  | Auto.  |
| —                          | —  | TAUNTON                   | —                   | 5                                                                | 1                     | —                      | —               | —    | —      | 8 31       | —     | —      |

## BARNSTAPLE BRANCH—continued.

## Down Trains.

## Week Days.

| STATIONS.                | A                     |       | K        |       | B                      | B          |      | B                      | K        |       | B          |       | K       |
|--------------------------|-----------------------|-------|----------|-------|------------------------|------------|------|------------------------|----------|-------|------------|-------|---------|
|                          | Ilfracombe Passenger. |       | Freight. |       | 6.30 a.m. Exeter Auto. | Passenger. |      | 7.55 a.m. Exeter Auto. | Freight. |       | Passenger. |       | Fr'ght. |
|                          | arr.                  | dep.  | arr.     | dep.  | dep.                   | arr.       | dep. | dep.                   | arr.     | dep.  | arr.       | dep.  | dep.    |
| TAUNTON .....            | a.m.                  | a.m.  | a.m.     | a.m.  | a.m.                   | a.m.       | a.m. | a.m.                   | a.m.     | a.m.  | a.m.       | a.m.  | a.m.    |
| Norton Fitzwarren .....  | —                     | 5 20  | —        | 5 30  | —                      | —          | 7 24 | —                      | —        | 7 50  | —          | 8 30  | —       |
| Milverton .....          | —                     | 5 25  | —        | 5 37  | —                      | 7 28       | 7 29 | —                      | 7 55     | 8 2   | 8 35       | 8 36  | —       |
| Wiveliscombe .....       | —                     | 5 30  | —        | 5 41  | —                      | 7 37       | 7 39 | —                      | 8 15     | 8 23  | 8 43       | 8 44  | —       |
| Venn Cross .....         | —                     | 5 39  | —        | 5 47  | —                      | 7 45       | 7 48 | —                      | 8 42     | 8 50  | 9 1        | 9 2   | —       |
| S. B'd 177m. 32c. ....   | —                     | —     | —        | —     | —                      | 7 58       | X8 3 | —                      | 9 31     | X9 58 | 9 1        | 9 2   | —       |
| Morebath .....           | —                     | —     | 6 13     | P6 15 | —                      | 8 10       | 8 13 | —                      | P1013    | —     | 9 7        | 9 8   | —       |
| Morebath Junction .....  | —                     | —     | —        | —     | —                      | —          | —    | —                      | —        | —     | —          | —     | —       |
| Morebath Jct. Halt ..... | —                     | —     | —        | —     | —                      | —          | —    | —                      | —        | —     | —          | —     | —       |
| DULVERTON .....          | 6 3                   | 6 6   | 6 25     | P6 27 | 7 37                   | 8 17       | 8 17 | 9 3                    | —        | —     | 9 12       | 9 12  | —       |
| East Anstey .....        | —                     | —     | 6 52     | X6 54 | X7 42                  | 8 21       | 8 24 | 9 7                    | 10 23    | —     | 9 18       | 9 20  | —       |
| S. Board 188m. 2c. ....  | —                     | —     | —        | —     | —                      | 8 32       | 8 32 | —                      | —        | —     | 9 28       | X9 32 | —       |
| Yeo Mill Halt .....      | —                     | —     | —        | —     | —                      | 8 36       | 8 37 | —                      | —        | —     | 9 36       | 9 36  | —       |
| Bishop's Nympton .....   | —                     | —     | —        | —     | —                      | —          | —    | —                      | —        | —     | —          | —     | —       |
| and Molland .....        | —                     | —     | —        | —     | —                      | —          | —    | —                      | —        | —     | —          | —     | —       |
| SOUTH MOLTON .....       | 6 30                  | 6 32  | 7 10     | P7X28 | —                      | 8 42       | 8 43 | —                      | —        | —     | 9 42       | 9 43  | —       |
| Filleigh .....           | —                     | —     | 7 40     | L7 50 | —                      | 8 50       | 8 51 | —                      | —        | —     | 9 50       | 9 51  | —       |
| Swimbridge .....         | —                     | —     | —        | —     | —                      | 8 59       | X9 2 | —                      | —        | —     | 9 59       | 10 0  | —       |
| S. B'd 205m. 63c. ....   | —                     | —     | —        | —     | —                      | 9 8        | 9 9  | —                      | —        | —     | 10 6       | 10 7  | —       |
| Barnstaple E. Jct. ....  | —                     | —     | —        | —     | —                      | —          | —    | —                      | —        | —     | —          | —     | —       |
| S. B'd 207m. 48c. ....   | —                     | —     | —        | —     | —                      | —          | —    | —                      | —        | —     | —          | —     | —       |
| BARNSTAPLE .....         | 6 52                  | X7 11 | 8 26     | —     | —                      | 9 15       | —    | —                      | —        | —     | 10 13      | X1026 | 10 40   |
| Barnstaple S. Jct. ....  | —                     | —     | —        | —     | —                      | —          | —    | —                      | —        | —     | —          | —     | —       |
| BA'8T'PLE JCT. S.R. .... | 7 16                  | 7 38  | —        | —     | —                      | —          | —    | —                      | —        | —     | 10 31      | —     | 10 45   |

## Up Trains.

## Week Days.

| STATIONS                 | B          |       | B            | K        |       | A                                          |       | D                  |      | K      | B          |       |
|--------------------------|------------|-------|--------------|----------|-------|--------------------------------------------|-------|--------------------|------|--------|------------|-------|
|                          | Passenger. |       | Exeter Auto. | Freight. |       | 9.25 a.m. Ilfracombe to Cardiff Passenger. |       | Empty to West Exe. |      | Fr'ght | Passenger. |       |
|                          | arr.       | dep.  | dep.         | arr.     | dep.  | arr.                                       | dep.  | arr.               | dep. | dep.   | arr.       | dep.  |
| BA'8T'PLE JCT. S.R. .... | —          | —     | —            | —        | —     | 10 14                                      | 10 19 | —                  | —    | 11 5   | —          | 11 25 |
| BARNSTAPLE .....         | —          | —     | 8 45         | —        | 8 53  | 10 24                                      | X1032 | —                  | —    | 11 10  | 11 30      | 11 36 |
| Barnstaple E. Jct. ....  | —          | —     | —            | —        | —     | —                                          | —     | —                  | —    | —      | —          | —     |
| Swimbridge .....         | 8 52       | 8 53  | —            | 9 6      | X9 10 | —                                          | —     | —                  | —    | —      | 11 43      | 11 43 |
| Filleigh .....           | 9 0        | X9 1  | —            | 9 6      | 9 22  | —                                          | —     | —                  | —    | —      | 11 50      | 11 51 |
| SOUTH MOLTON .....       | 9 8        | 9 10  | —            | 9 31     | 10 0  | 10 53                                      | 10 55 | —                  | —    | —      | 11 58      | 11 59 |
| Bishop's Nympton .....   | —          | —     | —            | —        | —     | —                                          | —     | —                  | —    | —      | —          | —     |
| and Molland .....        | 9 17       | 9 18  | —            | —        | —     | —                                          | —     | —                  | —    | —      | 12 6       | 12 7  |
| Yeo Mill Halt .....      | 9 24       | 9 25  | —            | —        | —     | —                                          | —     | —                  | —    | —      | 12 13      | 12 13 |
| East Anstey .....        | 9 30       | X9 31 | —            | 10 25    | P1027 | —                                          | —     | —                  | —    | —      | 12 18      | 12 19 |
| S. B'd 187m. 75c. ....   | —          | —     | —            | —        | —     | —                                          | —     | —                  | —    | —      | —          | —     |
| DULVERTON .....          | 9 37       | 9 40  | 9 55         | 10 45    | P     | X10 47                                     | 11 19 | 11 22              | —    | 11 26  | 12 25      | 12 28 |
| Morebath Jct. Halt ..... | 9 44       | 9 44  | 9 59         | —        | —     | —                                          | —     | —                  | —    | —      | 12 32      | 12 32 |
| Morebath Junction .....  | —          | —     | —            | —        | —     | —                                          | —     | —                  | —    | —      | —          | —     |
| Morebath .....           | 9 48       | 9 49  | —            | —        | —     | 11 33                                      | X1139 | —                  | —    | —      | 12 38      | 12 38 |
| Venn Cross .....         | 9 56       | 9 57  | —            | 11 12    | P1130 | —                                          | —     | —                  | —    | —      | 12 45      | 12 46 |
| S. B'd 177m. 21c. ....   | —          | —     | —            | —        | —     | —                                          | —     | —                  | —    | —      | —          | —     |
| Wiveliscombe .....       | 10 6       | 10 7  | —            | 11 45    | P     | 11 47                                      | 11 54 | 11 56              | —    | —      | 12 54      | 12 55 |
| Milverton .....          | 10 12      | 10 14 | —            | —        | —     | —                                          | —     | —                  | —    | —      | 1 1        | 1 2   |
| Norton Fitzwarren .....  | 10 21      | 10 22 | —            | —        | —     | —                                          | —     | —                  | —    | —      | 1 9        | 1 10  |
| TAUNTON .....            | 10 27      | —     | —            | 12 12    | —     | 12 9                                       | 12 19 | —                  | —    | —      | 1 14       | —     |

## BARNSTAPLE BRANCH—continued.

## Down Trains.

## Week Days.

| STATIONS.                             | B                            |       | B          |        | K                      | B                              |        | K         |       | K        |        | B.                             |       |
|---------------------------------------|------------------------------|-------|------------|--------|------------------------|--------------------------------|--------|-----------|-------|----------|--------|--------------------------------|-------|
|                                       | 10.8 a.m.<br>Exeter<br>Auto. |       | Passenger. |        | Exe<br>Valley<br>Frgh. | 12.5 p.m.<br>West Exe<br>Auto. |        | Freight.  |       | Freight. |        | Ilfracombe<br>Passenger.<br>SO |       |
|                                       |                              |       |            |        | SX                     | SO                             |        | SUSPENDED |       |          |        | SUSPENDED                      |       |
|                                       | arr.                         | dep.  | arr.       | dep.   | arr.                   | arr.                           | dep.   | arr.      | dep.  | arr.     | dep.   | arr.                           | dep.  |
|                                       | a.m.                         | a.m.  | a.m.       | a.m.   | p.m.                   | p.m.                           | p.m.   | a.m.      | a.m.  | a.m.     | a.m.   | p.m.                           | p.m.  |
| TAUNTON .....                         | —                            | —     | —          | 11 0   | —                      | —                              | —      | —         | 11 40 | —        | 11 40  | —                              | 12 50 |
| Norton Fitzwarren .....               | —                            | —     | 11 4       | 11 5   | —                      | —                              | —      | —         | 11 40 | —        | 11 40  | —                              | 12 50 |
| Milverton .....                       | —                            | —     | 11 12      | 11 13  | —                      | —                              | —      | 11 57     | X12 0 | —        | —      | 1 4                            | 1 6   |
| Wiveliscombe .....                    | —                            | —     | 11 19      | 11 20  | —                      | —                              | —      | —         | C S   | —        | —      | 1 12                           | 1 14  |
| Venn Cross .....                      | —                            | —     | 11 30      | 11 30  | —                      | —                              | —      | 12 26     | P1227 | 12 24    | P1226  | 1 24                           | 1 26  |
| S. B'rd 177m. 32c. ....               | —                            | —     | —          | —      | —                      | —                              | —      | —         | —     | —        | —      | —                              | —     |
| Morebath .....                        | —                            | —     | 11 35      | X11 36 | —                      | —                              | —      | 12 37     | P1242 | 12 36    | P1240  | 1 31                           | 1 32  |
| Morebath Junction .....               | —                            | —     | —          | —      | 12 5                   | 12 37                          | X12 36 | 12 46     | X1 0  | 12 44    | X12 52 | —                              | C S   |
| Morebath Jct. Halt .....              | 11 10                        | 11 11 | 11 40      | 11 40  | —                      | 12 37                          | 12 38  | —         | —     | —        | —      | —                              | —     |
| DULVERTON .....                       | 11 15                        | —     | 11 44      | 11 47  | 12 14                  | 12 42                          | —      | 1 8       | 1 30  | 1 0      | X1 30  | 1 42                           | 1 45  |
| East Anstey .....                     | —                            | —     | 11 55      | 11 55  | —                      | —                              | —      | 1 45      | P2 4  | 1 45     | P1 47  | 1 53                           | 1 53  |
| S. Board 188m. 2c. ....               | —                            | —     | —          | —      | —                      | —                              | —      | —         | —     | —        | —      | —                              | —     |
| Yeo Mill Halt .....                   | —                            | —     | 11 59      | 12 0   | —                      | —                              | —      | —         | —     | —        | —      | —                              | —     |
| Bishop's Nympton<br>and Molland ..... | —                            | —     | 12 51      | X12 8  | —                      | —                              | —      | 2 20      | P2 37 | 2 3      | P 5    | 2 31                           | 2 4   |
| SOUTH MOLTON .....                    | —                            | —     | 12 15      | 12 16  | —                      | —                              | —      | 2 49      | 3 9   | 2 17     | 2 53   | 2 17                           | 2 12  |
| Filleigh .....                        | —                            | —     | 12 24      | 12 24  | —                      | —                              | —      | 3 19      | 3 24  | 3 3      | 3 8    | 2 20                           | X2 22 |
| Swimbridge .....                      | —                            | —     | 12 30      | 12 31  | —                      | —                              | —      | 3 34      | 3 40  | 3 18     | 3 23   | 2 29                           | 2 30  |
| S. B'rd 205m. 63c. ....               | —                            | —     | —          | —      | —                      | —                              | —      | —         | P     | —        | P      | —                              | —     |
| Barnstaple E. Jct. ....               | —                            | —     | —          | —      | —                      | —                              | —      | —         | —     | —        | —      | —                              | —     |
| S. B'rd 207m. 48c. ....               | —                            | —     | —          | —      | —                      | —                              | —      | P         | —     | P        | —      | —                              | —     |
| BARNSTAPLE .....                      | —                            | —     | 12 37      | 12 43  | —                      | —                              | —      | 3 55      | —     | 3 38     | —      | 2 36                           | 2 55  |
| Barnstaple S. Jct. ....               | —                            | —     | —          | —      | —                      | —                              | —      | —         | —     | —        | —      | —                              | —     |
| BA'ST'PLE JCT. S.R. ....              | —                            | —     | 12 48      | —      | —                      | —                              | —      | —         | —     | —        | —      | 3 0                            | 3 9   |

## Up Trains.

## Week Days.

| STATIONS.                             | B                                     |        | K        |       | B               |       | K        |       | K                     | B          |       | K       |       |
|---------------------------------------|---------------------------------------|--------|----------|-------|-----------------|-------|----------|-------|-----------------------|------------|-------|---------|-------|
|                                       | 10.25 a.m.<br>Ilfracombe<br>Passenger |        | Freight. |       | Exeter<br>Auto. |       | Freight. |       | Exe<br>Valley<br>Frgh | Passenger. |       | Freight |       |
|                                       | SUSPENDED                             |        |          |       |                 |       |          |       | SX                    |            |       |         |       |
|                                       | arr.                                  | dep.   | arr.     | dep.  | arr.            | dep.  | arr.     | dep.  | dep.                  | arr.       | dep.  | arr.    | dep.  |
|                                       | a.m.                                  | a.m.   | a.m.     | a.m.  | p.m.            | p.m.  | a.m.     | a.m.  | p.m.                  | p.m.       | p.m.  | p.m.    | p.m.  |
| BA'ST'PLE JCT. S.R. ....              | 11 8                                  | 11 18  | —        | —     | —               | —     | —        | —     | —                     | —          | 1 55  | —       | —     |
| Barnstaple S. Jct. ....               | —                                     | —      | —        | —     | —               | —     | —        | —     | —                     | —          | —     | —       | —     |
| BARNSTAPLE .....                      | 11 23                                 | 11 35  | —        | —     | —               | —     | —        | 9 35  | —                     | 2 0        | 2 6   | —       | 2 15  |
| Barnstaple E. Jct. ....               | —                                     | —      | —        | —     | —               | —     | —        | —     | —                     | —          | —     | —       | —     |
| Swimbridge .....                      | 11 42                                 | 11 43  | —        | —     | —               | —     | 9 48     | 10 8  | —                     | 2 13       | 2 13  | —       | C R   |
| Filleigh .....                        | 11 50                                 | 11 51  | —        | —     | —               | —     | 10 19    | 10 30 | —                     | 2 20       | X2 21 | —       | C R   |
| SOUTH MOLTON .....                    | 11 58                                 | 11 59  | —        | —     | —               | —     | 10 42    | 11 12 | —                     | 2 28       | 2 29  | 2 50    | X3 30 |
| Bishop's Nympton<br>and Molland ..... | 12 6                                  | X12 7  | —        | —     | —               | —     | 11 24    | 11 34 | —                     | 2 36       | 2 36  | —       | C R   |
| Yeo Mill Halt .....                   | 12 13                                 | 12 13  | —        | —     | —               | —     | —        | —     | —                     | 2 42       | 2 43  | —       | —     |
| East Anstey .....                     | 12 18                                 | 12 19  | —        | —     | —               | —     | 11 50    | 12 5  | —                     | 2 47       | 2 48  | 3 55    | P3 57 |
| S. B'rd 187m. 75c. ....               | —                                     | —      | —        | —     | —               | —     | —        | P     | —                     | —          | —     | —       | P     |
| DULVERTON .....                       | 12 25                                 | 12 28  | —        | 11 45 | 12 47           | 12 51 | 12 20    | P     | 1 0                   | 1 15       | 2 54  | X2 59   | 4 12  |
| Morebath Jct. Halt .....              | 12 32                                 | 12 32  | —        | —     | —               | —     | —        | C S   | —                     | —          | 3 3   | 3 4     | —     |
| Morebath Junction .....               | 12 34                                 | X12 35 | —        | —     | —               | —     | —        | C S   | —                     | —          | 3 10  | X3 15   | —     |
| Morebath .....                        | 12 38                                 | 12 38  | 11 58    | 12 5  | —               | —     | —        | C S   | —                     | —          | 3 22  | 3 23    | —     |
| Venn Cross .....                      | 12 45                                 | 12 46  | 12 18    | 12 25 | —               | —     | 1 25     | X1 28 | —                     | —          | —     | —       | —     |
| S. B'rd 177m. 27c. ....               | —                                     | —      | —        | —     | —               | —     | —        | P     | —                     | —          | —     | —       | —     |
| Wiveliscombe .....                    | 12 54                                 | 12 55  | 12 40    | P1 2  | —               | —     | 1 43     | P     | 1 55                  | —          | 3 32  | 3 35    | 4 58  |
| Milverton .....                       | 1 1                                   | 1 2    | 1 12     | 1 23  | —               | —     | —        | C R   | —                     | —          | 3 40  | 3 41    | C R   |
| Norton Fitzwarren .....               | 1 9                                   | 1 10   | 1 36     | —     | —               | —     | —        | C R   | 1 48                  | —          | 3 49  | 3 50    | 5 19  |
| TAUNTON .....                         | 1 14                                  | —      | 1 43     | —     | —               | —     | 2 20     | —     | —                     | —          | 3 55  | —       | 5 28  |

§—Calls for live stock and urgent traffic only.



**BARNSTAPLE BRANCH**—continued.

## Down Trains.

**Week Days.**

|                           | G         | B                               | B          | A                                      | B                           | D                              | A                                    |
|---------------------------|-----------|---------------------------------|------------|----------------------------------------|-----------------------------|--------------------------------|--------------------------------------|
| STATIONS                  | Engine    | 1.44<br>p.m.<br>Exeter<br>Auto. | Passenger. | Ilfracombe<br>Passenger<br><b>SO Y</b> | Passenger.<br><br><b>SO</b> | Empty<br>Vans<br><br><b>RR</b> | Ilfracombe<br>Passenger.<br><b>Y</b> |
|                           | arr. dep. | dep.                            | arr. dep.  | SUSPENDED<br>arr. dep.                 | SUSPENDED<br>arr. dep.      | ARR<br>arr. dep.               | SUSPENDED<br>arr. dep.               |
|                           | p.m. p.m. | p.m.                            | p.m. p.m.  | p.m. p.m.                              | p.m. p.m.                   | p.m. p.m.                      | p.m. p.m.                            |
| <b>TAUNTON</b>            |           |                                 |            |                                        |                             |                                |                                      |
| Norton Fitzwarren .....   |           |                                 | 2 9        | — <sup>2</sup> 26                      | 2 30                        | 3 10                           | 3 30                                 |
| Milverton .....           |           |                                 | 2 18       | C S                                    | 2 48                        | C S                            | C 3 48 S                             |
| Wiveliscombe .....        |           |                                 | 2 25       | 2 44                                   | 2 54                        | 3 25X                          | C 3 54 S                             |
| Venn Cross .....          |           |                                 | 2 36       | C S                                    | 3 3                         | C S                            | C 4 4 S                              |
| S. B'd 177m. 32c.. .....  |           |                                 |            |                                        | 3 5                         | C S                            |                                      |
| Morebath .....            |           |                                 | 2 42       | C S                                    | 3 13                        | C S                            | C 4 9 S                              |
| Morebath Junction .....   |           |                                 | C S        | 3 4                                    | C S                         | C S                            | C 4 S                                |
| Morebath Jct. Halt .....  |           |                                 | 2 43       |                                        | 3 21                        | C S                            |                                      |
| <b>DULVERTON</b> .....    |           |                                 | 2 47       | 3 12                                   | 3 26                        | C S                            | 4 17                                 |
| East Anstey .....         |           |                                 | 3 6        | C S                                    | 3 40                        | C S                            | C 4 27 S                             |
| S. Board 188m. 2c.. ..... |           |                                 |            |                                        |                             |                                |                                      |
| Yeo Mill Halt .....       |           |                                 | 3 11       |                                        | 3 45                        |                                |                                      |
| Bishop's Nympton .....    |           |                                 |            |                                        |                             |                                |                                      |
| and Molland .....         |           |                                 | 3 17       | C S                                    | 3 52                        | C S                            | C 4 35 S                             |
| <b>SOUTH MOLTON</b> ..... |           |                                 | 3 25       | 3 43                                   | 4 2                         | 4 139 X —                      | 4 42                                 |
| Filleigh .....            |           |                                 | 3 35       | C S                                    | 4 13                        | X 15                           | C 4 51 S                             |
| Swimbridge .....          |           |                                 | 3 42       | C S                                    | 4 21                        | X 26                           | C 4 57 S                             |
| S. B'd 205m. 63c.. .....  |           |                                 |            |                                        |                             |                                |                                      |
| Barnstaple E. Jct.. ..... |           |                                 |            |                                        |                             |                                |                                      |
|                           | arr. dep. |                                 |            |                                        |                             | Engine.                        |                                      |
|                           | p.m. p.m. |                                 |            |                                        |                             |                                |                                      |
| S. B'd 207m. 48c.. .....  |           |                                 |            |                                        |                             |                                |                                      |
| <b>BARNSTAPLE</b> .....   | 3  30     |                                 | 3 50 x4 7  | 4 11 x4 20                             | 4 32 4 40                   | 5  50                          | 5 3 5 15                             |
| Barnstaple S. Jct.. ..... |           |                                 |            |                                        |                             |                                |                                      |
| BA'ST'PLE JCT. S.R. ....  | 3  35     |                                 | 4 12       | 4 25 4 28                              | 4 45                        | 5  55                          | 5 20 5 30                            |

### Up Trains.

### Week Days.

| STATIONS.                        | B               | B               | B            |              | K             | B               | C           | B                                     |              | B            |
|----------------------------------|-----------------|-----------------|--------------|--------------|---------------|-----------------|-------------|---------------------------------------|--------------|--------------|
|                                  | Exeter<br>Auto. | Exeter<br>Auto. | Passenger.   |              | Frgh't        | Exeter<br>Auto. | Parcels.    | 5.15 p.m.<br>Ilfracombe<br>Passenger. |              | Passenger.   |
|                                  | <b>SO</b>       |                 |              |              |               |                 | <b>RR</b>   | <b>SUSPENDED</b>                      |              |              |
|                                  | dep.            | dep.            | arr.         | dep.         | dep.          | dep.            | arr.        | dep.                                  | arr.         | dep.         |
|                                  | p.m.            | p.m.            | p.m.         | p.m.         | p.m.          | p.m.            | p.m.        | p.m.                                  | p.m.         | p.m.         |
| <b>BA' ST' PLE JCT. &amp; R.</b> | ..              | ..              | —            | <b>4 0</b>   | <b>5 8</b>    | ..              | ..          | ..                                    | <b>5 54</b>  | <b>6 44</b>  |
| <b>Barnstaple S. Jct....</b>     | ..              | ..              | —            | —            | —             | ..              | ..          | ..                                    | —            | ..           |
| <b>BARNSTAPLE.....</b>           | ..              | ..              | <b>4 5</b>   | <b>X4 17</b> | <b>5 13</b>   | ..              | ..          | ..                                    | <b>6 5</b>   | <b>X6 56</b> |
| <b>Barnstaple E. Jct....</b>     | ..              | <b>SUS</b>      | —            | —            | ..            | ..              | ..          | ..                                    | —            | ..           |
| <b>Swimbridge.....</b>           | ..              | <b>PEN</b>      | <b>4 24</b>  | <b>X4 25</b> | ..            | ..              | ..          | <b>6 22</b>                           | <b>X6 31</b> | <b>7 3</b>   |
| <b>Filleigh.....</b>             | ..              | <b>D</b>        | <b>4 31½</b> | <b>4 33</b>  | ..            | ..              | ..          | <b>6 39</b>                           | <b>6 41</b>  | <b>7 11</b>  |
| <b>SOUTH MOLTON .....</b>        | ..              | <b>EDED</b>     | <b>4 40</b>  | <b>X4 44</b> | <b>B</b>      | ..              | <b>5 45</b> | <b>6 49</b>                           | <b>6 52</b>  | <b>7 19</b>  |
| <b>Bishop's Nympton</b>          | ..              | ..              | —            | —            | <b>Exeter</b> | ..              | ..          | ..                                    | ..           | ..           |
| <b>and Molland.....</b>          | ..              | ..              | <b>4 50½</b> | <b>4 52</b>  | <b>Auto.</b>  | ..              | <b>5 53</b> | <b>X6 7</b>                           | <b>6 59</b>  | <b>7 0</b>   |
| <b>Yeo Mill Halt.....</b>        | ..              | ..              | <b>4 58</b>  | <b>4 58½</b> | <b>dep.</b>   | ..              | <b>6 19</b> | <b>6 37</b>                           | <b>7 6</b>   | <b>7 7</b>   |
| <b>East Anstey.....</b>          | ..              | ..              | <b>5 3</b>   | <b>5 4</b>   | <b>p.m.</b>   | ..              | ..          | <b>7 12</b>                           | <b>X7 17</b> | <b>7 40</b>  |
| <b>S. B'rd 187m. 75c..</b>       | <b>3 10</b>     | <b>3 32</b>     | <b>5 10</b>  | <b>5 13</b>  | <b>5 20</b>   | <b>7 20</b>     | <b>6 43</b> | <b>X7 5</b>                           | <b>7 24</b>  | <b>7 28</b>  |
| <b>DULVERTON.....</b>            | <b>CS</b>       | <b>CS</b>       | <b>5 17</b>  | <b>5 17½</b> | <b>5 24½</b>  | <b>7 26</b>     | <b>CS</b>   | <b>CS</b>                             | <b>7 47</b>  | <b>X7 52</b> |
| <b>Morebath Jct. Halt</b>        | <b>3 14½</b>    | <b>3 36½</b>    | <b>5 20½</b> | <b>5 21½</b> | <b>CS</b>     | <b>CS</b>       | <b>7 13</b> | <b>7 20</b>                           | <b>7 35</b>  | <b>7 36</b>  |
| <b>Morebath Junction..</b>       | ..              | ..              | <b>5 28½</b> | <b>X531½</b> | ..            | ..              | <b>7 27</b> | <b>7 35</b>                           | <b>7 43</b>  | <b>7 44</b>  |
| <b>Morebath.....</b>             | ..              | ..              | —            | —            | ..            | ..              | ..          | ..                                    | ..           | ..           |
| <b>Venn Cross.....</b>           | ..              | ..              | —            | —            | ..            | ..              | ..          | ..                                    | ..           | ..           |
| <b>S. B'rd 177m. 21c..</b>       | ..              | ..              | —            | —            | ..            | ..              | ..          | ..                                    | ..           | ..           |
| <b>Wivellscombe.....</b>         | ..              | ..              | <b>5 40</b>  | <b>5 41</b>  | ..            | ..              | <b>7 44</b> | <b>7 50</b>                           | <b>7 53</b>  | <b>7 55</b>  |
| <b>Milverton.....</b>            | ..              | ..              | <b>5 46</b>  | <b>5 46½</b> | ..            | ..              | <b>7 55</b> | <b>7 58</b>                           | <b>8 0</b>   | <b>8 1</b>   |
| <b>Norton Fitzwarren ..</b>      | ..              | ..              | <b>5 53½</b> | <b>5 54</b>  | ..            | ..              | <b>8 5</b>  | <b>8 8</b>                            | <b>8 9</b>   | <b>8 10</b>  |
| <b>TAUNTON.....</b>              | ..              | ..              | <b>5 58</b>  | —            | ..            | ..              | <b>8 10</b> | <b>8 14</b>                           | <b>8 18</b>  | <b>8 20</b>  |

## BARNSTAPLE BRANCH—continued.

## Down Trains.

## Week Days.

| STATIONS.           | B                     |      | B         |      | K        |      | B                      |      | B                              |      | B                      |      | B                      |       |
|---------------------|-----------------------|------|-----------|------|----------|------|------------------------|------|--------------------------------|------|------------------------|------|------------------------|-------|
|                     | 4.0 p.m. Exeter Auto. |      | Passenger |      | Freight. |      | 5.55 p.m. Exeter Auto. |      | Barnstaple Junction Passenger. |      | 6.45 p.m. Exeter Auto. |      | 8.51 p.m. Exeter Auto. |       |
|                     | dep.                  | arr. | dep.      | arr. | dep.     | arr. | dep.                   | arr. | dep.                           | arr. | dep.                   | arr. | dep.                   | arr.  |
| TAUNTON             | p.m.                  | p.m. | p.m.      | p.m. | p.m.     | p.m. | p.m.                   | p.m. | p.m.                           | p.m. | p.m.                   | p.m. | p.m.                   | p.m.  |
| Norton Fitzwarren   | 5 4                   | 5 5  | 5 0       | 5 1  | 5 13     | 5 14 | 6 20                   | 6 21 | 6 15                           | 6 16 | 6 20                   | 6 21 | 9 15                   | 9 16  |
| Milverton           | 5 13                  | 5 14 | 5 13      | 5 14 | 5 20     | 5 21 | 6 29                   | 6 30 | 6 29                           | 6 30 | 6 33                   | 6 34 | 9 24                   | 9 25  |
| Wiveliscombe        | 5 19                  | 5 20 | 5 20      | 5 21 | 5 30     | 5 31 | 6 36                   | 6 37 | 6 36                           | 6 37 | 6 40                   | 6 41 | 9 31                   | 9 32  |
| Venn Cross          | 5 30                  | 5 31 | 5 31      | 5 32 | 5 38     | 5 39 | 6 47                   | 6 48 | 6 47                           | 6 48 | 6 51                   | 6 52 | 9 42                   | 9 43  |
| S. B'd 177m. 32c.   | 5 36                  | 5 37 | 5 36      | 5 37 | 5 44     | 5 45 | 6 53                   | 6 54 | 6 53                           | 6 54 | 6 57                   | 6 58 | 9 49                   | 9 50  |
| Morebath            | 5 40                  | 5 41 | 5 40      | 5 41 | 5 48     | 5 49 | 7 0                    | 7 0  | 7 0                            | 7 0  | 7 0                    | 7 0  | 9 54                   | 9 55  |
| Morebath Junction   | 5 45                  | 5 46 | 5 45      | 5 46 | 5 52     | 5 53 | 7 0                    | 7 0  | 7 0                            | 7 0  | 7 0                    | 7 0  | 9 59                   | 10 00 |
| Morebath Jct. Halt  | 5 50                  | 5 51 | 5 50      | 5 51 | 5 58     | 5 59 | 7 0                    | 7 0  | 7 0                            | 7 0  | 7 0                    | 7 0  | 10 04                  | 10 05 |
| DULVERTON           | 5 58                  | 5 59 | 5 58      | 5 59 | 6 05     | 6 06 | 7 0                    | 7 0  | 7 0                            | 7 0  | 7 0                    | 7 0  | 10 10                  | 10 11 |
| East Anstey         | 5 59                  | 6 00 | 5 59      | 6 00 | 6 06     | 6 07 | 7 0                    | 7 0  | 7 0                            | 7 0  | 7 0                    | 7 0  | 10 11                  | 10 12 |
| S. Board 188m. 2c.  | 5 59                  | 6 00 | 5 59      | 6 00 | 6 06     | 6 07 | 7 0                    | 7 0  | 7 0                            | 7 0  | 7 0                    | 7 0  | 10 11                  | 10 12 |
| Yeo Mill Halt       | 5 59                  | 6 00 | 5 59      | 6 00 | 6 06     | 6 07 | 7 0                    | 7 0  | 7 0                            | 7 0  | 7 0                    | 7 0  | 10 11                  | 10 12 |
| Bishop's Nympton    | 6 5                   | 6 6  | 6 5       | 6 6  | 6 12     | 6 13 | 7 19                   | 7 20 | 7 19                           | 7 20 | 7 23                   | 7 24 | 10 18                  | 10 19 |
| and Molland         | 6 13                  | 6 14 | 6 13      | 6 14 | 6 20     | 6 21 | 7 25                   | 7 26 | 7 25                           | 7 26 | 7 29                   | 7 30 | 10 24                  | 10 25 |
| SOUTH MOLTON        | 6 22                  | 6 23 | 6 22      | 6 23 | 6 28     | 6 29 | 7 35                   | 7 36 | 7 35                           | 7 36 | 7 39                   | 7 40 | 10 32                  | 10 33 |
| Filleigh            | 6 28                  | 6 29 | 6 28      | 6 29 | 6 34     | 6 35 | 7 44                   | 7 45 | 7 44                           | 7 45 | 7 47                   | 7 48 | 10 41                  | 10 42 |
| Swimbridge          | 6 28                  | 6 29 | 6 28      | 6 29 | 6 34     | 6 35 | 7 51                   | 7 52 | 7 51                           | 7 52 | 7 55                   | 7 56 | 10 48                  | 10 49 |
| S. B'd 205m. 63c.   | 6 35                  | 6 36 | 6 35      | 6 36 | 6 42     | 6 43 | 7 58                   | 7 59 | 7 58                           | 7 59 | 8 0                    | 8 1  | 10 55                  | 10 56 |
| Barnstaple E. Jct.  | 6 35                  | 6 36 | 6 35      | 6 36 | 6 42     | 6 43 | 7 58                   | 7 59 | 7 58                           | 7 59 | 8 0                    | 8 1  | 10 55                  | 10 56 |
| S. B'd 207m. 48c.   | 6 35                  | 6 36 | 6 35      | 6 36 | 6 42     | 6 43 | 7 58                   | 7 59 | 7 58                           | 7 59 | 8 0                    | 8 1  | 10 55                  | 10 56 |
| BARNSTAPLE          | 6 55                  | 6 56 | 6 55      | 6 56 | 7 0      | 7 0  | 8 11                   | 8 12 | 8 11                           | 8 12 | 8 15                   | 8 16 | 11 05                  | 11 06 |
| Barnstaple S. Jct.  | 6 55                  | 6 56 | 6 55      | 6 56 | 7 0      | 7 0  | 8 11                   | 8 12 | 8 11                           | 8 12 | 8 15                   | 8 16 | 11 05                  | 11 06 |
| BA'ST'PLE JCT. S.R. | 6 55                  | 6 56 | 6 55      | 6 56 | 7 0      | 7 0  | 8 11                   | 8 12 | 8 11                           | 8 12 | 8 15                   | 8 16 | 11 05                  | 11 06 |

## Up Trains.

## Week Days.

| STATIONS.           | B            |      | G      |      | K       |      | B                               |      | D                                  |      | B          |       | B                   |       | K                |       |
|---------------------|--------------|------|--------|------|---------|------|---------------------------------|------|------------------------------------|------|------------|-------|---------------------|-------|------------------|-------|
|                     | Exeter Auto. |      | Engine |      | Freight |      | 6.50 p.m. Ilfracombe Passenger. |      | 7.25 p.m. Ilfracombe Empty Coaches |      | Passenger. |       | Tiverton Jct. Auto. |       | Bristol Freight. |       |
|                     | arr.         | dep. | arr.   | dep. | arr.    | dep. | arr.                            | dep. | arr.                               | dep. | arr.       | dep.  | arr.                | dep.  | arr.             | dep.  |
| BA'ST'PLE JCT. S.R. | p.m.         | p.m. | p.m.   | p.m. | p.m.    | p.m. | p.m.                            | p.m. | p.m.                               | p.m. | p.m.       | p.m.  | p.m.                | p.m.  | p.m.             | p.m.  |
| Barnstaple S. Jct.  | 7 15         | 7 16 | 7 15   | 7 16 | 7 30    | 7 31 | 7 30                            | 7 31 | 8 2                                | 8 3  | 8 55       | 8 56  | 9 10                | 9 11  | 9 15             | 9 16  |
| BARNSTAPLE          | 7 20         | 7 21 | 7 20   | 7 21 | 7 35    | 7 36 | 7 42                            | 7 43 | 8 17                               | 8 18 | 9 0        | 9 1   | 9 6                 | 9 7   | 9 11             | 9 12  |
| Barnstaple E. Jct.  | 7 20         | 7 21 | 7 20   | 7 21 | 7 35    | 7 36 | 7 42                            | 7 43 | 8 17                               | 8 18 | 9 0        | 9 1   | 9 6                 | 9 7   | 9 11             | 9 12  |
| Swimbridge          | 8 7          | 8 8  | 8 7    | 8 8  | 8 14    | 8 15 | 8 22                            | 8 23 | 9 10                               | 9 11 | 9 13       | 9 14  | 9 22                | 9 23  | 9 27             | 9 28  |
| Filleigh            | 8 14         | 8 15 | 8 14   | 8 15 | 8 22    | 8 23 | 8 29                            | 8 30 | 9 17                               | 9 18 | 9 21       | 9 22  | 9 30                | 9 31  | 9 35             | 9 36  |
| SOUTH MOLTON        | 8 22         | 8 23 | 8 22   | 8 23 | 8 30    | 8 31 | 8 37                            | 8 38 | 9 25                               | 9 26 | 9 29       | 9 30  | 9 38                | 9 39  | 9 43             | 9 44  |
| Bishop's Nympton    | 8 30         | 8 31 | 8 30   | 8 31 | 8 38    | 8 39 | 8 45                            | 8 46 | 9 33                               | 9 34 | 9 37       | 9 38  | 9 46                | 9 47  | 9 51             | 9 52  |
| and Molland         | 8 30         | 8 31 | 8 30   | 8 31 | 8 38    | 8 39 | 8 45                            | 8 46 | 9 33                               | 9 34 | 9 37       | 9 38  | 9 46                | 9 47  | 9 51             | 9 52  |
| Yeo Mill Halt       | 8 40         | 8 41 | 8 40   | 8 41 | 8 48    | 8 49 | 8 54                            | 8 55 | 9 41                               | 9 42 | 9 45       | 9 46  | 9 54                | 9 55  | 9 59             | 10 00 |
| East Anstey         | 8 40         | 8 41 | 8 40   | 8 41 | 8 48    | 8 49 | 8 54                            | 8 55 | 9 41                               | 9 42 | 9 45       | 9 46  | 9 54                | 9 55  | 9 59             | 10 00 |
| S. B'd 187m. 75c.   | 8 40         | 8 41 | 8 40   | 8 41 | 8 48    | 8 49 | 8 54                            | 8 55 | 9 41                               | 9 42 | 9 45       | 9 46  | 9 54                | 9 55  | 9 59             | 10 00 |
| DULVERTON           | 8 47         | 8 48 | 8 47   | 8 48 | 8 55    | 8 56 | 9 0                             | 9 1  | 9 10                               | 9 11 | 9 58       | 10 0  | 10 10               | 10 11 | 10 15            | 10 16 |
| Morebath Jct. Halt  | 8 47         | 8 48 | 8 47   | 8 48 | 8 55    | 8 56 | 9 0                             | 9 1  | 9 10                               | 9 11 | 9 58       | 10 0  | 10 10               | 10 11 | 10 15            | 10 16 |
| Morebath Junction   | 8 50         | 8 51 | 8 50   | 8 51 | 9 0     | 9 1  | 9 7                             | 9 8  | 9 13                               | 9 14 | 10 0       | 10 1  | 10 11               | 10 12 | 10 16            | 10 17 |
| Morebath            | 8 50         | 8 51 | 8 50   | 8 51 | 9 0     | 9 1  | 9 7                             | 9 8  | 9 13                               | 9 14 | 10 0       | 10 1  | 10 11               | 10 12 | 10 16            | 10 17 |
| Venn Cross          | 9 7          | 9 8  | 9 7    | 9 8  | 9 15    | 9 16 | 9 22                            | 9 23 | 9 27                               | 9 28 | 10 12      | 10 13 | 10 23               | 10 24 | 10 28            | 10 29 |
| S. B'd 177m. 21c.   | 9 17         | 9 18 | 9 17   | 9 18 | 9 25    | 9 26 | 9 31                            | 9 32 | 9 36                               | 9 37 | 10 22      | 10 23 | 10 33               | 10 34 | 10 38            | 10 39 |
| Wiveliscombe        | 9 23         | 9 24 | 9 23   | 9 24 | 9 31    | 9 32 | 9 37                            | 9 38 | 9 42                               | 9 43 | 10 32      | 10 33 | 10 40               | 10 41 | 10 45            | 10 46 |
| Milverton           | 9 31         | 9 32 | 9 31   | 9 32 | 9 39    | 9 40 | 9 44                            | 9 45 | 9 49                               | 9 50 | 10 39      | 10 40 | 10 50               | 10 51 | 10 55            | 10 56 |
| Norton Fitzwarren   | 9 38         | 9 39 | 9 38   | 9 39 | 9 46    | 9 47 | 9 51                            | 9 52 | 9 56                               | 9 57 | 10 47      | 10 48 | 10 58               | 10 59 | 11 03            | 11 04 |
| TAUNTON             | 9 38         | 9 39 | 9 38   | 9 39 | 9 46    | 9 47 | 9 51                            | 9 52 | 9 56                               | 9 57 | 10 52      | 10 53 | 11 02               | 11 03 | 11 07            | 11 08 |

## EXE VALLEY BRANCH.

**Single Line Diversion to Stole Canon worked by Electric Train Staff or Token. Crossing Stations are Morebath Junction, Bampton, Tiverton, Cadeleigh and Thorverton.**

| DOWN TRAINS.                       |    |                  |                         |                                                         |                  |       |      |       |      |       |      |             | WEEK DAYS. |       |      |          |      |       |      |       |      |       |      |       |      |           |      |
|------------------------------------|----|------------------|-------------------------|---------------------------------------------------------|------------------|-------|------|-------|------|-------|------|-------------|------------|-------|------|----------|------|-------|------|-------|------|-------|------|-------|------|-----------|------|
| M.P. Mileage.                      |    | STATIONS.        |                         | Time Allowances for Ordinary Freight Trains see Page 2. |                  |       |      |       |      |       |      |             |            | B     |      | B        |      | K     |      | B     |      | B     |      | Auto. |      | SUSPENDED |      |
| M.                                 | C. | Ruling Gradient. | Point-to-Point Times.   | Allow for Stop.                                         | Allow for Start. | Auto. |      | Auto. |      | Auto. |      | Empty Auto. |            | Auto. |      | Freight. |      | Auto. |      | Auto. |      | Auto. |      | Auto. |      |           |      |
|                                    |    |                  |                         |                                                         |                  | arr.  | dep. | arr.  | dep. | arr.  | dep. | arr.        | dep.       | arr.  | dep. | arr.     | dep. | arr.  | dep. | arr.  | dep. | arr.  | dep. | arr.  | dep. | arr.      | dep. |
| 0                                  | 0  | 58 R.            | DULVERTON               | —                                                       | —                | —     | —    | —     | —    | —     | —    | —           | —          | —     | —    | —        | —    | —     | —    | —     | —    | —     | —    | —     | —    |           |      |
| 0                                  | 0  | 61               | Morebath Junction Halt. | —                                                       | —                | —     | —    | —     | —    | —     | —    | —           | —          | —     | —    | —        | —    | —     | —    | —     | —    | —     | —    | —     | —    |           |      |
| 0                                  | 0  | 39               | Morebath Junction       | —                                                       | —                | —     | —    | —     | —    | —     | —    | —           | —          | —     | —    | —        | —    | —     | —    | —     | —    | —     | —    | —     | —    |           |      |
| 0                                  | 0  | 61               | Lower Lodfin Crossing   | —                                                       | —                | —     | —    | —     | —    | —     | —    | —           | —          | —     | —    | —        | —    | —     | —    | —     | —    | —     | —    | —     | —    |           |      |
| 0                                  | 0  | 61               | Stop Board              | —                                                       | —                | —     | —    | —     | —    | —     | —    | —           | —          | —     | —    | —        | —    | —     | —    | —     | —    | —     | —    | —     | —    |           |      |
| 1                                  | 1  | 49               | Bampton (Devon).        | —                                                       | —                | —     | —    | —     | —    | —     | —    | —           | —          | —     | —    | —        | —    | —     | —    | —     | —    | —     | —    | —     | —    |           |      |
| 1                                  | 1  | 45               | Cove Halt               | —                                                       | —                | —     | —    | —     | —    | —     | —    | —           | —          | —     | —    | —        | —    | —     | —    | —     | —    | —     | —    | —     | —    |           |      |
| 3                                  | 3  | 45               | Bolham Halt             | —                                                       | —                | —     | —    | —     | —    | —     | —    | —           | —          | —     | —    | —        | —    | —     | —    | —     | —    | —     | —    | —     | —    |           |      |
| 6                                  | 6  | 58               | TIVERTON                | —                                                       | —                | —     | —    | —     | —    | —     | —    | —           | —          | —     | —    | —        | —    | —     | —    | —     | —    | —     | —    | —     | —    |           |      |
| 8                                  | 8  | 54               | West Exe Halt.          | —                                                       | —                | —     | —    | —     | —    | —     | —    | —           | —          | —     | —    | —        | —    | —     | —    | —     | —    | —     | —    | —     | —    |           |      |
| 9                                  | 9  | 23               | Cadeleigh               | —                                                       | —                | —     | —    | —     | —    | —     | —    | —           | —          | —     | —    | —        | —    | —     | —    | —     | —    | —     | —    | —     | —    |           |      |
| 12                                 | 12 | 45               | Burn Halt.              | —                                                       | —                | —     | —    | —     | —    | —     | —    | —           | —          | —     | —    | —        | —    | —     | —    | —     | —    | —     | —    | —     | —    |           |      |
| 13                                 | 13 | 74               | Up Exe Halt.            | —                                                       | —                | —     | —    | —     | —    | —     | —    | —           | —          | —     | —    | —        | —    | —     | —    | —     | —    | —     | —    | —     | —    |           |      |
| 13                                 | 13 | 74               | Up Exe Crossing         | —                                                       | —                | —     | —    | —     | —    | —     | —    | —           | —          | —     | —    | —        | —    | —     | —    | —     | —    | —     | —    | —     | —    |           |      |
| 16                                 | 16 | 0                | Thorverton              | —                                                       | —                | —     | —    | —     | —    | —     | —    | —           | —          | —     | —    | —        | —    | —     | —    | —     | —    | —     | —    | —     | —    |           |      |
| 16                                 | 16 | 52               | Fortescue Crossing      | —                                                       | —                | —     | —    | —     | —    | —     | —    | —           | —          | —     | —    | —        | —    | —     | —    | —     | —    | —     | —    | —     | —    |           |      |
| 18                                 | 18 | 5                | Brampford Speke Halt    | —                                                       | —                | —     | —    | —     | —    | —     | —    | —           | —          | —     | —    | —        | —    | —     | —    | —     | —    | —     | —    | —     | —    |           |      |
| 18                                 | 18 | 44               | Stoke Canon             | —                                                       | —                | —     | —    | —     | —    | —     | —    | —           | —          | —     | —    | —        | —    | —     | —    | —     | —    | —     | —    | —     | —    |           |      |
| —                                  | —  | —                | EXETER                  | —                                                       | —                | —     | —    | —     | —    | —     | —    | —           | —          | —     | —    | —        | —    | —     | —    | —     | —    | —     | —    | —     | —    |           |      |
| SUNDAYS, commencing May 7th, 1950. |    |                  |                         |                                                         |                  |       |      |       |      |       |      |             | WEEK DAYS. |       |      |          |      |       |      |       |      |       |      |       |      |           |      |
| M.P. Mileage.                      |    | STATIONS.        |                         | Time Allowances for Ordinary Freight Trains see Page 2. |                  |       |      |       |      |       |      |             |            | B     |      | B        |      | K     |      | B     |      | B     |      | Auto. |      | SUSPENDED |      |
| M.                                 | C. | Ruling Gradient. | Point-to-Point Times.   | Allow for Stop.                                         | Allow for Start. | Auto. |      | Auto. |      | Auto. |      | Empty Auto. |            | Auto. |      | Freight. |      | Auto. |      | Auto. |      | Auto. |      | Auto. |      |           |      |
|                                    |    |                  |                         |                                                         |                  | arr.  | dep. | arr.  | dep. | arr.  | dep. | arr.        | dep.       | arr.  | dep. | arr.     | dep. | arr.  | dep. | arr.  | dep. | arr.  | dep. | arr.  | dep. | arr.      | dep. |
| 0                                  | 0  | 58 R.            | DULVERTON               | —                                                       | —                | —     | —    | —     | —    | —     | —    | —           | —          | —     | —    | —        | —    | —     | —    | —     | —    | —     | —    | —     | —    |           |      |
| 0                                  | 0  | 61               | Morebath Junction Halt. | —                                                       | —                | —     | —    | —     | —    | —     | —    | —           | —          | —     | —    | —        | —    | —     | —    | —     | —    | —     | —    | —     | —    |           |      |
| 0                                  | 0  | 39               | Morebath Junction       | —                                                       | —                | —     | —    | —     | —    | —     | —    | —           | —          | —     | —    | —        | —    | —     | —    | —     | —    | —     | —    | —     | —    |           |      |
| 0                                  | 0  | 61               | Lower Lodfin Crossing   | —                                                       | —                | —     | —    | —     | —    | —     | —    | —           | —          | —     | —    | —        | —    | —     | —    | —     | —    | —     | —    | —     | —    |           |      |
| 0                                  | 0  | 61               | Stop Board              | —                                                       | —                | —     | —    | —     | —    | —     | —    | —           | —          | —     | —    | —        | —    | —     | —    | —     | —    | —     | —    | —     | —    |           |      |
| 1                                  | 1  | 49               | Bampton (Devon).        | —                                                       | —                | —     | —    | —     | —    | —     | —    | —           | —          | —     | —    | —        | —    | —     | —    | —     | —    | —     | —    | —     | —    |           |      |
| 1                                  | 1  | 45               | Cove Halt               | —                                                       | —                | —     | —    | —     | —    | —     | —    | —           | —          | —     | —    | —        | —    | —     | —    | —     | —    | —     | —    | —     | —    |           |      |
| 3                                  | 3  | 45               | Bolham Halt             | —                                                       | —                | —     | —    | —     | —    | —     | —    | —           | —          | —     | —    | —        | —    | —     | —    | —     | —    | —     | —    | —     | —    |           |      |
| 6                                  | 6  | 58               | TIVERTON                | —                                                       | —                | —     | —    | —     | —    | —     | —    | —           | —          | —     | —    | —        | —    | —     | —    | —     | —    | —     | —    | —     | —    |           |      |
| 8                                  | 8  | 54               | West Exe Halt.          | —                                                       | —                | —     | —    | —     | —    | —     | —    | —           | —          | —     | —    | —        | —    | —     | —    | —     | —    | —     | —    | —     | —    |           |      |
| 9                                  | 9  | 23               | Cadeleigh               | —                                                       | —                | —     | —    | —     | —    | —     | —    | —           | —          | —     | —    | —        | —    | —     | —    | —     | —    | —     | —    | —     | —    |           |      |
| 12                                 | 12 | 45               | Burn Halt.              | —                                                       | —                | —     | —    | —     | —    | —     | —    | —           | —          | —     | —    | —        | —    | —     | —    | —     | —    | —     | —    | —     | —    |           |      |
| 13                                 | 13 | 74               | Up Exe Halt.            | —                                                       | —                | —     | —    | —     | —    | —     | —    | —           | —          | —     | —    | —        | —    | —     | —    | —     | —    | —     | —    | —     | —    |           |      |
| 13                                 | 13 | 74               | Up Exe Crossing         | —                                                       | —                | —     | —    | —     | —    | —     | —    | —           | —          | —     | —    | —        | —    | —     | —    | —     | —    | —     | —    | —     | —    |           |      |
| 16                                 | 16 | 0                | Thorverton              | —                                                       | —                | —     | —    | —     | —    | —     | —    | —           | —          | —     | —    | —        | —    | —     | —    | —     | —    | —     | —    | —     | —    |           |      |
| 16                                 | 16 | 52               | Fortescue Crossing      | —                                                       | —                | —     | —    | —     | —    | —     | —    | —           | —          | —     | —    | —        | —    | —     | —    | —     | —    | —     | —    | —     | —    |           |      |
| 18                                 | 18 | 5                | Brampford Speke Halt    | —                                                       | —                | —     | —    | —     | —    | —     | —    | —           | —          | —     | —    | —        | —    | —     | —    | —     | —    | —     | —    | —     | —    |           |      |
| 18                                 | 18 | 44               | Stoke Canon             | —                                                       | —                | —     | —    | —     | —    | —     | —    | —           | —          | —     | —    | —        | —    | —     | —    | —     | —    | —     | —    | —     | —    |           |      |
| —                                  | —  | —                | EXETER                  | —                                                       | —                | —     | —    | —     | —    | —     | —    | —           | —          | —     | —    | —        | —    | —     | —    | —     | —    | —     | —    | —     | —    |           |      |

## EXE VALLEY BRANCH—continued.

| UP TRAINS. |                        |                  | WEEK DAYS.                                               |                  |                       |      |      |      |      |       |      |       |      |       |      |       |      |       |            |       |
|------------|------------------------|------------------|----------------------------------------------------------|------------------|-----------------------|------|------|------|------|-------|------|-------|------|-------|------|-------|------|-------|------------|-------|
| Distance.  | STATIONS.              | Ruling Gradient. | Time Allowances for Ordinary Freight Trains, see Page 2. |                  | Point-to-Point Times. |      | B    |      | B    |       | K    |       | B    |       | B    |       | B    |       | WEEK DAYS. |       |
|            |                        |                  | Allow for Stop.                                          | Allow for Start. | arr.                  | dep. | arr. | dep. | arr. | dep.  | arr. | dep.  | arr. | dep.  | arr. | dep.  | arr. | dep.  | arr.       | dep.  |
| M.         | C.                     |                  | Mins.                                                    | Mins.            | a.m.                  | a.m. | a.m. | a.m. | a.m. | a.m.  | a.m. | a.m.  | a.m. | a.m.  | a.m. | a.m.  | a.m. | a.m.  | a.m.       | a.m.  |
| 3          | EXETER                 | —                | 8                                                        | —                | 6 0                   | 6 30 | 7 55 | 8 0  | —    | —     | —    | —     | —    | —     | —    | —     | —    | —     | —          | —     |
| 30         | Stoke Canon            | 287 R.           | —                                                        | 2                | 6 7                   | 6 36 | 6 37 | 8 1  | 8 2  | 8 5   | 8 5  | 9 0   | 9 0  | 9 0   | 9 0  | 9 0   | 9 0  | 9 0   | 9 0        | 9 0   |
| 4          | Brampford Speke Halt   | —                | —                                                        | —                | —                     | 6 40 | 6 40 | 8 5  | 8 6  | —     | —    | —     | —    | —     | —    | —     | —    | —     | —          | —     |
| 4          | Fortescue Crossing     | 99 F.            | —                                                        | —                | —                     | 6 45 | 6 45 | 8 11 | 8 16 | —     | —    | —     | —    | —     | —    | —     | —    | —     | —          | —     |
| 6          | Thorverton             | 91 F.            | 7                                                        | 1                | 6 15                  | 6 46 | 6 49 | 8 11 | 8 16 | 9 22  | 9 40 | 9 22  | 9 40 | 9 22  | 9 40 | 9 22  | 9 40 | 9 22  | 9 40       | 9 22  |
| 6          | Up Exe Crossing        | 163 R.           | —                                                        | —                | —                     | 6 48 | 6 49 | 8 18 | 8 18 | —     | —    | —     | —    | —     | —    | —     | —    | —     | —          | —     |
| 6          | Up Exe Halt            | 346 R.           | —                                                        | —                | —                     | 6 52 | 6 53 | 8 22 | 8 22 | —     | —    | —     | —    | —     | —    | —     | —    | —     | —          | —     |
| 8          | Cadeleigh              | 137 R.           | 10                                                       | 1                | 6 24                  | 6 56 | 6 58 | 8 24 | 8 27 | 9 52  | 10 5 | 9 52  | 10 5 | 9 52  | 10 5 | 9 52  | 10 5 | 9 52  | 10 5       | 9 52  |
| 10         | West Exe Halt          | 73 F.            | 10                                                       | 1                | 6 36                  | 7 5  | 7 6  | 8 34 | 8 35 | 10 15 | 11 6 | 10 15 | 11 6 | 10 15 | 11 6 | 10 15 | 11 6 | 10 15 | 11 6       | 10 15 |
| 13         | TIVERTON               | 83 F.            | 10                                                       | 2                | 6 52                  | 7 8  | 7 11 | 8 37 | 8 46 | 11 26 | 12 0 | 11 26 | 12 0 | 11 26 | 12 0 | 11 26 | 12 0 | 11 26 | 12 0       | 11 26 |
| 14         | Bolham Halt            | 63 R.            | 17                                                       | 1                | 6 47                  | 7 16 | 7 24 | 8 52 | 8 59 | —     | —    | —     | —    | —     | —    | —     | —    | —     | —          | —     |
| 16         | Grove Halt             | —                | —                                                        | 2                | 6 52                  | 7 23 | 7 32 | 8 56 | 9 01 | —     | —    | —     | —    | —     | —    | —     | —    | —     | —          | —     |
| 19         | Bampton (Devon)        | —                | —                                                        | —                | —                     | 6 51 | 6 52 | 8 57 | 9 02 | —     | —    | —     | —    | —     | —    | —     | —    | —     | —          | —     |
| 21         | Lower Lodfin Crossing  | —                | —                                                        | —                | —                     | —    | —    | —    | —    | —     | —    | —     | —    | —     | —    | —     | —    | —     | —          | —     |
| 22         | Morebath Junction      | —                | —                                                        | —                | —                     | 6 57 | 6 57 | 9 2  | 9 3  | —     | —    | —     | —    | —     | —    | —     | —    | —     | —          | —     |
| 22         | Morebath Junction Halt | —                | —                                                        | —                | —                     | 7 2  | 7 2  | 9 7  | 9 7  | —     | —    | —     | —    | —     | —    | —     | —    | —     | —          | —     |
| 24         | DULVERTON              | 58 F.            | 11                                                       | —                | —                     | 7 42 | 7 42 | 9 11 | 9 11 | —     | —    | —     | —    | —     | —    | —     | —    | —     | —          | —     |

## UP TRAINS.

## WEEK DAYS—continued.

## SUNDAYS, commencing May 7th, 1950.

| STATIONS. |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  |
|-----------|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|
|-----------|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|

## UP TRAINS.

## WEEK DAYS—continued.

## SUNDAYS, commencing May 7th, 1950.

| STATIONS. |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  | B |  |
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|-----------|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|---|--|













## BRIXHAM BRANCH.

Single Line, worked by Electric Train Token. All Down Trains must stop dead at the Down Home Signal for Brixham. All Up Trains entering the Bay Line must stop dead at the Home Signal at Churston. The Train must afterwards be steadily drawn to the platform.

| DOWN TRAINS. |                  |                                              |                                              |                 |                 |        |      |      |      | WEEK DAYS. |   |   |   |   |   |   |   |   |   | SUNDAYS. |   |   |   |   |   |   |   |   |   |   |
|--------------|------------------|----------------------------------------------|----------------------------------------------|-----------------|-----------------|--------|------|------|------|------------|---|---|---|---|---|---|---|---|---|----------|---|---|---|---|---|---|---|---|---|---|
| Distance.    | STATIONS.        | Ruling Gradient.                             | Time Allowances for Ordinary Freight Trains. |                 |                 |        | K    | B    | B    | B          | B | B | B | B | B | B | B | B | B | B        | B | B | B | B | B | B | B | B | B |   |
|              |                  |                                              | Point to Point Times.                        | Stop.           | Allow for Stop. | Start. |      |      |      |            |   |   |   |   |   |   |   |   |   |          |   |   |   |   |   |   |   |   |   |   |
| M            | C.               | —                                            | mins.                                        | mins.           | mins.           | mins.  | a.m. | —    | —    | —          | — | — | — | — | — | — | — | — | — | —        | — | — | — | — | — | — | — | — | — | — |
| 1            | 26               | 95 R.                                        | 3                                            | 1               | 1               | 1      | 7 15 | 8 25 | a.m. | 9 40       | — | — | — | — | — | — | — | — | — | —        | — | — | — | — | — | — | — | — | — | — |
| 1            | 69†              | 79 F.                                        | 3                                            | 1               | 1               | 1      | —    | —    | —    | —          | — | — | — | — | — | — | — | — | — | —        | — | — | — | — | — | — | — | — | — | — |
| 2            | 1                | 78 F.                                        | 1                                            | 1               | 1               | —      | 7 22 | 8 32 | —    | 9 47       | — | — | — | — | — | — | — | — | — | —        | — | — | — | — | — | — | — | — | — | — |
|              |                  |                                              |                                              |                 |                 |        |      |      |      |            |   |   |   |   |   |   |   |   |   |          |   |   |   |   |   |   |   |   |   |   |
| STATIONS.    | Ruling Gradient. | Time Allowances for Ordinary Freight Trains. |                                              |                 |                 | K      | B    | B    | B    | B          | B | B | B | B | B | B | B | B | B | B        | B | B | B | B | B | B | B | B | B | B |
|              |                  | Point to Point Times.                        | Stop.                                        | Allow for Stop. | Start.          |        |      |      |      |            |   |   |   |   |   |   |   |   |   |          |   |   |   |   |   |   |   |   |   |   |
| Churston     | dep.             | 1 54                                         | —                                            | —               | —               | —      | —    | —    | —    | —          | — | — | — | — | — | — | — | — | — | —        | — | — | — | — | — | — | — | — | — | — |
| Stop Board   | arr.             | P                                            | —                                            | —               | —               | —      | —    | —    | —    | —          | — | — | — | — | — | — | — | — | — | —        | — | — | — | — | — | — | — | — | — | — |
| Brixham      | arr.             | 2 9                                          | 2 17                                         | 3 2             | 4 0             | 4 29   | 4 57 | —    | —    | —          | — | — | — | — | — | — | — | — | — | —        | — | — | — | — | — | — | — | — | — | — |
|              |                  |                                              |                                              |                 |                 |        |      |      |      |            |   |   |   |   |   |   |   |   |   |          |   |   |   |   |   |   |   |   |   |   |
| STATIONS.    | Ruling Gradient. | Time Allowances for Ordinary Freight Trains. |                                              |                 |                 | K      | B    | B    | B    | B          | B | B | B | B | B | B | B | B | B | B        | B | B | B | B | B | B | B | B | B | B |
|              |                  | Point to Point Times.                        | Stop.                                        | Allow for Stop. | Start.          |        |      |      |      |            |   |   |   |   |   |   |   |   |   |          |   |   |   |   |   |   |   |   |   |   |
| Churston     | dep.             | 1 54                                         | —                                            | —               | —               | —      | —    | —    | —    | —          | — | — | — | — | — | — | — | — | — | —        | — | — | — | — | — | — | — | — | — | — |
| Stop Board   | arr.             | P                                            | —                                            | —               | —               | —      | —    | —    | —    | —          | — | — | — | — | — | — | — | — | — | —        | — | — | — | — | — | — | — | — | — | — |
| Brixham      | arr.             | 2 9                                          | 2 17                                         | 3 2             | 4 0             | 4 29   | 4 57 | —    | —    | —          | — | — | — | — | — | — | — | — | — | —        | — | — | — | — | — | — | — | — | — | — |
|              |                  |                                              |                                              |                 |                 |        |      |      |      |            |   |   |   |   |   |   |   |   |   |          |   |   |   |   |   |   |   |   |   |   |
| STATIONS.    | Ruling Gradient. | Time Allowances for Ordinary Freight Trains. |                                              |                 |                 | K      | B    | B    | B    | B          | B | B | B | B | B | B | B | B | B | B        | B | B | B | B | B | B | B | B | B | B |
|              |                  | Point to Point Times.                        | Stop.                                        | Allow for Stop. | Start.          |        |      |      |      |            |   |   |   |   |   |   |   |   |   |          |   |   |   |   |   |   |   |   |   |   |
| Brixham      | dep.             | 1 54                                         | —                                            | —               | —               | —      | —    | —    | —    | —          | — | — | — | — | — | — | — | — | — | —        | — | — | — | — | — | — | — | — | — | — |
| Stop Board   | arr.             | P                                            | —                                            | —               | —               | —      | —    | —    | —    | —          | — | — | — | — | — | — | — | — | — | —        | — | — | — | — | — | — | — | — | — | — |
| Brixham      | arr.             | 2 9                                          | 2 17                                         | 3 2             | 4 0             | 4 29   | 4 57 | —    | —    | —          | — | — | — | — | — | — | — | — | — | —        | — | — | — | — | — | — | — | — | — | — |
|              |                  |                                              |                                              |                 |                 |        |      |      |      |            |   |   |   |   |   |   |   |   |   |          |   |   |   |   |   |   |   |   |   |   |
| STATIONS.    | Ruling Gradient. | Time Allowances for Ordinary Freight Trains. |                                              |                 |                 | K      | B    | B    | B    | B          | B | B | B | B | B | B | B | B | B | B        | B | B | B | B | B | B | B | B | B | B |
|              |                  | Point to Point Times.                        | Stop.                                        | Allow for Stop. | Start.          |        |      |      |      |            |   |   |   |   |   |   |   |   |   |          |   |   |   |   |   |   |   |   |   |   |
| Brixham      | dep.             | 1 54                                         | —                                            | —               | —               | —      | —    | —    | —    | —          | — | — | — | — | — | — | — | — | — | —        | — | — | — | — | — | — | — | — | — | — |
| Stop Board   | arr.             | P                                            | —                                            | —               | —               | —      | —    | —    | —    | —          | — | — | — | — | — | — | — | — | — | —        | — | — | — | — | — | — | — | — | — | — |
| Brixham      | arr.             | 2 9                                          | 2 17                                         | 3 2             | 4 0             | 4 29   | 4 57 | —    | —    | —          | — | — | — | — | — | — | — | — | — | —        | — | — | — | — | — | — | — | — | — | — |
|              |                  |                                              |                                              |                 |                 |        |      |      |      |            |   |   |   |   |   |   |   |   |   |          |   |   |   |   |   |   |   |   |   |   |
| STATIONS.    | Ruling Gradient. | Time Allowances for Ordinary Freight Trains. |                                              |                 |                 | K      | B    | B    | B    | B          | B | B | B | B | B | B | B | B | B | B        | B | B | B | B | B | B | B | B | B | B |
|              |                  | Point to Point Times.                        | Stop.                                        | Allow for Stop. | Start.          |        |      |      |      |            |   |   |   |   |   |   |   |   |   |          |   |   |   |   |   |   |   |   |   |   |
| Brixham      | dep.             | 1 54                                         | —                                            | —               | —               | —      | —    | —    | —    | —          | — | — | — | — | — | — | — | — | — | —        | — | — | — | — | — | — | — | — | — | — |
| Stop Board   | arr.             | P                                            | —                                            | —               | —               | —      | —    | —    | —    | —          | — | — | — | — | — | — | — | — | — | —        | — | — | — | — | — | — | — | — | — | — |
| Brixham      | arr.             | 2 9                                          | 2 17                                         | 3 2             | 4 0             | 4 29   | 4 57 | —    | —    | —          | — | — | — | — | — | — | — | — | — | —        | — | — | — | — | — | — | — | — | — | — |
|              |                  |                                              |                                              |                 |                 |        |      |      |      |            |   |   |   |   |   |   |   |   |   |          |   |   |   |   |   |   |   |   |   |   |
| STATIONS.    | Ruling Gradient. | Time Allowances for Ordinary Freight Trains. |                                              |                 |                 | K      | B    | B    | B    | B          | B | B | B | B | B | B | B | B | B | B        | B | B | B | B | B | B | B | B | B | B |
|              |                  | Point to Point Times.                        | Stop.                                        | Allow for Stop. | Start.          |        |      |      |      |            |   |   |   |   |   |   |   |   |   |          |   |   |   |   |   |   |   |   |   |   |
| Brixham      | dep.             | 1 54                                         | —                                            | —               | —               | —      | —    | —    | —    | —          | — | — | — | — | — | — | — | — | — | —        | — | — | — | — | — | — | — | — | — | — |
| Stop Board   | arr.             | P                                            | —                                            | —               | —               | —      | —    | —    | —    | —          | — | — | — | — | — | — | — | — | — | —        | — | — | — | — | — | — | — | — | — | — |
| Brixham      | arr.             | 2 9                                          | 2 17                                         | 3 2             | 4 0             | 4 29   | 4 57 | —    | —    | —          | — | — | — | — | — | — | — | — | — | —        | — | — | — | — | — | — | — | — | — | — |
|              |                  |                                              |                                              |                 |                 |        |      |      |      |            |   |   |   |   |   |   |   |   |   |          |   |   |   |   |   |   |   |   |   |   |
| STATIONS.    | Ruling Gradient. | Time Allowances for Ordinary Freight Trains. |                                              |                 |                 | K      | B    | B    | B    | B          | B | B | B | B | B | B | B | B | B | B        | B | B | B | B | B | B | B | B | B | B |
|              |                  | Point to Point Times.                        | Stop.                                        | Allow for Stop. | Start.          |        |      |      |      |            |   |   |   |   |   |   |   |   |   |          |   |   |   |   |   |   |   |   |   |   |
| Brixham      | dep.             | 1 54                                         | —                                            | —               | —               | —      | —    | —    | —    | —          | — | — | — | — | — | — | — | — | — | —        | — | — | — | — | — | — | — | — | — | — |
| Stop Board   | arr.             | P                                            | —                                            | —               | —               | —      | —    | —    | —    | —          | — | — | — | — | — | — | — | — | — | —        | — | — | — | — | — | — | — | — | — | — |
| Brixham      | arr.             | 2 9                                          | 2 17                                         | 3 2             | 4 0             | 4 29   | 4 57 | —    | —    | —          | — | — | — | — | — | — | — | — | — | —        | — | — | — | — | — | — | — | — | — | — |
|              |                  |                                              |                                              |                 |                 |        |      |      |      |            |   |   |   |   |   |   |   |   |   |          |   |   |   |   |   |   |   |   |   |   |
| STATIONS.    | Ruling Gradient. | Time Allowances for Ordinary Freight Trains. |                                              |                 |                 | K      | B    | B    | B    | B          | B | B | B | B | B | B | B | B | B | B        | B | B | B | B | B | B | B | B | B | B |
|              |                  | Point to Point Times.                        | Stop.                                        | Allow for Stop. | Start.          |        |      |      |      |            |   |   |   |   |   |   |   |   |   |          |   |   |   |   |   |   |   |   |   |   |
| Brixham      | dep.             | 1 54                                         | —                                            | —               | —               | —      | —    | —    | —    | —          | — | — | — | — | — | — | — | — | — | —        | — | — | — | — | — | — | — | — | — | — |
| Stop Board   | arr.             | P                                            | —                                            | —               | —               | —      | —    | —    | —    | —          | — | — | — | — | — | — | — | — | — | —        | — | — | — | — | — | — | — | — | — | — |
| Brixham      | arr.             | 2 9                                          | 2 17                                         | 3 2             | 4 0             | 4 29   | 4 57 | —    | —    | —          | — | — | — | — | — | — | — | — | — | —        | — | — | — | — | — | — | — | — | — | — |
|              |                  |                                              |                                              |                 |                 |        |      |      |      |            |   |   |   |   |   |   |   |   |   |          |   |   |   |   |   |   |   |   |   |   |
| STATIONS.    | Ruling Gradient. | Time Allowances for Ordinary Freight Trains. |                                              |                 |                 | K      | B    | B    | B    | B          | B | B | B | B | B | B | B | B | B | B        | B | B | B | B | B | B | B | B | B | B |
|              |                  | Point to Point Times.                        | Stop.                                        | Allow for Stop. | Start.          |        |      |      |      |            |   |   |   |   |   |   |   |   |   |          |   |   |   |   |   |   |   |   |   |   |
| Brixham      | dep.             | 1 54                                         | —                                            | —               | —               | —      | —    | —    | —    | —          | — | — | — | — | — | — | — | — | — | —        | — | — | — | — | — | — | — | — | — | — |
| Stop Board   | arr.             | P                                            | —                                            | —               | —               | —      | —    | —    | —    | —          | — | — | — | — | — | — | — | — | — | —        | — | — | — | — | — | — | — | — | — | — |
| Brixham      | arr.             | 2 9                                          | 2 17                                         | 3 2             | 4 0             | 4 29   | 4 57 | —    | —    | —          | — | — | — | — | — | — | — | — | — | —        | — | — | — | — | — | — | — | — | — | — |
|              |                  |                                              |                                              |                 |                 |        |      |      |      |            |   |   |   |   |   |   |   |   |   |          |   |   |   |   |   |   |   |   |   |   |
| STATIONS.    | Ruling Gradient. | Time Allowances for Ordinary Freight Trains. |                                              |                 |                 | K      | B    | B    | B    | B          | B | B | B | B | B | B | B | B | B | B        | B | B | B | B | B | B | B | B | B | B |
|              |                  | Point to Point Times.                        | Stop.                                        | Allow for Stop. | Start.          |        |      |      |      |            |   |   |   |   |   |   |   |   |   |          |   |   |   |   |   |   |   |   |   |   |
| Brixham      | dep.             | 1 54                                         | —                                            | —               | —               | —      | —    | —    | —    | —          | — | — | — | — | — | — | — | — | — | —        | — | — | — | — | — | — | — | — | — | — |
| Stop Board   | arr.             | P                                            | —                                            | —               | —               | —      | —    | —    | —    | —          | — | — | — | — | — | — | — | — | — | —        | — | — | — | — | — | — | — | — | — | — |
| Brixham      | arr.             | 2 9                                          | 2 17                                         | 3 2             | 4 0             | 4 29   | 4 57 | —    | —    | —          | — | — | — | — | — | — | — | — | — | —        | — | — | — | — | — | — | — | — | — | — |
|              |                  |                                              |                                              |                 |                 |        |      |      |      |            |   |   |   |   |   |   |   |   |   |          |   |   |   |   |   |   |   |   |   |   |
| STATIONS.    | Ruling Gradient. | Time Allowances for Ordinary Freight Trains. |                                              |                 |                 | K      | B    | B    | B    | B          | B | B | B | B | B | B | B | B | B | B        | B | B | B | B | B | B | B | B | B | B |
|              |                  | Point to Point Times.                        | Stop.                                        | Allow for Stop. | Start.          |        |      |      |      |            |   |   |   |   |   |   |   |   |   |          |   |   |   |   |   |   |   |   |   |   |
| Brixham      | dep.             | 1 54                                         | —                                            | —               | —               | —      | —    | —    | —    | —          | — | — | — | — | — | — | — | — | — | —        | — | — | — | — | — | — | — | — | — | — |
| Stop Board   | arr.             | P                                            | —                                            | —               | —               | —      | —    | —    | —    | —          | — | — | — | — | — | — | — | — | — | —        | — | — | — | — | — | — | — | — | — | — |
| Brixham      | arr.             | 2 9                                          | 2 17                                         | 3 2             | 4 0             | 4 29   | 4 57 | —    | —    | —          | — | — | — | — | — | — | — | — | — | —        | — | — | — | — | — | — | — | — | — | — |
|              |                  |                                              |                                              |                 |                 |        |      |      |      |            |   |   |   |   |   |   |   |   |   |          |   |   |   |   |   |   |   |   |   |   |
| STATIONS.    | Ruling Gradient. | Time Allowances for Ordinary Freight Trains. |                                              |                 |                 | K      | B    | B    | B    | B          | B | B | B | B | B | B | B | B | B | B        | B | B | B | B | B | B | B | B | B | B |
|              |                  | Point to Point Times.                        | Stop.                                        | Allow for Stop. | Start.          |        |      |      |      |            |   |   |   |   |   |   |   |   |   |          |   |   |   |   |   |   |   |   |   |   |
| Brixham      | dep.             | 1 54                                         | —                                            | —               | —               | —      | —    | —    | —    | —          | — | — | — | — | — | — | — | — | — | —        | — | — | — | — | — | — | — | — | — | — |
| Stop Board   | arr.             | P                                            | —                                            | —               | —               | —      | —    | —    | —    | —          | — | — | — | — | — | — | — | — | — | —        | — | — | — | — | — | — | — | — | — | — |
| Brixham      | arr.             | 2 9                                          | 2 17                                         | 3 2             | 4 0             | 4 29   | 4 57 | —    | —    | —          | — | — | — | — | — | — | — | — | — | —        | — | — | — | — | — | — | — | — | — | — |
|              |                  |                                              |                                              |                 |                 |        |      |      |      |            |   |   |   |   |   |   |   |   |   |          |   |   |   |   |   |   |   |   |   |   |
| STATIONS.    | Ruling Gradient. | Time Allowances for Ordinary Freight Trains. |                                              |                 |                 | K      | B    | B    | B    | B          | B | B | B | B | B | B | B | B | B | B        | B | B | B | B | B | B |   |   |   |   |





## LIST OF SIGNAL BOXES.

| Distance<br>Box to<br>Box.<br>M. C. |     | NAME OF BOX.                       | TIMES DURING WHICH BOXES ARE OPEN. |                            |                            |            |            | Whether<br>provided<br>with<br>Switch. |
|-------------------------------------|-----|------------------------------------|------------------------------------|----------------------------|----------------------------|------------|------------|----------------------------------------|
|                                     |     |                                    | Week Days.                         |                            | Sundays.                   |            |            |                                        |
|                                     |     |                                    | Opened.                            |                            | Closed at                  | Opened at  | Closed at  |                                        |
|                                     |     |                                    | Mondays.                           | Other Days.                |                            |            |            |                                        |
| —                                   | —   | Highbridge .....                   | As required for traffic            | As required for traffic    | As required for traffic    | —          | —          | Yes.                                   |
| 1                                   | 63  | Huntsmill .....                    | Open for calling Train             | Open for calling Train     | Open for calling Train     | —          | —          | Yes.                                   |
| 1                                   | 4   | Pottery Siding .....               | 7. 0 a.m.                          | 7. 0 a.m.                  | 9.30 p.m.                  | —          | —          | Yes.                                   |
| 2                                   | 26  | Dunball .....                      | —                                  | Continuously.              | Continuously.              | —          | —          | No.                                    |
| 1                                   | 60  | Bridgwater .....                   | 6. 0 a.m.                          | —                          | —                          | —          | 5.50 a.m.  | Yes.                                   |
| 2                                   | 26  | Meads Crossing .....               | —                                  | Closed.                    | —                          | —          | —          | Yes.                                   |
| —                                   | —   | Fordgate .....                     | —                                  | —                          | —                          | —          | —          | —                                      |
| —                                   | —   | Castle Cary .....                  | As required for traffic            | As required for traffic    | As required for traffic    | —          | —          | Yes.                                   |
| —                                   | —   | Alford .....                       | To open only as necessary          | To open only as necessary  | To open only as necessary  | —          | —          | Yes.                                   |
| 4                                   | 54  | Keinton Mandeville .....           | 9. 0 a.m.                          | 9. 0 a.m.                  | 4.50 p.m.                  | —          | —          | Yes.                                   |
| 2                                   | 13  | Charlton Mackrell .....            | —                                  | Continuously.              | Continuously.              | —          | —          | Yes.                                   |
| 3                                   | 38  | Somerton .....                     | To open as necessary               | To open as necessary       | To open as necessary       | —          | —          | Yes.                                   |
| 2                                   | 0½  | Long Sutton and Pitney .....       | or as necessary to prevent         | or as necessary to prevent | or as necessary to prevent | —          | —          | Yes.                                   |
| —                                   | —   | Hendford .....                     | 3.55 p.m.                          | 3.55 p.m.                  | 5.40 p.m.                  | —          | —          | Yes.                                   |
| 3                                   | 43½ | Montacute .....                    | First Train                        | First Train                | Last Train                 | —          | —          | No.                                    |
| 2                                   | 52  | Martock .....                      | —                                  | —                          | —                          | —          | —          | —                                      |
| 5                                   | 12  | Langport West .....                | 7. 0 a.m.                          | SX 7.0 a.m.                | 9.20 p.m.                  | —          | —          | Yes.                                   |
| 3                                   | 9½  | Curry Rivel Junction .....         | —                                  | SO 7.0 a.m.                | 11.50 p.m.                 | 12. 0 noon | 7.50 p.m.  | No.                                    |
| 4                                   | 6   | Athelney .....                     | —                                  | Continuously.              | Continuously.              | —          | —          | Yes.                                   |
| 2                                   | 12  | Durston .....                      | —                                  | Continuously.              | Continuously.              | —          | —          | Yes.                                   |
| 1                                   | 5   | Cogload .....                      | 6. 0 a.m.                          | —                          | —                          | —          | 1.50 p.m.  | Yes.                                   |
| 2                                   | 25  | Creech Junction .....              | —                                  | Continuously.              | Continuously.              | —          | —          | Yes.                                   |
| 2                                   | 7   | Taunton (East Junction) .....      | —                                  | Continuously.              | Continuously.              | —          | —          | No.                                    |
| —                                   | 38  | Taunton (West Station) .....       | —                                  | Continuously.              | Continuously.              | —          | —          | No.                                    |
| —                                   | 80  | Taunton (West Junction) .....      | —                                  | Continuously.              | Continuously.              | —          | —          | Yes.                                   |
| —                                   | 15  | Taunton (East Loop) .....          | 3.30 a.m.                          | —                          | —                          | —          | 1.50 p.m.  | Yes.                                   |
| —                                   | 23  | Taunton (West Loop) .....          | 5. 0 a.m.                          | —                          | —                          | —          | 1.50 p.m.  | Yes.                                   |
| —                                   | 64  | Silkmill Crossing .....            | —                                  | Continuously.              | Continuously.              | —          | —          | No.                                    |
| —                                   | 54  | Norton Fitzwarren .....            | 4. 0 a.m.                          | —                          | —                          | —          | 12.50 p.m. | Yes.                                   |
| —                                   | 75  | Victory Siding .....               | —                                  | Continuously.              | Continuously.              | —          | —          | No.                                    |
| 2                                   | 63½ | Poole Siding .....                 | 7.40 a.m.                          | 7.40 a.m.                  | 2.50 p.m.                  | —          | —          | Yes.                                   |
| 1                                   | 81½ | Wellington .....                   | —                                  | Continuously.              | Continuously.              | —          | —          | Yes.                                   |
| 3                                   | 61  | Whitehall Tunnel .....             | —                                  | Continuously.              | Continuously.              | —          | —          | No.                                    |
| —                                   | 61  | Burlescombe .....                  | 6. 0 a.m.                          | —                          | —                          | —          | 5.50 a.m.  | Yes.                                   |
| 2                                   | 51  | Sampford Peverell .....            | 6. 0 a.m.                          | —                          | —                          | —          | 5.50 a.m.  | Yes.                                   |
| 1                                   | 58  | Tiverton Junction .....            | —                                  | Continuously.              | Continuously.              | —          | —          | Yes.                                   |
| 2                                   | 12½ | Cullompton .....                   | —                                  | —                          | —                          | 9.15 a.m.  | 5.50 a.m.  | Yes.                                   |
| 2                                   | 17  | Westcott .....                     | —                                  | Closed.                    | Continuously.              | 7. 0 p.m.  | 11.50 a.m. | Yes.                                   |
| 2                                   | 14  | Hele .....                         | —                                  | Continuously.              | Continuously.              | —          | —          | No.                                    |
| 1                                   | 17  | Silverton .....                    | 8. 0 a.m.                          | 8. 0 a.m.                  | 7.10 p.m.                  | —          | —          | Yes.                                   |
| 1                                   | 73½ | Rewe .....                         | —                                  | Closed.                    | Continuously.              | —          | —          | Yes.                                   |
| 1                                   | 44½ | Stoke Canon Crossing .....         | —                                  | Continuously.              | Continuously.              | —          | —          | No.                                    |
| —                                   | 28½ | Stoke Canon Junction .....         | 6. 0 a.m.                          | 6. 0 a.m.                  | —                          | —          | —          | Yes.                                   |
| 2                                   | 7½  | Cowley Bridge Junction .....       | —                                  | Continuously.              | Continuously.              | —          | —          | Yes.                                   |
| —                                   | 68½ | Exeter (Riverside)—G .....         | —                                  | Continuously.              | Continuously.              | —          | —          | No.                                    |
| —                                   | 29½ | Exeter (Goods Yd.), via Loop ..... | 6. 0 a.m.                          | —                          | —                          | —          | 9.50 p.m.  | Yes.                                   |
| —                                   | 14  | Exeter (West), via Loop .....      | —                                  | Continuously.              | Continuously.              | —          | —          | No.                                    |
| —                                   | 72½ | Exeter (East) .....                | —                                  | Continuously.              | Continuously.              | —          | —          | Yes.                                   |
| —                                   | 16½ | Exeter (Middle) .....              | —                                  | Continuously.              | Continuously.              | —          | —          | No.                                    |
| —                                   | 22½ | Exeter (West) .....                | —                                  | Continuously.              | Continuously.              | —          | —          | No.                                    |
| —                                   | 61  | St. Thomas .....                   | 6.40 a.m.                          | 6.40 a.m.                  | 9.10 p.m.                  | —          | —          | Yes.                                   |
| —                                   | 34  | City Basin Junction .....          | —                                  | Continuously.              | Continuously.              | —          | —          | Yes.                                   |
| 1                                   | 52  | Cotfield .....                     | —                                  | Closed.                    | Continuously.              | —          | —          | Yes.                                   |
| 1                                   | 72  | Exminster .....                    | —                                  | Continuously.              | Continuously.              | —          | —          | Yes.                                   |
| 1                                   | 74  | Powderham .....                    | —                                  | Closed.                    | Continuously.              | —          | —          | Yes.                                   |
| 1                                   | 66  | Starcross .....                    | 6. 0 a.m.                          | —                          | —                          | 10. 0 a.m. | 5.50 a.m.  | Yes.                                   |
| —                                   | —   | —                                  | —                                  | —                          | —                          | —          | 6. 0 p.m.  | Yes.                                   |

G—Closed after last stopping passenger train has cleared.

Q—Yard Box.



## LIST OF SIGNAL BOXES—continued.

| Distance<br>Box to<br>Box. |     | NAME OF BOX.                   | TIMES DURING WHICH BOXES ARE OPEN. |                 |               |               |              | Whether<br>provided<br>with<br>Switch. |
|----------------------------|-----|--------------------------------|------------------------------------|-----------------|---------------|---------------|--------------|----------------------------------------|
|                            |     |                                | Week Days.                         |                 | Sundays.      |               |              |                                        |
|                            |     |                                | Opened.                            |                 | Closed at     | Opened at     | Closed at    |                                        |
|                            |     |                                | Mondays.                           | Other Days.     |               |               |              |                                        |
| M.                         | C.  |                                |                                    |                 |               |               |              |                                        |
| 1                          | 71  | Dawlish Warren.....            | —                                  | Continu         | ously.        | —             | —            | No.                                    |
| 1                          | 52  | Dawlish.....                   | 6. 0 a.m.                          | —               | —             | —             | 5.50 a.m.    | } Yes.                                 |
| 1                          | 39  | Parsons Tunnel.....            | —                                  | Closed.         | —             | 10. 0 a.m.    | 6. 0 p.m.    |                                        |
| 1                          | 32  | Teignmouth.....                | —                                  | Continu         | ously.        | —             | —            | Yes.                                   |
| —                          | 22  | Old Quay.....                  | —                                  | As required for | r traffic pur | poses         | —            | Yes.                                   |
| 1                          | 64  | Bishopsteignton.....           | 6. 0 a.m.                          | 6. 0 a.m.       | 10. 0 p.m.    | —             | —            | Yes.                                   |
| 2                          | 19‡ | Newton Abbot (Hackney).....    | —                                  | —               | —             | 10. 0 p.m.    | 1.50 p.m.    | Yes.                                   |
| —                          | 41‡ | Newton Abbot (East).....       | —                                  | Continu         | ously.        | —             | —            | No.                                    |
| —                          | 31‡ | Newton Abbot (West).....       | —                                  | Continu         | ously.        | —             | —            | No.                                    |
| 1                          | 3   | Aller Junction.....            | —                                  | Continu         | ously.        | —             | —            | No.                                    |
| 1                          | 15  | Kingskerswell.....             | 6.40 a.m.                          | 5.40 a.m.       | 9.10 p.m.     | —             | —            | Yes.                                   |
| 2                          | 54  | Torre.....                     | —                                  | Continu         | ously.        | —             | —            | Yes.                                   |
| —                          | 75  | Torquay.....                   | 7.10 a.m.                          | 7.10 a.m.       | 9.40 p.m.     | —             | T            | Yes.                                   |
| —                          | 68  | Gas House Siding.....          | Open as re                         | quired for Fr   | eight Trains. | —             | —            | Yes.                                   |
| 1                          | 12  | Paignton (North).....          | —                                  | Continu         | ously.        | —             | —            | No.                                    |
| —                          | 19  | Paignton (South).....          | —                                  | —               | —             | —             | —            | No.                                    |
| —                          | 37  | Goodrington.....               | 3.50 a.m.                          | 3.50 a.m.       | A             | 8.45 a.m.     | A            | No.                                    |
| 2                          | 13  | Churston.....                  | 4. 0 a.m.                          | 4. 0 a.m.       | A             | 8.50 a.m.     | A            | No.                                    |
| 3                          | 55  | Kingswear.....                 | 5.15 a.m.                          | 5.15 a.m.       | A             | 9. 0 a.m.     | A            | No.                                    |
| 1                          | 52‡ | Stoneycombe Siding.....        | Open only                          | for calling T   | rains and for | blasting.     | —            | Yes.                                   |
| 1                          | 7   | Dainton Siding.....            | —                                  | Continu         | ously.        | —             | —            | Yes.                                   |
| —                          | —   | Creech Junction.....           | —                                  | Continu         | ously.        | —             | —            | Yes.                                   |
| 4                          | 12  | Hatch.....                     | Opened as r                        | quired for t    | rain service. | —             | —            | Yes.                                   |
| 4                          | 51  | Ilminster.....                 | First Train.                       | First Train.    | Last Train.   | —             | —            | No.                                    |
| 3                          | 67  | Chard.....                     | First Train.                       | First Train.    | Last Train.   | —             | —            | No.                                    |
| —                          | —   | Norton Fitzwarren.....         | 4. 0 a.m.                          | —               | —             | —             | 12.50 p.m.   | —                                      |
| 3                          | 7   | Bishops Lydeard.....           | First Train.                       | First Train.    | Last Train.   | First Train.‡ | Last Train.‡ | No.                                    |
| 3                          | 72  | Crowcombe.....                 | —                                  | Closed.         | —             | —             | —            | Yes.                                   |
| 1                          | 78  | Leigh Bridge.....              | First Train.                       | First Train.    | Last Train.   | First Train.‡ | Last Train.‡ | No.                                    |
| 3                          | 76  | Williton.....                  | 9. 0 a.m.                          | 9.0 a.m.        | 9.45 a.m.     | —             | —            | } Yes.                                 |
| 2                          | 34  | Kentsford.....                 | —                                  | 12.30 p.m.      | 12.55 p.m.    | —             | —            |                                        |
| 1                          | 52  | Washford.....                  | First Train.                       | First Train.    | Last Train.   | First Train.‡ | Last Train.‡ | No.                                    |
| 2                          | 29  | Blue Anchor.....               | First Train.                       | First Train.    | Last Train.   | First Train.‡ | Last Train.‡ | No.                                    |
| 1                          | 67  | Dunster.....                   | First Train.                       | First Train.    | Last Train.   | First Train.‡ | Last Train.‡ | No.                                    |
| 1                          | 40  | Minehead.....                  | First Train.                       | First Train.    | Last Train.   | First Train.‡ | Last Train.‡ | No.                                    |
| —                          | —   | Norton Fitzwarren.....         | 4. 0 a.m.                          | —               | —             | —             | 12.50 p.m.   | —                                      |
| 4                          | 40  | Milverton.....                 | First Train.                       | First Train.    | Last Train.   | First Train.‡ | Last Train.‡ | } No.                                  |
| 2                          | 73  | Wiveliscombe.....              | First Train.                       | First Train.    | Last Train.   | First Train.‡ | Last Train.‡ |                                        |
| 4                          | 65  | Venn Cross.....                | First Train.                       | First Train.    | Last Train.   | First Train.‡ | Last Train.‡ |                                        |
| 3                          | 48  | Morebath.....                  | First Train.                       | First Train.    | Last Train.   | First Train.‡ | Last Train.‡ |                                        |
| 1                          | 30‡ | Morebath Junction.....         | First Train.                       | First Train.    | Last Train.   | First Train.‡ | Last Train.‡ |                                        |
| 1                          | 70‡ | Dulverton.....                 | First Train.                       | First Train.    | Last Train.   | First Train.‡ | Last Train.‡ |                                        |
| 3                          | 56  | East Anstey.....               | First Train.                       | First Train.    | Last Train.   | First Train.‡ | Last Train.‡ |                                        |
| 5                          | 10‡ | Molland.....                   | First Train.                       | First Train.    | Last Train.   | First Train.‡ | Last Train.‡ |                                        |
| 4                          | 26‡ | South Molton.....              | First Train.                       | First Train.    | Last Train.   | First Train.‡ | Last Train.‡ |                                        |
| 3                          | 25  | Filleigh.....                  | First Train.                       | First Train.    | Last Train.   | First Train.‡ | Last Train.‡ |                                        |
| 3                          | 26  | Swimbridge.....                | First Train.                       | First Train.    | Last Train.   | First Train.‡ | Last Train.‡ |                                        |
| 3                          | 22  | Barnstaple East Junction.....  | First Train.                       | First Train.    | Last Train.   | First Train.‡ | Last Train.‡ | —                                      |
| —                          | 31  | Barnstaple South Junction..... | —                                  | Clo sed.        | —             | —             | —            | —                                      |
| —                          | —   | Barnstaple East Junction.....  | —                                  | Clo sed.        | —             | —             | —            | —                                      |
| —                          | 33  | Barnstaple.....                | First Train.                       | First Train.    | Last Train.   | —             | —            | No.                                    |
| —                          | —   | Morebath Junction.....         | First Train.                       | First Train.    | Last Train.   | —             | —            | No.                                    |
| 1                          | 52  | Bampton.....                   | First Train.                       | First Train.    | Last Train.   | —             | —            | No.                                    |
| 6                          | 72‡ | Tiverton.....                  | First Train.                       | First Train.    | Last Train.   | First Train.‡ | Last Train.‡ | No.                                    |
| 3                          | 77‡ | Cadeleigh.....                 | First Train.                       | First Train.    | Last Train.   | First Train.‡ | Last Train.‡ | No.                                    |
| 4                          | 7   | Thorverton.....                | First Train.                       | First Train.    | Last Train.   | First Train.‡ | Last Train.‡ | No.                                    |

A—Closed after last train cleared.

T—As required for Fish and Theatrical Traffic.

‡—Opened on Sundays, commencing May 7th, 1950.

## LIST OF SIGNAL BOXES—continued.

| Distance to Box |    | NAME OF BOX.              | TIMES DURING WHICH BOXES ARE OPEN. |               |             |               |              | Whether provided with Switch. |
|-----------------|----|---------------------------|------------------------------------|---------------|-------------|---------------|--------------|-------------------------------|
|                 |    |                           | Week Days.                         |               |             | Sundays.      |              |                               |
|                 |    |                           | Opened.                            |               | Closed at   | Opened at     | Closed at    |                               |
|                 |    |                           | Mondays.                           | Other Days.   |             |               |              |                               |
| M.              | C. |                           |                                    |               |             |               |              |                               |
| —               | —  | City Basin Junction ..... | —                                  | Continuously. | —           | —             |              |                               |
| 4               | 58 | Longdown .....            | First Train.                       | First Train.  | Last Train. | —             | —            | No.                           |
| 3               | 25 | Christow .....            |                                    |               |             |               |              |                               |
| 3               | 41 | Trusham .....             |                                    |               |             |               |              |                               |
| 4               | 20 | Heathfield .....          |                                    |               |             |               |              |                               |
| —               | —  | Newton Abbot (East) ..... | —                                  | Continuously. | —           | —             |              |                               |
| 3               | 45 | Heathfield .....          | First Train.                       | First Train.  | Last Train. | First Train.† | Last Train.† | No                            |
| 2               | 18 | Bovey .....               |                                    |               |             |               |              |                               |
| 6               | 14 | Moretonhampstead .....    |                                    |               |             |               |              |                               |
| —               | —  | Churston .....            |                                    |               |             |               |              |                               |
| 1               | 70 | Brixham .....             | First Train.                       | First Train.  | Last Train. | A             | A            | No.                           |

†—Opened on Sundays commencing May 7th, 1950.

A—As required for Fish Traffic.

### SCHEDULES FOR PLYMOUTH OCEAN SPECIALS. VIA CASTLE CARY AND FROME AND WESTBURY AVOIDING LINES.

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

## CALLING EXETER

|                               |            |             |            |
|-------------------------------|------------|-------------|------------|
| TELEGRAPH CODE .. .. .        | PLYM. D    | PLYM. E     | PLYM. F    |
|                               | arr. dep.  | arr. dep.   | arr. dep.  |
| Plymouth Docks .. .. .        | — 0/40     | — 0/40      | — 0/43     |
| Ashburton Junction .. .. .    | 0/53       | 0 54 C 0 57 | 0 57 C 1 0 |
| Newton Abbot .. .. .          | 1 18 1 21  | 1.23 1 26   | 1 26 1 29  |
| Exeter .. .. .                | 1/55       | 2/ 1        | 2/ 5       |
| Taunton .. .. .               | 2/20       | 2/27        | 2/32       |
| Castle Cary .. .. .           | 2/41       | 2/48½       | 2/54½      |
| Heywood Road Junction .. .. . | 3/ 9       | 3/17        | 3/24       |
| Bedwyn .. .. .                | 3/41 (A)   | 3/50(A)     | 3/58 (A)   |
| Reading .. .. .               | 4 23 — (B) | 4 32 — (B)  | 4 42 — (B) |
| Paddington .. .. .            |            |             |            |

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

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

C—Stop at Newton Abbot to detach assisting engine.

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

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

## **IMPORTANT.**

**UNTIL FURTHER NOTICE THE SPEED OF TRAINS MUST NOT  
EXCEED 75 MILES PER HOUR AT ANY PLACE, EXCEPT WHERE  
SPECIALLY AUTHORISED.**

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

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

| NAME OF PLACE                                                   | DIRECTION OF TRAIN.                                                                   |                                                          | Miles per Hour. |
|-----------------------------------------------------------------|---------------------------------------------------------------------------------------|----------------------------------------------------------|-----------------|
|                                                                 | From.                                                                                 | To.                                                      |                 |
| DOWN MAIN LINE.                                                 |                                                                                       |                                                          |                 |
| Curry Rivel Junction                                            | Branch Line                                                                           | Main Line                                                | 25              |
| Athelney                                                        | Main Line                                                                             | Branch Line                                              | 15              |
| Durston                                                         | Branch Line                                                                           | Main Line                                                | 10              |
| Cogload                                                         | Down Relief                                                                           | Down Main                                                | 35              |
| Creesh Junction                                                 | Down Main                                                                             | Down Relief                                              | 30              |
| Creesh Junction                                                 | Down Relief                                                                           | Down Main                                                | 30              |
| Creesh Junction                                                 | Branch Line                                                                           | Main Line                                                | 15              |
| Taunton East Junction                                           | Down Relief                                                                           | Down Main                                                | 30              |
| Taunton East Junction                                           | Down Main                                                                             | Down Relief                                              | 30              |
| Taunton East Junction                                           | All Trains when running over Goods Loop Line<br>(162 m. 50 ch. to 163 m. 53 ch.)      |                                                          | 10              |
| Taunton Station East End of Platform                            | Down Main                                                                             | Down Relief                                              | 20              |
| Taunton West Station                                            | Down Relief                                                                           | Down Main                                                | 20              |
| Taunton West Station                                            | Down Main                                                                             | Down Relief                                              | 20              |
| Taunton West Junction                                           | Down Main                                                                             | Down Relief                                              | 30              |
| Silkmill                                                        | Down Relief                                                                           | Down Main                                                | 25              |
| Norton Fitzwarren East                                          | Down Main                                                                             | Down Relief                                              | 40              |
| Norton Fitzwarren 164 m. 77 ch. to 165 m. 28 ch.                | All Trains when passing over Down                                                     | Relief Line through Station                              | 40              |
| Norton Fitzwarren West of Platform                              | Down Relief                                                                           | Down Main and Branches                                   | 40              |
| Norton Fitzwarren West                                          | Down Relief                                                                           | Down Main                                                | 40              |
| Norton Fitzwarren Junction                                      | (Termination of Main Line                                                             | Quadrupled Lines)                                        |                 |
| Wellington                                                      | All Trains entering or leaving Platform Line                                          | Branches                                                 | 40              |
| Whiteball—Burlcombe Loop                                        | 174 m. 2 ch.                                                                          | form Line                                                | 13              |
| Sampford Peverell                                               | All Trains entering or leaving Platform Line                                          | 174 m. 54½ ch.                                           | 10              |
| Tiverton Junction                                               | All Trains entering or leaving Platform Line                                          | form Line                                                | 20              |
| Cullompton                                                      | All Trains entering or leaving Platform Line                                          | form Line                                                | 15              |
| Cullompton and Hele and Bradninch                               | 182 m. 10 ch.                                                                         | form Line                                                | 15              |
| Stoke Canon                                                     | All Trains entering or leaving Platform Line                                          | 183 m.p.                                                 | 65              |
| Cowley Bridge Junction                                          | All Down W.R. Trains through Junction                                                 | form Line                                                | 20              |
| Cowley Bridge Junction                                          | Southern Region                                                                       | Western Region                                           | 50              |
| Exeter Middle Box                                               | All Trains through facing connections, to Down and Middle Platforms                   |                                                          | 25              |
| Exeter Middle Box                                               | All Trains entering Bay Line                                                          |                                                          | 5               |
| Exeter Station                                                  | All Trains through Scissors Crossing                                                  |                                                          | 5               |
| Exeter West                                                     | All Trains through facing connections at end of Platform to River Bridge              |                                                          | 10              |
| Exeter West                                                     | Through facing points leaving from Middle Platform Line                               | Middle Platform Line to Down Main Line                   | 25              |
| Exeter West                                                     | (Over curve West of Down Through Road                                                 | Southern Region Line                                     | 15              |
| Exeter West                                                     | (Over curve West Main Line                                                            | St. David's Station.)                                    | 16              |
| Exeter City Basin Junction                                      | All Trains entering or leaving Loop Line                                              | Southern Region Line of St. David's Station.)            | 10              |
| Exminster                                                       |                                                                                       | Branch Line                                              | 15              |
| Starcross (202 m. 30 ch. and 202 m. 45 ch.)                     | All Down Trains                                                                       | Line                                                     | 20              |
| Dawlish Warren                                                  | All Trains entering or leaving Platform Line at end of Platform                       |                                                          | 45              |
| Dawlish Warren                                                  | All Trains leaving Down Loop at 204 m. 56 ch.                                         | 204 m. 56 ch.                                            | 20              |
| Dawlish Warren and Dawlish                                      | 204 m. 56 ch.                                                                         | 205 m. 10 ch.                                            | 10              |
| Dawlish (206 m. 10 ch. and 206 m. 20 ch.)                       | All Down Trains over curve at West end of Platform                                    |                                                          | 50              |
| Dawlish (206 m. 70 ch. and 207 m. 55 ch.)                       | All-Down Trains over Reverse Curve between Phillot and Parson's Tunnels               |                                                          | 45              |
| Teignmouth Station (West end) (208 m. 75 ch. and 209 m. 60 ch.) | All Down Trains                                                                       |                                                          | 40§             |
| Teignmouth and Newton Abbot                                     | 212 m. 60 ch. to 213 m. 20 ch.                                                        | All Down Trains                                          | 45              |
| Newton Abbot East                                               | Down Main and Relief Platform from East Box Inner Home Signal to Torquay Road Bridge. | m Lines and Down Through Line                            | 55              |
| Newton Abbot East                                               | Down Main                                                                             | Down Through                                             | 35              |
| Newton Abbot East                                               | Down Main                                                                             | Down Relief Platform Line                                | 35              |
| Newton Abbot East                                               | Down Through                                                                          | Down Relief Platform Line                                | 25              |
| Newton Abbot East                                               | Down Through                                                                          | Down Relief Platform Line                                | 15              |
| Newton Abbot East                                               | Down Through                                                                          | (Platform Scissors Crossing)                             | 15              |
| Newton Abbot East                                               | Down Relief                                                                           | Down Through                                             | 15              |
| Newton Abbot East                                               | Moretonhampstead Branch                                                               | (Platform Scissors Crossing)                             | 15              |
| Newton Abbot East                                               |                                                                                       | Down Main and Relief Platform Line and Down Through Line | 15              |
| Newton Abbot West                                               | Down Relief                                                                           | Down Main                                                | 20              |
| Newton Abbot West                                               | Down Relief                                                                           | Down Main                                                | 15              |
| Newton Abbot West                                               |                                                                                       | (Scissors Crossing East of Torquay Road Bridge)          |                 |
| Newton Abbot West                                               | Down Main                                                                             | Down Relief                                              | 15              |
| Newton Abbot West                                               |                                                                                       | (Scissors Crossing East of Torquay Road Bridge)          |                 |
| Newton Abbot West                                               | Down Through                                                                          | Down Main                                                | 15              |
| Newton Abbot West                                               |                                                                                       | (Scissors Crossing East of Torquay Road Bridge)          |                 |
| Newton Abbot West                                               | Down Main                                                                             | Down Relief                                              | 10              |
| Newton Abbot West                                               |                                                                                       | (Crossover West of Torquay Road Bridge)                  |                 |

§—Permanent Restrictions of Speed Boards fixed, which are illuminated at night.

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

| NAME OF PLACE.                                                  | DIRECTION OF TRAIN.                             |                                                                                 | Miles per Hour. |
|-----------------------------------------------------------------|-------------------------------------------------|---------------------------------------------------------------------------------|-----------------|
|                                                                 | From.                                           | To.                                                                             |                 |
| Aller Jct. 215 m.p. to 215 m. 20 ch.                            | All Trains over Down Main Line ..               |                                                                                 | 40½             |
| Aller Jct. 215 m.p. to 215 m. 20 ch.                            | All Trains—Down Relief Line ..                  | Down Torquay Line .. ..                                                         | 50              |
| Aller Junction .....                                            | Through facing crossover—Down Main Line ..      | Down Relief Line .. ..                                                          | 25              |
| Aller Junction .....                                            | Through facing crossover—Down Relief Line ..    | Down Main Line .. ..                                                            | 25              |
| Aller Junction and Dainton Incline                              | 215 m. 20 ch. to 217 m. 60 ch. ..               | All Down Trains .. ..                                                           | 45              |
| Dainton Incline (218 m. 20 ch. and 222 m.p.) .....              | All Down Trains .. ..                           |                                                                                 | 40½             |
| <b>UP MAIN LINE.</b>                                            |                                                 |                                                                                 |                 |
| Dainton Incline (222 m.p. and 218 m. 20 ch.) .....              | All Up Trains .. ..                             | All Trains over Up Main Line ..                                                 | 40½             |
| Dainton Incline and Aller Junction                              | 217 m. 60 ch. to 217 m.p. ..                    | All Trains over Up Main Line ..                                                 | 45              |
|                                                                 | 217 m.p. to 215 m.p. ..                         |                                                                                 | 50              |
| Aller Junction (215 m. 20 ch. to 215 m.p.) .....                | All Trains from Up Torquay Line                 | to Up Relief Line .. ..                                                         | 50              |
| Aller Junction .....                                            | Through facing crossover—Up Main Line ..        | Up Relief Line .. ..                                                            | 30              |
| Aller Junction .....                                            | Through facing crossover—Up Relief Line ..      | Up Main Line .. ..                                                              | 30              |
| Newton Abbot West .....                                         | Up Main and Relief Platform Lines               | Down Main and Relief Lines (Via Crossover Roads West of Torquay Road Bridge) .. | 10              |
| Newton Abbot West .....                                         | Up Relief .. ..                                 | Up Main .. ..                                                                   | 15              |
|                                                                 | Up Main .. ..                                   | Up Relief .. ..                                                                 | 15              |
|                                                                 |                                                 | (Scissors Crossing West of Torquay Road Bridge) ..                              |                 |
| Newton Abbot .....                                              | Up Main and Relief Platform                     | Lines and Up Through Line from                                                  |                 |
| Newton Abbot West .....                                         | Torquay Road Bridge to New                      | ton Abbot East Box .. ..                                                        | 35              |
|                                                                 | Up Through .. ..                                | Up Main Platform Line ..                                                        | 15              |
| Newton Abbot West .....                                         | Up Main Platform .. ..                          | (Platform Scissors Crossing) ..                                                 | 15              |
|                                                                 |                                                 | Up Through .. ..                                                                |                 |
| Newton Abbot West .....                                         | Up Relief .. ..                                 | (Platform Scissors Crossing) ..                                                 | 35              |
| Newton Abbot West .....                                         | Up Main and Relief .. ..                        | Up Main Platform .. ..                                                          | 10              |
| Newton Abbot East .....                                         | Up Main and Relief Lines and Up Through Line .. | Down Main and Relief Lines ..                                                   | 10              |
| Newton Abbot and Teignmouth ..                                  | 213 m. 20 ch. to 212 m. 60 ch. ..               | Moretonhampstead Branch ..                                                      | 15              |
| Teignmouth Station (West End) (209 m. 60 ch. and 208 m. 75 ch.) | All Up Trains .. ..                             | All Up Trains .. ..                                                             | 55              |
| Dawlish (207 m. 55 ch. and 206 m. 70 ch.) .....                 | All Up Trains over reverse curve be             | tween Parson's and Phillot Tunnels ..                                           | 40½             |
| Dawlish (206 m. 20 ch. and 206 m. 10 ch.) .....                 | All Up Trains over curve at West                | end of Platform .. ..                                                           | 45              |
| Dawlish and Dawlish Warren ..                                   | 205 m. 10 ch. ..                                | 204 m. 56 ch. ..                                                                | 50              |
| Dawlish Warren .....                                            | All Trains entering or leaving Plat             | form Line .. ..                                                                 | 20              |
| Starcross (202 m. 45 ch. and 202 m. 30 ch.) .....               | All Up Trains .. ..                             |                                                                                 | 45              |
| Exminster .....                                                 | All Trains entering or leaving Loop             | Line .. ..                                                                      | 15              |
| Exeter City Basin Junction .....                                | Branch Line .. ..                               | Main Line .. ..                                                                 | 15              |
| Exeter West (194 m. 10 ch. to 194 m.p.) .....                   | All Up Trains over curve at River               | Bridge .. ..                                                                    | 35½             |
| Exeter West .....                                               | Up Main Line .. ..                              | Up Relief Platform Line ..                                                      | 15              |
| Exeter West .....                                               | Southern Region Line ..                         | Middle Platform Line ..                                                         | 10              |
|                                                                 | (Over curve West of St. David's Station.)       |                                                                                 |                 |
| Exeter West .....                                               | All Up Trains over connection from              | Up W.R. Main Line to Middle Platform                                            | 10              |
| Exeter Middle Box .....                                         | Up Relief Line .. ..                            | Up Main Line .. ..                                                              | 20              |
| Exeter Middle Box .....                                         | Middle Platform Line ..                         | Up Main Line .. ..                                                              | 15              |
| Exeter Middle Box .....                                         | All Trains leaving Bay Line ..                  |                                                                                 | 5               |
| Cowley Bridge Junction .....                                    | W. Region .. ..                                 | Southern Region .. ..                                                           | 25              |
| Cowley Bridge Junction .....                                    | All Up W.R. Trains through Junction             | ion .. ..                                                                       | 50              |
| Stoke Canon .....                                               | All Trains entering or leaving Plat             | form Line (Loop Line) ..                                                        | 20              |
| Stoke Canon .....                                               | Platform Line .. ..                             | Branch Line .. ..                                                               | 15              |
| Hele and Bradninch and Cullompton                               | 183 M.P. .. ..                                  | 182 m. 10 ch. ..                                                                | 65              |
| Cullompton .....                                                | All Trains entering or leaving Plat             | form Line .. ..                                                                 | 15              |
| Tiverton Junction .....                                         | All Trains entering or leaving Plat             | form Line .. ..                                                                 | 15              |
| Tiverton Junction .....                                         | All Trains from Tiverton Branch Li              | ne over Single Compound, East End of                                            |                 |
|                                                                 | Platform .. ..                                  |                                                                                 | 10              |
| Sampford Peverell .....                                         | Up Main .. ..                                   | Up Platform Line .. ..                                                          | 20              |
| Sampford Peverell .....                                         | Up Platform Line .. ..                          | Up Main .. ..                                                                   | 10              |
| Wellington .....                                                | All Trains entering or leaving Plat             | form Line .. ..                                                                 | 15              |
| Norton Fitzwarren West (165 m. 25 ch.) .....                    | Up Main .. ..                                   | Up Relief .. ..                                                                 | 30              |
|                                                                 | (Commencement of                                | Quadrupled Lines.)                                                              |                 |
| Norton Fitzwarren (165 m. 25 ch. to 164 m. 75 ch.) .....        | All Trains when passing over Up                 | Relief Line through Station ..                                                  | 40              |
| Norton Fitzwarren Junction .....                                | Branches .. ..                                  | Main Line .. ..                                                                 | 40              |
| Norton Fitzwarren East .....                                    | Up Main .. ..                                   | Up Relief .. ..                                                                 | 40              |
| Norton Fitzwarren East .....                                    | Up Relief .. ..                                 | Up Main .. ..                                                                   | 40              |
| Silkmill .....                                                  | Up Relief to Up Main through single             | compound. All Goods Trains until full                                           |                 |
|                                                                 | length of train clears compound.                | Passenger Trains prohibited ..                                                  | 5               |
| Taunton West Junction .....                                     | Up Relief .. ..                                 | Up Main .. ..                                                                   | 30              |
| Taunton West Junction .....                                     | All Trains when passing over Goods              | Loop Line (163 m. 53 ch. and 162 m. 51 ch.)                                     | 10              |
| Taunton West Station .....                                      | Up Main .. ..                                   | Up Relief .. ..                                                                 | 20              |
| Taunton West Station .....                                      | Up Relief .. ..                                 | Up Main .. ..                                                                   | 20              |
| Taunton Station West End of Platform                            | Up Main .. ..                                   | Up Relief .. ..                                                                 | 20              |
| Taunton Station East of Platforms ..                            | Up Relief .. ..                                 | Up Main .. ..                                                                   | 20              |
| Taunton Station East of Platforms ..                            | Up Main .. ..                                   | Up Relief .. ..                                                                 | 20              |
| Taunton East Junction .....                                     | Up Relief .. ..                                 | Up Main .. ..                                                                   | 30              |
| Taunton East Junction .....                                     | Up Main .. ..                                   | Up Relief .. ..                                                                 | 30              |

5.—Permanent Restrictions of Speed Boards fixed, which are illuminated at night.

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

| NAME OF PLACE.                    | DIRECTION OF TRAIN. |                     | Miles<br>per<br>Hour. |
|-----------------------------------|---------------------|---------------------|-----------------------|
|                                   | From.               | To.                 |                       |
| Creesh Junction .....             | Up Relief .. .. .   | Up Main .. .. .     | 30                    |
| Creesh Junction .....             | Up Main .. .. .     | Up Relief .. .. .   | 30                    |
| Creesh Junction .....             | Main Line .. .. .   | Branch Line .. .. . | 15                    |
| Cogload .....                     | Up Main .. .. .     | Up Relief .. .. .   | 40                    |
| Durston .....                     | Main Line .. .. .   | Branch Line .. .. . | 10                    |
| Athelney .....                    | Branch Line .. .. . | Main Line .. .. .   | 15                    |
| Curry Rivel Junction .....        | Main Line .. .. .   | Branch Line .. .. . | 25                    |
| Dunball Wharf Line and Bridgwater | Dock Line .. .. .   | —                   | 5                     |

**Yeovil Branch.**—The speed of all Up and Down Trains between Taunton and Yeovil must not exceed 55 miles per hour and must be further restricted to a lower speed as shewn below :

|                            |                                                             |    |
|----------------------------|-------------------------------------------------------------|----|
| Martock .....              | Trains entering or leaving Up Station Loop .. .. .          | 15 |
| Langport West .....        | Trains entering Down Line .. .. .                           | 20 |
| Curry Rivel Junction ..... | All Up and Down Trains between Main Line and Branch .. .. . | 25 |

Blue Engines specially authorised restricted to 25 m.p.h. between Curry Rivel Junction and 143 m. 60 ch.

**Durston-Athelney Loop.**—The speed of all trains over Loop Line must not exceed 55 miles per hour, and must be further restricted to a lower speed as shewn below : 60 XX class engines not to exceed speed of 25 m.p.h.

|                |                                                 |    |
|----------------|-------------------------------------------------|----|
| Athelney ..... | All Trains between Main Line and Branch .. .. . | 15 |
| Durston .....  | All Trains between Main Line and Branch .. .. . | 10 |

**Chard Branch.**—The speed of all Up and Down trains between Creesh Junction and Chard must not exceed 45 miles per hour and must be further restricted to a lower speed as shewn below.

|                       |                                                            |    |
|-----------------------|------------------------------------------------------------|----|
| Creesh Junction ..... | Through connections between Main Line and Branch .. .. .   | 15 |
| Chard .....           | Chard Town S.R. 2 m. 67½ c. Chard W.R. 12 m. 61 c. .. .. . | 20 |

**Minehead Branch.**—The speed on the Branch must not exceed 55 m.p.h., and must be further restricted to a lower speed as shewn below ; also the Speed of Trains must not exceed 40 miles per hour when exchanging Token by Automatic Apparatus.

|                                         |                                                          |    |
|-----------------------------------------|----------------------------------------------------------|----|
| Norton Fitzwarren .....                 | Through connections between Main Line and Branch .. .. . | 40 |
| Norton Fitzwarren to 165½ m.p. ..       | All Up and Down Trains .. .. .                           | 40 |
| 167 m.p. to 170 m.p. ..                 | All Down Trains .. .. .                                  | 50 |
| Bishops Lydeard .....                   | All Up Trains over Junction to double line .. .. .       | 40 |
| Bishops Lydeard Station to 167 m.p. ..  | All Up Trains .. .. .                                    | 50 |
| 170 m.p. to 168 m. 27 ch. ..            | All Up Trains .. .. .                                    | 50 |
| 170 m.p. to 170 m. 30 ch. ..            | All Up and Down Trains .. .. .                           | 45 |
| 170 m. 30 ch. to 170 m. 65 ch. ..       | All Up and Down Trains .. .. .                           | 40 |
| 170 m. 65 ch. to 172 m.p. ..            | All Up and Down Trains .. .. .                           | 45 |
| Crowcombe .....                         | Trains entering or leaving Up Station Loop .. .. .       | 40 |
| 172 m. 15 ch. to 173 m. 10 ch. ..       | All Up and Down Trains .. .. .                           | 45 |
| 173 m. 10 ch. to 173½ m.p. ..           | All Up and Down Trains .. .. .                           | 40 |
| 173½ m.p. to 173½ m.p. ..               | All Up Trains .. .. .                                    | 45 |
| 173½ m.p. to 179½ m.p. ..               | All Down Trains .. .. .                                  | 45 |
| Leigh Bridge 174½ m.p. to 173½ m.p. ..  | All Up Trains over Loop .. .. .                          | 40 |
| 178 m.p. to 174½ m.p. ..                | All Up Trains .. .. .                                    | 45 |
| Williton .....                          | Trains entering or leaving Up Station Loop .. .. .       | 40 |
| 179½ m.p. to 178½ m.p. ..               | All Up Trains .. .. .                                    | 45 |
| 179½ m.p. to 179½ m.p. ..               | All Up and Down Trains .. .. .                           | 40 |
| 179½ m.p. to 180½ m.p. ..               | All Up and Down Trains .. .. .                           | 30 |
| Kentsford 180½ m.p. to 180 m. 52 ch. .. | All Down Trains over Loop .. .. .                        | 40 |
| Kentsford 180½ m.p. to 180½ m.p. ..     | All Up Trains .. .. .                                    | 40 |
| 181½ m.p. to 180½ m.p. ..               | All Up Trains .. .. .                                    | 45 |
| 180 m. 52 ch. to 181½ m.p. ..           | All Down Trains .. .. .                                  | 45 |
| 181½ m.p. to 181 m. 30 ch. ..           | All Up and Down Trains .. .. .                           | 40 |
| 181 m. 30 ch. to 182½ m.p. ..           | All Up and Down Trains .. .. .                           | 45 |
| Blue Anchor .....                       | Trains entering or leaving Down Station Loop .. .. .     | 40 |
| Dunster .....                           | All Trains from Double to Single Line .. .. .            | 40 |
| Minehead .....                          | All Trains entering Station and all crossovers .. .. .   | 15 |

**Barnstaple Branch.**—The speed of all Up and Down Trains between Norton Fitzwarren and Barnstaple must not exceed 60 miles per hour and must be further restricted to a lower speed as shewn below ; also the speed of Trains must not exceed 40 miles per hour when exchanging Token by Automatic Apparatus.

|                                                   |                                                                                         |     |
|---------------------------------------------------|-----------------------------------------------------------------------------------------|-----|
| Norton Fitzwarren .....                           | Through connections between Main Line and Branch .. .. .                                | 40  |
| 169 M.P. and Milverton Station ..                 | All Up and Down Trains .. .. .                                                          | 55  |
| Milverton to River Tone Viaduct 175 m. 76 ch. ..  | All Down Trains .. .. .                                                                 | 45  |
| Milverton .....                                   | All Up Trains over Junction to Double Line .. .. .                                      | 40  |
| Wiveliscombe to Milverton Double Line Junction .. | All Up Trains .. .. .                                                                   | 45  |
| Wiveliscombe .....                                | All Up and Down Trains entering or leaving Station Loop .. .. .                         | 30  |
| Venn Cross and Wiveliscombe .....                 | { All Up Trains between Tone Viaduct and Wiveliscombe .. .. .                           | 45  |
|                                                   | { All Up and Down Trains over Tone Viaduct 175 m. 76 ch. and 176 m. 7 ch. ditto .. .. . | 25  |
|                                                   | { ditto .. .. .                                                                         | 15½ |
| Tone Viaduct and Venn Cross .....                 | Between Tone Viaduct (exclusive) and Venn Cross Station. All Up and Down Trains .. .. . | 55  |
| Venn Cross .....                                  | All Up Trains entering or leaving Station Loop .. .. .                                  | 40  |
| Morebath .....                                    | All Up Trains entering or leaving Station Loop .. .. .                                  | 40  |
| Morebath Junction .....                           | All Down Trains between Station and 182 m. 50 ch. .. .. .                               | 40  |
| Morebath Junction .....                           | All Up Trains entering or leaving Station Loop .. .. .                                  | 40  |
| Morebath Junction and Dulverton ..                | { All Down Trains between 182 m. 50 ch. and Dulverton Station .. .. .                   | 50  |
|                                                   | { All Up Trains between Dulverton and Morebath Junction .. .. .                         | 50  |
| Dulverton (183 m. 53 ch.) ..                      | All Up and Down Trains over River Exe Bridge .. .. .                                    | 25½ |
| Dulverton .....                                   | All Up and Down Trains through Station Loop .. .. .                                     | 40  |



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

| NAME OF PLACE.                            | DIRECTION OF TRAIN.                                                         |         | Miles<br>per<br>Hour. |
|-------------------------------------------|-----------------------------------------------------------------------------|---------|-----------------------|
|                                           | From.                                                                       | To.     |                       |
| Dulverton .....                           | All Up Trains entering Bay Line down side                                   | .. .. . | 5                     |
| Dulverton and East Anstey .....           | All Up and Down Trains between 184½ m.p. and 185 m.p.                       | .. .. . | 50                    |
| East Anstey .....                         | All Up and Down Trains between 185 m.p. and East Anstey Station             | .. .. . | 55                    |
| Bishops N. and Molland .....              | All Up Trains entering or leaving Station Loop                              | .. .. . | 40                    |
| South Molton .....                        | All Down Trains entering or leaving Station Loop                            | .. .. . | 40                    |
| South Molton .....                        | All Up Trains entering or leaving Station Loop                              | .. .. . | 40                    |
| South Molton .....                        | All Down Trains entering or leaving Station Loop                            | .. .. . | 40                    |
| South Molton and Filleigh .....           | All Up Trains entering or leaving Station Loop                              | .. .. . | 40                    |
| Filleigh .....                            | All Up and Down Trains between 198½ m.p. and Castle Hill Viaduct            | .. .. . | 50                    |
| Filleigh and Swimbridge .....             | All Up and Down Trains over Castle Hill Viaduct 199 m. 72 ch. and 200m.9ch. | .. .. . | 25                    |
| Swimbridge .....                          | ditto ditto                                                                 | .. .. . | 15½                   |
| Barnstaple .....                          | All Up Trains entering or leaving Station Loop                              | .. .. . | 40                    |
| Barnstaple W.R. and South Junction .....  | All Up and Down Trains between 203½ m.p. and Swimbridge Station             | .. .. . | 50                    |
| Barnstaple South Jct. and River Taw ..... | All Up Trains entering or leaving Station Loop                              | .. .. . | 40                    |
| River Taw Bridge 209 m. 5 ch. and .....   | All Up and Down Trains between East and South Jct. Boxes over direct Loop   | .. .. . | 15                    |
| ..                                        | All Up and Down Trains over Loop                                            | .. .. . | 10                    |
| ..                                        | Bridge 209 m. 5 ch. All Up and Down Trains                                  | .. .. . | 40                    |
| ..                                        | Southern Region Junction Station. All Up and Down Trains                    | .. .. . | 30                    |

†—These restrictions refer to Engines of 2-6-0 43XX, 53XX, 63XX, 73XX Class only.

**Culm Valley Branch.**—The speed of all Up and Down Trains between Tiverton Junction and Hemyock must not exceed 15 miles per hour.

**Tiverton Branch.**—Red Engines not to exceed speed of 20 m.p.h.

**Exe Valley Branch.**—The speed of all Up and Down Trains between Stoke Canon Junction and Morebath Junction must not exceed 35 miles per hour and must be further restricted to a lower speed as shewn below:

|                                     |                                    |                          |         |
|-------------------------------------|------------------------------------|--------------------------|---------|
| Stoke Canon .....                   | Up Platform Line                   | Branch                   | 15      |
| Stoke Canon .....                   | Through connection Double Line     | to Single Line on Branch | 20      |
| Stoke Canon .....                   | Over connections to Down Main W    | est End                  | 15      |
| Thorverton .....                    | Trains entering or leaving Station | Loop                     | 15      |
| Cadeleigh .....                     | Trains entering or leaving Station | Loop                     | 15      |
| Tiverton .....                      | Tiverton Branch                    | Exe Valley Branch        | 10      |
| ..                                  | Exe Valley Branch                  | Tiverton Branch          | 10      |
| ..                                  | Single Line                        | Double Line              | 10.     |
| ..                                  | (All Trains from Ba                | mpton.)                  | .. .. . |
| Tiverton and Bolham Halt .....      | 7 m. 10 ch.                        | 7 m. 50 ch.              | 20      |
| Bampton .....                       | Trains entering or leaving Station | Loop                     | 15      |
| Bampton and Morebath Junction ..... | 1 m.p.                             | 1 m. 20 ch.              | 20      |
| Morebath Junction .....             | Trains entering or leaving Loops   | .. .. .                  | 15      |

See Notice No. 464 for Speed Restrictions of additional classes of engines authorised to work over Branch in case of emergency.

**Teign Valley Branch.**—The speed of all Up and Down Trains between Exeter City Basin Junction and Christow must not exceed 35 miles per hour; and between Christow and Heathfield must not exceed 45 miles per hour, and be further restricted to a lower speed as shewn below:

|                                          |                                    |                                    |    |
|------------------------------------------|------------------------------------|------------------------------------|----|
| Exeter City Basin Junction .....         | All Trains to and from Main Line   | .. .. .                            | 15 |
| Exeter City Basin .....                  | Branch Line to or from City Basin  | .. .. .                            | 10 |
| Exeter City Basin Jct. and ½ m.p.Q ..... | All Up and Down Trains             | .. .. .                            | 30 |
| Alphington Road Goods .....              | All Trains over Goods Line         | .. .. .                            | 10 |
| Christow .....                           | Trains entering or leaving Station | Loop                               | 15 |
| Ashton .....                             | All Up and Down Trains over cur    | ve through Station                 | 35 |
| Whetcombe Crossing at 4 m. 50 ch .....   | All Down Trains over Crossing      | .. .. .                            | 15 |
| ..                                       | All Up Trains over Crossing        | .. .. .                            | 25 |
| Trusham .....                            | All Trains entering or leaving Dow | n Loop                             | 15 |
| West of Trusham .....                    | All Up Trains between 4 m.p. (Riv  | er Bridge) and Trusham Station     | 25 |
| East of Chudleigh .....                  | All Up and Down Trains between 2   | ½ m.p. and Chudleigh Station       | 25 |
| West of Chudleigh .....                  | All Up and Down Trains between     | Chudleigh Station and 2 m.p.       | 30 |
| Heathfield .....                         | All Up and Down Trains over curve  | between 0 m.p. and 0m. 30 ch...    | 15 |
| Heathfield (0 m.p. and 30 ch) .....      | Teign Valley Branch                | Moretonhampstead Branch            | 15 |
| Heathfield .....                         | All Trains entering or leaving Bay | Line between 0 m.p. and 0m. 12 ch. | 10 |

Q—Blue Class Engines authorised for shunting between City Basin Junction and Down Teign Valley Branch Advanced Starting Signal not to exceed speed of 10 m.p.h.

See Notice No. 464 for Speed Restrictions of additional classes of engines authorised to work over Branch in case of emergency.

## Moretonhampstead Branch—

|                                      |                                     |                         |    |
|--------------------------------------|-------------------------------------|-------------------------|----|
| Newton Abbot East .....              | Moretonhampstead Branch             | Main or Through Lines   | 15 |
| Newton Abbot East .....              | Main Line                           | Moretonhampstead Branch | 15 |
| Heathfield (0 m.p. and 30 ch.) ..... | Moretonhampstead Branch             | Teign Valley Branch     | 15 |
| Heathfield .....                     | All Trains entering and leaving Sta | tion Loop               | 15 |
| Bovey .....                          | All Trains entering or leaving Sta  | tion Loop               | 15 |

Blue engines authorised to work between Newton Abbot and Bovey not to exceed speeds shewn on page 157.

## Torquay Branch—

|                                          |                                     |                |         |
|------------------------------------------|-------------------------------------|----------------|---------|
| Torre (218m. 76ch. and 219m. 20ch) ..... | Down Trains from Down Line to       | Up Line        | 15      |
| Torre (219 m.p. and 219 m. 20 ch.) ..... | Down Trains from Up Line to         | Down Line      | 15      |
| Torre .....                              | All Up and Down Trains over Rev     | erse Curves    | 30½     |
| Torquay—                                 | .. .. .                             | .. .. .        | .. .. . |
| Down Line (219 m. 68 ch. and 219         | m. 79 ch.) Down Trains to Down or   | Up Platforms   | 20½     |
| Up Line (220 m. 5 ch., and 220 m. 9      | ch.) Down Trains from Up Platform   | to Down Line   | 15      |
| Up Line (220 m. 18 ch. and 220 m. 4      | ch.) All Up Trains over Curve appro | aching Station | 30      |
| Paignton—                                | .. .. .                             | .. .. .        | .. .. . |
| Down Line (222 m.p. and 222 m.           | 4 ch.) Down Line to Up Line         | .. .. .        | 20      |
| Paignton-Kingswear .....                 | .. .. .                             | .. .. .        | .. .. . |
| Up and Down .....                        | 223 m.p.                            | 227 m. 8 ch.   | 30½     |
| Up and Down .....                        | 227 m. 8 ch.                        | 227 m. 70 ch.  | 25½     |

§—Permanent Restrictions of Speed Boards fixed, which are illuminated at night.

**Brixham Branch.**—Blue engines specially authorised not to exceed speed of 20 m.p.h.



## REFUGE SIDINGS AND RUNNING LOOPS.

| STATION.                | Refuge Siding. | Running Loop. | No. of 10-ton Wagons Siding or Loop holds in addition to Engine and Van. | STATION.                | Refuge Siding. | Running Loop. | No. of 10-ton Wagons Siding or Loop holds in addition to Engine and Van. |
|-------------------------|----------------|---------------|--------------------------------------------------------------------------|-------------------------|----------------|---------------|--------------------------------------------------------------------------|
| DOWN                    |                |               |                                                                          | UP                      |                |               |                                                                          |
| Somerton .....          | —              | 1             | 86                                                                       | Goodrington .....       | —              | 1             | 64                                                                       |
| Athelney .....          | —              | 1             | 87                                                                       | Totnes .....            | —              | 1             | 60                                                                       |
| Highbridge .....        | —              | 1             | 60                                                                       | Dainton .....           | 1              | —             | 27                                                                       |
| Bridgwater .....        | —              | 1             | 63                                                                       | Newton Abbot .....      | 1              | —             | 44                                                                       |
| Durston .....           | 1              | —             | 50                                                                       | Hackney (Down Side) ..  | —              | 1             | 76                                                                       |
| Crech Junction .....    | 1              | —             | 58                                                                       | Hackney (Up Side) ..... | —              | 1             | 70                                                                       |
| Norton Fitzwarren to    |                |               |                                                                          | Teignmouth .....        | 1              | —             | 52                                                                       |
| Victory Crossing .....  | —              | 1             | 155                                                                      | Dawlish Warren .....    | —              | 1X            | 80                                                                       |
| Wellington .....        | 1              | —             | 36                                                                       | Exminster .....         | —              | 1X            | 80                                                                       |
| Wellington .....        | —              | 1X            | 61                                                                       | Exminster .....         | 1              | —             | 60                                                                       |
| Whiteball Tunnel .....  | 1              | —             | 41                                                                       | Stoke Canon .....       | —              | 1X            | 32                                                                       |
| Whiteball and Burles-   |                |               |                                                                          | Silverton .....         | 1              | —             | 80                                                                       |
| combe Loop .....        | —              | 1             | 140‡                                                                     | Hele and Bradninch ..   | —              | 1             | 86                                                                       |
| Sampford Peverell Halt  | —              | 1X            | 85                                                                       | Cullompton .....        | —              | 1X            | 54                                                                       |
| Tiverton Junction ..... | —              | 1X            | 52                                                                       | Tiverton Junction ..... | —              | 1X            | 45                                                                       |
| Tiverton Junction ..... | 1              | —             | 51                                                                       | Tiverton Junction ..... | 1              | —             | 70                                                                       |
| Cullompton .....        | 1              | —             | 52                                                                       | Sampford Peverell Halt  | —              | 1X            | 80                                                                       |
| Cullompton .....        | —              | 1X            | 48                                                                       | Burlescombe .....       | 1              | —             | 41                                                                       |
| Hele and Bradninch ..   | —              | 1             | 86                                                                       | Wellington .....        | —              | 1X            | 67                                                                       |
| Stoke Canon .....       | —              | 1X            | 46                                                                       | Norton Fitzwarren ..... | 1              | —             | 60                                                                       |
| Cowley Bridge Jct. and  |                |               |                                                                          | Crech Junction .....    | 1              | —             | 55                                                                       |
| Exeter East .....       | —              | 1             | 165*                                                                     | Durston .....           | 1              | —             | 50                                                                       |
| Exminster .....         | —              | 1             | 79                                                                       | Bridgwater .....        | —              | 1             | 66                                                                       |
| Exminster .....         | —              | 1X            | 98                                                                       | Highbridge .....        | 1              | —             | 60                                                                       |
| Dawlish Warren .....    | —              | 1X            | 75                                                                       | Athelney .....          | —              | 1             | 88                                                                       |
| Hackney .....           | —              | 1             | 79                                                                       | Somerton .....          | —              | 1             | 86                                                                       |
| Aller Junction .....    | —              | 1             | 64                                                                       | Molland .....           | 1              | —             | 28                                                                       |
| Dainton .....           | 1              | —             | 32                                                                       | East Anstey .....       | 1              | —             | 28                                                                       |
| Totnes .....            | —              | 1             | 56                                                                       | Venn Cross .....        | 1              | —             | 28                                                                       |
| Torre .....             | 1              | —             | 35                                                                       | Christow .....          | 1              | —             | 45                                                                       |
| Goodrington .....       | —              | 1             | 39                                                                       |                         |                |               |                                                                          |
| Churston .....          | 1              | —             | 40                                                                       | DOWN or UP.             |                |               |                                                                          |
| Longdown .....          | —              | 1             | 47                                                                       | Taunton West Jct. to    |                |               |                                                                          |
|                         |                |               |                                                                          | Silkmill Crossing ..... | —              | 1             | 137                                                                      |

‡—Whiteball Tunnel End—clear of Catch Point to Relief Line Advanced Starting Signal ... 48 Wagons.  
Between Whiteball Tunnel Relief Line Advanced Starting Signal and Burlescombe Relief Line Home Signal 97  
Wagons.

\*—Cowley Bridge Junction to intermediate connection 78 wagons in addition to engine and van. Intermediate con-  
nection to exit West end 60 wagons in addition to engine and van. X—Platform Lines.

## ENGINE RESTRICTIONS.

MAIN LINE :—Route Colour—DOUBLE RED.

The following restrictions apply in sidings in respect of the engines authorised over the routes :

| STATION                      | CONNECTIONS AND SIDINGS                                                                                                                                                                      | CLASS OF ENGINE PROHIBITED                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                              | <b>NO ENGINE</b>                                                                                                                                                                             | <b>TO WORK OVER W</b>                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| <b>DUNBALL</b> .. .. .       | Pottery Siding ..<br>Wharf Lines .. ..                                                                                                                                                       | <b>AGON TURNTABLES</b><br>No engine to work beyond stopboard.<br>All yellow engines prohibited from working beyond Bristol Road Level Crossing. All blue and red engines prohibited from working beyond weighbridge.<br>All engines, except 13XX and 2194 Classes, also petrol engine, prohibited from working beyond stopboard on Wharf Side of Bristol Road Level Crossing.<br>No engine to pass over weighbridge.<br>No engine to work beyond stopboards. |
| <b>BRIDGWATER</b> .. .. .    | Board and Company's Siding.<br>Dock Line .. ..                                                                                                                                               | All engines except those in uncoloured group.<br>All engines except petrol engines.                                                                                                                                                                                                                                                                                                                                                                          |
|                              | Dock Wharves and Sidings.<br>T r u c k Weighbridge<br>Relief Line, Weighbridge in siding near Old Cattle Pens, opposite Goods Shed.<br>Courtauld's Sidings ..                                | No engine to work over weighing road.<br>No engine to work beyond stopboards.                                                                                                                                                                                                                                                                                                                                                                                |
| <b>KEINTON MANDEVILLE</b> .. | All Sidings .. ..                                                                                                                                                                            | Red engines and 60XX Class.                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| <b>CHARLTON MACKRELL</b> ..  | All Sidings .. ..                                                                                                                                                                            | Red engines and 60XX Class.                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| <b>SOMERTON</b> .. .. .      | All Sidings .. ..                                                                                                                                                                            | Red engines and 60XX Class.                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| <b>ATHELNEY</b> .. .. .      | All Sidings .. ..                                                                                                                                                                            | Red engines and 60XX Class.                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| <b>TAUNTON</b> .. .. .       | Nos. 12 and 13 Down Sidings and Cattle Pen Road.<br>Concrete Depot :<br>Yard<br>Weighbridge ..                                                                                               | All 4-6-0 types.<br>All types except uncoloured and yellow tank engines. All types.                                                                                                                                                                                                                                                                                                                                                                          |
| <b>WELLINGTON</b> .. .. .    | Thomas' Siding ..                                                                                                                                                                            | All 4-6-0 types and 63XX Class, not to work beyond stopboard.                                                                                                                                                                                                                                                                                                                                                                                                |
| <b>BURLESCOMBE</b> .. .. .   | Westleigh Quarry Company's Siding..                                                                                                                                                          | No engine to work beyond stopboard.                                                                                                                                                                                                                                                                                                                                                                                                                          |
| <b>SAMPFORD PEVERELL</b> ..  | Cattle Pen Road ..                                                                                                                                                                           | All 4-6-0 types.                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| <b>HELE AND BRADNINCH</b> .. | Paper Mill Siding ..                                                                                                                                                                         | No engine to work beyond stopboard.                                                                                                                                                                                                                                                                                                                                                                                                                          |
| <b>SILVERTON</b> .. .. .     | Paper Mill Siding ..                                                                                                                                                                         | No engine to work beyond stopboard.                                                                                                                                                                                                                                                                                                                                                                                                                          |
| <b>EXETER</b> .. .. .        | Sidings farthest from Shunt Spur South Devon Sidings.<br><b>City Basin Junction</b> —Line leading to City Basin connected with Down Main.                                                    | 60XX Class not to work beyond stopboard.<br>Red engines and 60XX Class not to go beyond stopboard.                                                                                                                                                                                                                                                                                                                                                           |
| <b>TEIGNMOUTH</b> .. .. .    | Up Main to Yard—East End.<br>Down Main or Refuge to Yard—West End.<br>Down Main to Down Sidings—West End.<br><b>Old Quay</b><br>Loop Line, Quay Company's Sidings<br><b>Gas Siding</b> .. .. | All engines other than 0-6-0 and 0-6-0T. types (except 94XX class).<br>No engine to work beyond stopboards.<br>No engine to work beyond stopboard.                                                                                                                                                                                                                                                                                                           |
| <b>NEWTON ABBOT</b> .. .. .  | Electricity Sidings ..<br>Goods Yard Cattle Pens.<br>Mileage Sidings and Goods Shed Store Line.<br>Beyond second river bridge, Moreton-hampstead Branch.                                     | All engines other than 0-6-0T. (except 94XX Class) and 2-6-2T. (45XX and 55XX Class).<br>No engine to work beyond stopboard.<br>All outside cylinder engines except 44XX, 45XX and 55XX.<br>60XX Class.                                                                                                                                                                                                                                                      |
| <b>STONEYCOMBE</b> .. .. .   | Stoneycombe Lime and Stone Company's Sidings.                                                                                                                                                | No engine to work beyond stopboard.<br>60XX Class in Siding farthest from Main Line.                                                                                                                                                                                                                                                                                                                                                                         |
| <b>DAINTON</b> .. .. .       | Siding farthest from Down Main Line.                                                                                                                                                         | 60XX Class, 2-8-0, 4-6-0 types.                                                                                                                                                                                                                                                                                                                                                                                                                              |

## Engine Restrictions—continued

## BRANCH LINES.

| SECTION OF LINE                                    | ROUTE COLOUR | ENGINES AUTHORISED                                                                                                                                                                        | PROHIBITIONS                                                                                                                                                                                                                                                                                                                                                                                        |
|----------------------------------------------------|--------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>NO ENGINE TO WORK OVER WAGON TURNABLES.</b>     |              |                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                     |
| <b>Athelney :<br/>Durstun Loop</b>                 | Double Red   | All types .. ..                                                                                                                                                                           | 60XX—Speed restricted to twenty-five miles per hour.                                                                                                                                                                                                                                                                                                                                                |
| <b>Curry Rivel Junction :<br/>Montacute</b>        | Yellow ..    | All uncoloured and yellow types<br>All blue types ..                                                                                                                                      | Speed restricted to twenty-five miles per hour.                                                                                                                                                                                                                                                                                                                                                     |
| <b>Creech Junction :<br/>Chard Junction</b>        | Yellow ..    | All uncoloured and yellow types ..                                                                                                                                                        | All classes (except King Class) permitted to work on Branch at Creech Junction up to River Tone Bridge.<br><b>Note</b> —Maximum number of wagons which can be put off or picked up in Creech Down Siding via Chard Branch connection is 15-20 ft. wagons.                                                                                                                                           |
| <b>Norton Fitzwarren :<br/>Bishop's Lydeard</b>    | Blue ..      | All uncoloured and yellow types.<br>All blue types except 28XX, and 2-8-0 Austerity.<br>Red types 49XX, 59XX, 69XX, and 68XX.<br>Blue 78XX .. }<br>All red types .. }                     | Speed restricted to twenty-five miles per hour.                                                                                                                                                                                                                                                                                                                                                     |
| <b>Bishop Lydeard :<br/>Minehead</b>               | Blue ..      | All uncoloured and yellow types.<br>All blue types, except 28XX, 2-8-0 Austerity and 78XX.                                                                                                | <b>Watchet</b> —Harbour Yard Coal Siding. No engine to pass stopboard.<br><b>Watchet Paper Mill</b> —No engine to pass stopboard.                                                                                                                                                                                                                                                                   |
| <b>Norton Fitzwarren :<br/>Barnstaple Junction</b> | Yellow ..    | All uncoloured and yellow types.<br>Blue types :<br>2-6-0 :<br>43XX, 53XX, 63XX, 73XX.<br><br>4-4-0 :<br>33XX, 34XX<br><br>2-6-2T. ..                                                     | <b>South Molton.</b><br>Back Road Siding. No engine to pass stopboard.<br><br>Not beyond Wiveliscombe.<br><b>Note</b> —For speed restrictions see page 168.<br>During emergency working over this Branch see Notice No. 464.                                                                                                                                                                        |
| <b>Barnstaple Junction :<br/>Ilfracombe (S.R.)</b> | —            | Uncoloured types<br>0-6-0 :<br>23XX, 24XX, 25XX.<br>Yellow types<br>2-6-2T. :<br>45XX, 55XX.<br>0-6-0 :<br>22XX, 32XX.<br>Blue types :<br>2-6-0 :<br>43XX—73XX.<br>4-4-0 :<br>33XX, 34XX. | Engines working over this section of line have steps cut back to width of 8ft. 4ins.<br><br>Engines fitted with A.T.C. Apparatus not to work Barnstaple Junction (S.R.) Yard East and West of Goods Shed unless shoes clipped up.                                                                                                                                                                   |
| <b>Tiverton Junction :<br/>Hemyock</b>             | Uncoloured   | 0-4-2T. :<br>14XX, 58XX.                                                                                                                                                                  | <b>Uffculme</b> —Small's Siding and end-on loading bank siding.<br><b>Culmstock</b> —Thirty yards from loading bank siding stop block.<br><b>Whitehall</b> —Mill Siding.<br><b>Hemyock</b> —Private Siding not protected by Level Crossing Gates.<br><b>Note</b> —Maximum axle weight of engines working over Branch not to exceed 13 tons 18 cwt. See instructions in Local Appendix.              |
| <b>Tiverton Junction :<br/>Tiverton</b>            | Dotted Red   | All types except 60XX                                                                                                                                                                     | Red types—speed restricted to twenty miles per hour.<br><b>Tiverton</b> —Red engines prohibited all sidings except Slaughter House Sidings, and connection to Main Line and Double Compound.                                                                                                                                                                                                        |
| <b>Stoke Canon :<br/>Morebath Junction</b>         | Yellow ..    | All uncoloured and yellow types. ..                                                                                                                                                       | Until a large turntable is provided at Dulverton, Tank Engines only must be used for working the Branch. A tender engine, engine first, may be worked over the Branch on a through train.<br><b>Bampton</b> —Scott's Siding. No engine to pass stopboard.<br><b>Thorverton</b> —Mill Siding. No engine to pass gate.<br><b>Note</b> —During emergency working over this Branch, see Notice No. 464. |

**Engine Restrictions—continued****BRANCH LINES—continued.**

| SECTION OF LINE                                                       | ROUTE COLOUR                             | ENGINES AUTHORISED                                                                                                                                                          | PROHIBITIONS                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|-----------------------------------------------------------------------|------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>NO ENGINE TO WORK OVER WAGON TURNTABLES.</b>                       |                                          |                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| <b>City Basin (Exeter) ..</b>                                         | Dotted Blue                              | All uncoloured, yellow and blue types.                                                                                                                                      | <p>To be used only for shunting Alphington Road Loop and Cattle Pens Sidings. Not to pass Down Teign Valley Branch Advanced Starting Signal. Speed not to exceed ten miles per hour.</p> <p>Speed restricted to 20 m.p.h. pending relaying at Trusham Station, speed not to exceed 10 m.p.h. over Up Platform line between 4m. 4ch., and 4m. 24ch.</p> <p><b>Note</b>—During emergency working over this Branch see Notice No. 464.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| <b>City Basin Junction : Heathfield</b>                               | Uncoloured                               | <p>All uncoloured types. Yellow types specially authorised.</p> <p>2-6-2T.<br/>0-6-0T.<br/>2-4-0T.</p> <p>Blue types :<br/>2-8-0<br/>2-6-0<br/>2-6-2T.<br/>4-6-0 (78XX)</p> |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| <b>Newton Abbot Station: Over Moretonhampstead Branch (East End).</b> | —                                        | —                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| <b>Newton Abbot : Bovey</b>                                           | Dotted Blue                              | All uncoloured, yellow and blue types                                                                                                                                       | <p><b>Electricity Sidings</b>—All engines, other than 0-6-0T. (except 94XX Class) and 2-6-2T. (45XX and 55XX Classes).</p> <p>No engine to pass stopboard.</p> <p><b>Goods Yard Cattle Pens</b>—All outside cylinder engines except 44XX, 45XX and 55XX.</p> <p><b>Beyond second river Bridge Mileage Sidings</b> ..... } 60XX.<br/><b>Store Line</b> .....</p> <p>Blue 4-6-0 78XX, 2-6-2T. 41XX and 51XX, 2-8-0 types—Speed restricted to twenty miles per hour.</p> <p><b>Other Blue types</b>—Speed restricted to twenty-five miles per hour.</p> <p><b>Heathfield (Candy and Co's Siding)</b>—No engines to pass stopboard, except 0-6-0T., 44XX, 45XX, 55XX, 0-4-2T.</p> <p><b>Pottery Siding</b>—No engine to pass stopboard.</p> <p><b>Granite Siding</b>—No engine to pass stopboard.</p> <p><b>Note</b>—During emergency working as between Newton Abbot and Heathfield, see Notice No. 464.</p> |
| <b>Newton Abbot : Heathfield and Chudleigh Knighton Siding</b>        | Dotted Blue to Heathfield and Uncoloured | Blue 2-6-0, and 2-6-2T. (51XX type)                                                                                                                                         | <p>Not to exceed twenty miles per hour, and five miles per hour in either direction between 0m. 0ch. and 4m.p.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| <b>Bovey : Moretonhampstead</b>                                       | Uncoloured                               | <p>All uncoloured types. Specially authorised : Yellow types.</p> <p>2-6-2T. 45XX and 55XX.</p>                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| <b>Newton Abbot : Kingswear</b>                                       | Double Red                               | All types .. ..                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| <b>Churston : Brixham</b>                                             | Yellow                                   | <p>All uncoloured and yellow types except Tender engines.</p> <p>Blue engines specially authorised :<br/>0-6-0T.<br/>57—97XX.<br/>36XX, 46XX and 96XX..</p>                 | <p><b>Torré :</b></p> <p><b>Down Sidings</b>—Only engines of the following types permitted to use Siding next to Loading Bank :<br/>0-6-0 Tank and Tender.<br/>2-6-2T. (Yellow Type).<br/>2-4-0T.<br/>0-4-2T.<br/>Red 2-6-2T. 31XX, Blue 41XX, 51XX and 61XX<br/>—At slow speed.</p> <p><b>Up Sidings</b>—Red engines.</p> <p><b>Torquay (Gas House Sidings)</b>—Engines not to pass over Tippler.</p> <p><b>Noss Siding</b>—No engine to pass stopboard.</p> <p><b>Kingswear (Mileage and Wharf Lines)</b>—Red and Blue engines.</p> <p>Speed restricted to twenty miles per hour.</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 60XX "King" Class Engines are given on page 142 of the General Appendix to the Book of Rules and Regulations.

### ROUTES OTHER THAN MAIN LINES.

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

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

### NEWTON ABBOT AND PAIGNTON.

Up to 5 engines of any permitted type in steam coupled together may work between Newton Abbot and Paignton and vice versa.

### BARNSTAPLE BRANCH (NORTON FITZWAREN AND BARNSTAPLE JUNCTION—SOUTHERN REGION).

"Blue" Group engines which are specially permitted on this Branch must not be assisted by any engine.

Tank engines must not run coupled, but if a tank engine is coupled to a tender engine the tender must be between the two engines, otherwise any engine in the "Yellow" or "Uncoloured" Groups may work double-headed as required.

## RUNNING TIMES FOR RETURN BANK ENGINES.

|                                   |               |                                         |               |
|-----------------------------------|---------------|-----------------------------------------|---------------|
| Totnes to Dainton .. .. .         | † 10 minutes. | Wellington to Norton Fitzwarren .. .. . | † 10 minutes. |
| Dainton to Aller Junction .. .. . | † 6 minutes.  | Norton Fitzwarren to Taunton .. .. .    | † 5 minutes.  |
| Dainton to Totnes .. .. .         | † 10 minutes. | East Anstey to Dulverton .. .. .        | 8 minutes.    |
| Whiteball to Wellington .. .. .   | † 8 minutes.  |                                         |               |

†—One minute less for 31XX and 51XX class of Engines.

## RUNNING TIMES FOR LIGHT ENGINES.

| EXETER TO TIVERTON JUNCTION.            |            |  |  | WHITEBALL TO EXETER.                     |            |  |  |
|-----------------------------------------|------------|--|--|------------------------------------------|------------|--|--|
| Exeter to Stoke Canon .. .. .           | 6 minutes. |  |  | Whiteball to Burlescombe .. .. .         | 2 minutes. |  |  |
| Stoke Canon to Silvertown .. .. .       | 7 minutes. |  |  | Burlescombe to Tiverton Junction .. .. . | 8 minutes. |  |  |
| Silvertown to Hele .. .. .              | 2 minutes. |  |  | Tiverton Junction to Cullompton .. .. .  | 3 minutes. |  |  |
| Hele to Cullompton .. .. .              | 7 minutes. |  |  | Cullompton to Hele and Bradninch .. .. . | 7 minutes. |  |  |
| Cullompton to Tiverton Junction .. .. . | 3 minutes. |  |  | Hele to Silvertown .. .. .               | 2 minutes. |  |  |
|                                         |            |  |  | Silvertown to Stoke Canon .. .. .        | 7 minutes. |  |  |
|                                         |            |  |  | Stoke Canon to Exeter .. .. .            | 6 minutes. |  |  |

## RUNNING TIMES FOR LOCAL TRIPS.

### KINGSWEAR AND NOSS SIDINGS.

|                                   |            |                                   |            |
|-----------------------------------|------------|-----------------------------------|------------|
| Kingswear to Noss Sidings .. .. . | 5 minutes. | Noss Sidings to Kingswear .. .. . | 5 minutes. |
|-----------------------------------|------------|-----------------------------------|------------|

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

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

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

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

In the case of a vehicle of another Region not marked with the tare weight, being formed in a train, the weight of the vehicle must be counted as 10 tons for a Horse Box, Carriage Truck, or other such small vehicle, 20 tons for a four or six-wheeled passenger carrying vehicle or Brake Van, 30 tons for an eight-wheeled passenger carrying vehicle or Brake Van other than 70-ft. stock, and 40 tons for a Dining Car, Sleeping Car, or 70-ft. passenger carrying vehicle or Brake Van.

## LOADED VANS CONTAINING OCEAN MAILS AND BAGGAGE.

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

## PARCELS AND FISH TRAINS.

Owing to the difference in the weights of loaded and unloaded Parcel 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:—

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

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

The following maximum loads (including Brake Van) are specially authorised for Perishables and empty and loaded Milk Trains between Newton Abbot and Paddington via Castle Cary and Newbury, viz. :—

|                                       |         |   |           |
|---------------------------------------|---------|---|-----------|
| Castle Class engines                  | .. .. . | = | 500 tons. |
| 40XX "Star"; 49XX class; 68XX engines | .. .. . | = | 465 tons. |
| 43XX class; 78XX engines.             | .. .. . | = | 450 tons. |

When the loads exceed the governing standards shown on page 176, the running time Taunton start to Castle Cary pass will be 42 minutes.

## MIXED TRAINS.

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

Tonnage of Passenger Stock.  
Tare Weight of Goods Brake Van (where provided).  
Tonnage of Freight Vehicles to be calculated as under:

|                                    |                                           |
|------------------------------------|-------------------------------------------|
| Class 1 Traffic=16 tons per wagon. | Class 2 Traffic=13 tons per wagon.        |
| Class 3 Traffic=10 tons per wagon. | Empties (4-wheel stock)=6 tons per wagon. |

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

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

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

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

Stations will, in wiring particulars of trains, give the information as shown in the following example:—

Train 120 five late one Plymouth 34 five Penzance 179 three Newquay 100 Engine 4093 Loading moderate. When trains are not numbered the time of train must be shown in place of number, viz., 11.0 a.m. Paddington five late, etc.

The following engines are classified as "Bulldogs" for computation of load purposes:—

3300, 3302, to 3311, 3313, 3314, 3316, 3318, 3319, 3321 to 3331, 3333, 3335 to 3350, 3352 to 3364, 3366 to 3399, 3400 to 3455.

## MAXIMUM LOADS FOR AUTO ENGINES.

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

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



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

| SECTION.           |       | CLASS OF ENGINE.                                                             |                                     |                                          |                                                            |                   |                            |                         |                           |  |  |
|--------------------|-------|------------------------------------------------------------------------------|-------------------------------------|------------------------------------------|------------------------------------------------------------|-------------------|----------------------------|-------------------------|---------------------------|--|--|
| PENZANCE TO LONDON |       |                                                                              |                                     |                                          |                                                            |                   |                            |                         |                           |  |  |
| From.              | To.   | 10XX                                                                         | 4003-4072 (except 4016, 4032, 4037) | 29XX, 78XX, 43XX, 53XX, 63XX, 73XX, 93XX | 3335-3455                                                  | 90XX              | 0-6-0 & 0-6-0 T "A" Group. | 2-4-0 T. Metro.         | 0-4-2 T. 3574, 3575, 3577 |  |  |
|                    |       | Tons.                                                                        | Tons.                               | Tons.                                    | Tons.                                                      | Tons.             | Tons.                      | Tons.                   | Tons.                     |  |  |
| 60XX               | 47XX. | 100<br>111<br>4000<br>4016<br>4032<br>4037<br>4073-4099<br>5000-5099<br>70XX | 38XX<br>49XX<br>59XX<br>69XX        | 31XX, 41XX, 51XX, 61XX, 81XX             | 36XX, 37XX, 46XX, 57XX, 67XX, 77XX, 87XX, 96XX, 97XX, 98XX | 2200-2299<br>32XX | 0-6-2 T. "B" Group.        | 0-4-2 T. 14XX and 58 XX | 1334, 1335, 1336.         |  |  |
|                    |       |                                                                              |                                     |                                          |                                                            |                   |                            |                         |                           |  |  |
|                    |       |                                                                              |                                     |                                          |                                                            |                   |                            |                         |                           |  |  |
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|                    |       |                                                                              |                                     |                                          |                                                            |                   |                            |                         |                           |  |  |
|                    |       |                                                                              |                                     |                                          |                                                            |                   |                            |                         |                           |  |  |
|                    |       |                                                                              |                                     |                                          |                                                            |                   |                            |                         |                           |  |  |
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|                    |       |                                                                              |                                     |                                          |                                                            |                   |                            |                         |                           |  |  |
|                    |       |                                                                              |                                     |                                          |                                                            |                   |                            |                         |                           |  |  |
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|                    |       |                                                                              |                                     |                                          |                                                            |                   |                            |                         |                           |  |  |
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|                    |       |                                                                              |                                     |                                          |                                                            |                   |                            |                         |                           |  |  |
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|                    |       |                                                                              |                                     |                                          |                                                            |                   |                            |                         |                           |  |  |
|                    |       |                                                                              |                                     |                                          |                                                            |                   |                            |                         |                           |  |  |
|                    |       |                                                                              |                                     |                                          |                                                            |                   |                            |                         |                           |  |  |
|                    |       |                                                                              |                                     |                                          |                                                            |                   |                            |                         |                           |  |  |
|                    |       |                                                                              |                                     |                                          |                                                            |                   |                            |                         |                           |  |  |
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Y—Maximum loads for perishable and empty passenger stock trains between Hemerdon and Totnes, "King" 500 tons, "Castle" 455 tons, 40XX, 420 tons, 49XX, 400 tons, 29XX, etc., 400 tons.  
Z—Engine 2436, 336 tons.

—Load Bath to Chippenham, 22 tons less.  
G—Via Bath or Badminton.  
S—Totnes to Newton Abbot 335 tons.  
V—Engine 2885, 308 tons.  
W—49XX 59XX and 69XX 880 tons.

—49XX, 59XX and 69XX, 275 tons.  
—49XX, 59XX and 69XX, 300 tons.  
—Only on Local Services at speeds not exceeding 60 m.p.h.  
—Through Trains.  
—Stopping at Ashley Hill.



## BANKING AND SHUNTING ENGINES

| STATIONS.      | En-<br>gine<br>No. | Starting<br>Times. | AUTHORISED HOURS. |       |      |       |      |      |      | Total<br>hours<br>per<br>week. | REMARKS.                   |
|----------------|--------------------|--------------------|-------------------|-------|------|-------|------|------|------|--------------------------------|----------------------------|
|                |                    |                    | Mon.              | Tues. | Wed. | Thur. | Fri. | Sat. | Sun. |                                |                            |
| PASSENGER.     |                    |                    |                   |       |      |       |      |      |      |                                |                            |
| Taunton .....  | 1                  | 5.30 a.m.          | 21                | —     | —    | —     | —    | —    | —    | 21                             | } Shunting.                |
|                | 1                  | 2.30 a.m.          | —                 | 24    | 24   | 24    | 24   | 24   | —    | 120                            |                            |
|                | 2                  | 6.30 a.m.          | 17                | —     | —    | —     | —    | —    | —    | 17                             |                            |
|                | 2                  | 6.45 a.m.          | —                 | 16½   | 16½  | 16½   | 16½  | 16½  | —    | 83½                            |                            |
| Exeter .....   | 1                  | 7.30 a.m.          | —                 | —     | —    | —     | —    | —    | 13½  | 13½                            | } Shunting.                |
|                | 1                  | 5.30 a.m.          | 18½               | —     | —    | —     | —    | —    | —    | 18½                            |                            |
|                | 1                  | 12.0 nt.           | —                 | 24    | 24   | 24    | 24   | 24   | 6    | 126                            |                            |
|                | 2                  | 7.15 a.m.          | 16½               | 16½   | 16½  | 16½   | 16½  | 16½  | —    | 100½                           |                            |
|                | 1                  | 8.45 a.m.          | —                 | —     | —    | —     | —    | —    | 2½   | 2½                             | } Shunting.                |
|                | 1                  | 2.0 p.m.           | —                 | —     | —    | —     | —    | —    | 1½   | 1½                             |                            |
|                | 1                  | 7.45 p.m.          | —                 | —     | —    | —     | —    | —    | 3½   | 3½                             |                            |
|                | 1                  | 11. 0 a.m.         | —                 | —     | —    | —     | —    | —    | 2½   | 2½                             |                            |
| Newton Abbot.. | —                  | 3.15 p.m.          | —                 | —     | —    | —     | —    | —    | 4½   | 4½                             | } Shunting, train engines. |
|                | 1                  | 2.30 a.m.          | 24                | 24    | 24   | 24    | 24   | 24   | 24   | 168                            |                            |
|                | 2                  | 5.45 a.m.          | 2                 | 2     | 2    | 2     | 2    | 2    | —    | 12                             |                            |
|                | 3                  | 8.30 a.m.          | 12½               | 12½   | 12½  | 12½   | 12½  | 12½  | —    | 75                             |                            |
|                | 2                  | 7.30 a.m.          | —                 | —     | —    | —     | —    | —    | 3½   | 3½                             | } Shunting, train engines. |
|                | 3                  | 11. 0 a.m.         | —                 | —     | —    | —     | —    | —    | 3½   | 3½                             |                            |

## Yard Shunting

|                       |   |            |     |    |    |    |    |    |    |      |                                                                                                                             |
|-----------------------|---|------------|-----|----|----|----|----|----|----|------|-----------------------------------------------------------------------------------------------------------------------------|
| Bridgwater. ....      | 1 | 6.0 a.m.   | 18  | 16 | 16 | 16 | 16 | 16 | 6  | 102  | Yard and transfer trips to Docks.<br>Courtaulds and Private Sidings.<br>Dock Sidings (Petrol Engine).                       |
|                       | 2 | 6.0 a.m.   | 15  | 15 | 15 | 15 | 15 | 8  | —  | 83   |                                                                                                                             |
|                       | 3 | 8.0 a.m.   | 7½  | 7½ | 7½ | 7½ | 7½ | 4  | —  | 41½  |                                                                                                                             |
| Taunton .....         | 1 | 6.0 a.m.   | 18  | 24 | 24 | 24 | 24 | 24 | 6  | 144  | East Yard, Up.<br>East Yard, Down.<br>West Yard.<br>Fairwater and transfer trips to and<br>from Taunton Yard and Blinkhorn. |
|                       | 2 | 3.30 a.m.  | 20½ | 24 | 24 | 24 | 24 | 24 | 14 | 154½ |                                                                                                                             |
|                       | 3 | 6.0 a.m.   | 18  | 24 | 24 | 24 | 24 | 24 | 14 | 152  |                                                                                                                             |
|                       | 4 | 6.0 a.m.   | 18  | 24 | 24 | 24 | 24 | 24 | 6  | 144  |                                                                                                                             |
| Exeter<br>(Riverside) | 1 | 6.0 a.m.   | 18  | 24 | 24 | 24 | 24 | 24 | 6  | 144  | East End.                                                                                                                   |
|                       | 2 | 6.0 a.m.   | 18  | 24 | 24 | 24 | 24 | 24 | 14 | 152  | West End.                                                                                                                   |
|                       | 3 | 12.30 a.m. | 23½ | 24 | 24 | 24 | 24 | 14 | —  | 133½ | New Yard.                                                                                                                   |
| Newton Abbot          | 1 | 6.0 a.m.   | 18  | 24 | 24 | 24 | 24 | 24 | 6  | 144  | Goods Yard and Private Sidings.                                                                                             |
| Hackney Yard          | 2 | 6.0 a.m.   | 18  | 24 | 24 | 24 | 24 | 24 | 24 | 182  | West End.                                                                                                                   |
|                       | 3 | 6.0 a.m.   | 18  | 24 | 24 | 24 | 24 | 24 | 14 | 152  | East End.                                                                                                                   |
|                       | 4 | 6.0 a.m.   | 18  | 24 | 24 | 24 | 24 | 24 | 4  | 142  | West End.                                                                                                                   |

## Banking

|                               |   |                      |     |     |           |     |     |     |    |     |                                                                                  |
|-------------------------------|---|----------------------|-----|-----|-----------|-----|-----|-----|----|-----|----------------------------------------------------------------------------------|
| Aller .....                   | 1 | 12.45 a.m.           | 24  | 24  | 24        | 24  | 24  | 24  | 16 | 160 |                                                                                  |
| Newton Abbot<br>and Totnes .. | 1 | 5.0 a.m.             | 13  | 13  | 13        | 13  | 13  | 13  | 8  | 86  | Runs light Newton Abbot to Totnes<br>and bank as required. To Shed<br>6.0 p.m.   |
|                               | 2 | 12.0 noon            | 12  | 22  | 22        | 22  | 22  | 22  | 10 | 132 | Runs light to Totnes, bank as required.<br>To Shed 10.0 a.m.                     |
|                               | 3 | —                    | —   | —   | SUSPENDED |     |     |     | —  | —   |                                                                                  |
|                               | 4 | 2.0 p.m.             | 16  | 16  | 16        | 16  | 16  | 10  | 7  | 97  | Light to Totnes. To Shed 6.0 a.m.<br>(Sundays 10.0 a.m.).                        |
|                               | 5 | 11.0 p.m.<br>(Suns.) | —   | —   | SUSPENDED |     |     |     | —  | —   |                                                                                  |
|                               | 6 | 10.0 p.m.            | 15  | 15  | 15        | 15  | 15  | 15  | 15 | 105 | Light to Totnes. To Shed 1.0 p.m.                                                |
| Wellington .....              | 1 | 12.30 a.m.           | 9½  | 9½  | 9½        | 9½  | 9½  | 9½  | —  | 57  | To Shed, 10.0 a.m.                                                               |
|                               | 2 | 7.30 a.m.            | 5   | 5   | 5         | 5   | 5   | 8   | —  | 33  | To Shed working 12.20 p.m. Wellington<br>(Frg'ht). 1.45 p.m. (Sundays 5.45 p.m.) |
|                               | 3 | 9.45 a.m.            | 14½ | 14½ | 14½       | 14½ | 14½ | 14½ | ½  | 88½ | To Shed 12.30 a.m.                                                               |
|                               | 4 | 9.0 p.m.             | 3   | 8   | 8         | 8   | 8   | 8   | 5  | 48  | To Shed 5.0 a.m.                                                                 |
|                               | 1 | 2.0 a.m.             | —   | —   | SUNDAYS.  |     |     |     | 15 | 15  | To Shed 5.0 p.m.                                                                 |
|                               | 2 | 5.0 p.m.             | —   | —   | —         | —   | —   | —   | 7  | 7   | To Shed 12.30 a.m.                                                               |

## 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 184, 185 and 186.
- (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 traffic in Classes 2 or 3, any wagons (except pitwood), although bearing Class 2 or 3 labels, which are carrying contents weighing 7 tons or over, must be calculated as Class 1 for train loading. Such wagons must, however, be entered on the guards' journals in the same columns as the number overprinted on the label.
- (4) Examples of traffic in Classes 2 or 3, which must be calculated as Class 1, are:
- |                                 |               |             |
|---------------------------------|---------------|-------------|
| Ammunition in full train loads. | Granite.      | Roadstone.  |
| Ballast.                        | Gravel.       | Sand.       |
| Bricks.                         | Lime.         | Steel Bars. |
| Cement.                         | Ironstone.    | Tarmac.     |
| China Clay.                     | Metal Sheets. | Timplates.  |
| China Stone.                    | Pig Iron.     |             |
| Copper.                         | Rails.        |             |
| Dolomite.                       |               |             |
- (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 184 to 186 apply (with a few exceptions specially indicated) to ordinary freight wagons. Wagons of larger dimensions must be calculated as under:
- | When Loaded.               | When Empty.                 |
|----------------------------|-----------------------------|
| Five 12 and 13-tonners = 6 | Three 15/16-tonners = 4     |
| Two 15/16-tonners = 3      | One 40-tonner = 3           |
| Two 40-tonners = 7         | 8, 10, 12 or 13 tonners = 1 |
- Ordinary empty wagons.  
Ordinary Empty Wagon
- Hopper or flat vehicles not provided with coke rails when loaded with coke to be counted as under for engine load purposes:
- 10 and 12-ton vehicles :  
As one 10-ton loaded Class 2 traffic.
- 14-ton vehicle.  
3 = 4 10-ton wagons when loaded. To be treated as 12-ton wagons when empty.
- 15-ton vehicle :  
As one 10-ton loaded Class 1 traffic.
- Note.—Wagons of 20, 21 and 22-ton capacity are shown in special tables on page 180.
- (7) Special class wagons, such as Crocodiles, Borails, Oil Tanks, etc., when loaded and empty, are to be calculated as shown in table on pages 181 and 182.
- (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 ..... | Class 3.                                      | 10 wagons Class 1 equal 15 Class 3.          |
| 5 wagons, Class 2 .....  | —                                             | 5 wagons Class 2 equal 6 Class 3.            |
| 25 wagons, Class 3 ..... | —                                             | 25 wagons Class 3 equal 25 Class 3.          |
| 4 wagons empty .....     | —                                             | 4 empty wagons equal 3 Class 3.              |
|                          |                                               | Total 49 Class 3.                            |

- (9) A Ready Reckoner is given on page 182 for calculating Mixed Loads.
- (10) With certain exceptions, all engines are classified into five Groups: A, B, C, D and E. The Group letter is painted in a circle on both sides of the engine, just above the engine number. The increased loads (in Class 3 traffic, authorized for engines of the 43XX, 78XX, 29XX, 49XX, 59XX, 40XX, 68XX, 47XX and "Castle" types in the table shown on page 181 of this Service Book are applicable only when such engines are working "C" and "D" Head Lamp Freight Trains timed at standard point-to-point allowances.
- (11) Class 1 and 2 traffic: Class 3 traffic enumerated in paragraph 4, former private owner's wagons fitted with grease axle boxes, and tanks (except as provided for in the General Appendix, dated August 1st, 1936), must not be conveyed by freight trains carrying "C" Head Lamps.
- (12) Class 1 and 2 traffic: former private owner's wagons fitted with grease axle boxes, and tanks (except as provided for in General Appendix, dated August 1st, 1936), must not be conveyed by freight trains carrying "D" Head Lamps.
- (13) In addition to the foregoing, when calculating the load of Freight Trains, allowance must be made for all wagons which are longer than ordinary wagons, i.e., exceeding 21 feet over buffers, and train advices must include the following information:
- (a) Total number of wagons.
  - (b) Equal to (.....No.) of Class ..... (1, 2 or 3).
  - (c) Length (on ordinary wagon basis, 21 feet over buffers).
  - (d) Class of Engine and Engine number.
- Examples:
- 38 equal 45 Class 3 equal 50 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.

## CONVEYANCE OF PASSENGER STOCK BY FREIGHT TRAIN.

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

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

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

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

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

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

## NUMBER OF LOADED WAGONS.

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

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

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

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

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

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

25 loaded 20-tonners = 46 loaded 10-tonners.

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

LOADED WAGONS { 20-ton wagons = 13.  
10-ton wagons = 46.

## CALCULATION OF LOADS.

10, 12, 15 and 20-ton wagons not provided with "Coke Rails."

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

10 or 12-ton vehicles. As one 10-ton loaded Class 2 traffic.

15-ton vehicle. As one 10-ton loaded Class 1 Traffic.

20-ton vehicle. As one 12-ton loaded Class 1 Traffic.

## 21 & 22-TON HOPPER WAGONS.

LOADED "HOPPER" WAGONS, with carrying capacity of 21 and 22 tons, are calculated on the basis of 5 equal to 6 20-ton loaded wagons.

EMPTY "HOPPER" WAGONS with carrying capacity of 21 and 22 tons are calculated on the basis of 5 equal 6 20-ton empty wagons.

## EMPTY.

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

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

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

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

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

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

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

| CODE.                             | DESCRIPTION.                                           | Maximum<br>Length over<br>Buffers of<br>Vehicle. | Maximum<br>Carrying<br>Capacity<br>of Vehicles. | Maximum<br>Tare of<br>Vehicle. | EQUALS.                   |                      |
|-----------------------------------|--------------------------------------------------------|--------------------------------------------------|-------------------------------------------------|--------------------------------|---------------------------|----------------------|
|                                   |                                                        |                                                  |                                                 |                                | When<br>empty.<br>A       | When<br>loaded.<br>B |
|                                   |                                                        |                                                  |                                                 |                                | Loaded Class<br>3 Wagons. |                      |
|                                   |                                                        | Pt.                                              | Ins.                                            | Tons.                          | Tons.                     | Cwt.                 |
| Aero .. .. .                      | Air Screw Wagon .. .. .                                | 20                                               | 6                                               | 12                             | 5                         | 18                   |
| Asmot .. .. .                     | Covered Motor Car Truck .. .. .                        | 36                                               | 4                                               | 10                             | 11                        | 5                    |
| Bobol A .. .. .                   | Bolster Wagon .. .. .                                  | 38                                               | 0                                               | 30                             | 16                        | 0                    |
| Bobol B .. .. .                   | Bolster Wagon .. .. .                                  | 38                                               | 0                                               | 25                             | 14                        | 3                    |
| Bobol C .. .. .                   | Bolster Wagon .. .. .                                  | 48                                               | 0                                               | 30                             | 15                        | 6                    |
| Bocar A (8 wheels) .. .. .        | Motor Car Body Truck .. .. .                           | 50                                               | 11                                              | 5                              | 16                        | 5                    |
| Bocar B (4 wheels) .. .. .        | Motor Car Body Truck .. .. .                           | 36                                               | 5                                               | 5                              | 8                         | 6                    |
| Borail B .. .. .                  | Bolster Wagon .. .. .                                  | 48                                               | 0                                               | 30                             | 19                        | 9                    |
| Borail C .. .. .                  | Bolster Wagon .. .. .                                  | 73                                               | 0                                               | 30                             | 21                        | 4                    |
| Borail D .. .. .                  | Bolster Wagon .. .. .                                  | 48                                               | 0                                               | 40                             | 23                        | 0                    |
| Borail F .. .. .                  | Bolster Wagon .. .. .                                  | 65                                               | 0                                               | 40                             | 22                        | 3                    |
| Carfit .. .. .                    | Carriage Truck .. .. .                                 | 21                                               | 0                                               | 12                             | 6                         | 10                   |
| Cartruck .. .. .                  | Carriage Truck .. .. .                                 | 21                                               | 0                                               | 12                             | 5                         | 9                    |
| Cartruck A .. .. .                | Carriage Truck .. .. .                                 | 24                                               | 3                                               | 10                             | 7                         | 4                    |
| Cone .. .. .                      | Gunpowder Van .. .. .                                  | 19                                               | 6                                               | 10                             | 8                         | 2                    |
| Coral .. .. .                     | Glass Wagon .. .. .                                    | 23                                               | 5                                               | 12                             | 6                         | 2                    |
| Coral A .. .. .                   | Glass Wagon .. .. .                                    | 24                                               | 6                                               | 12                             | 7                         | 9                    |
| Crocodile .. .. .                 | Well Trolley .. .. .                                   | 37                                               | 0                                               | 15                             | 8                         | 6                    |
| Crocodile A .. .. .               | Well Trolley .. .. .                                   | 50                                               | 0                                               | 25                             | 16                        | 8                    |
| Crocodile B .. .. .               | Well Trolley .. .. .                                   | 53                                               | 0                                               | 15                             | 15                        | 1                    |
| Crocodile C .. .. .               | Well Trolley .. .. .                                   | 56                                               | 0                                               | 25 or 40                       | 18                        | 15                   |
| Crocodile E .. .. .               | Well Trolley .. .. .                                   | 65                                               | 0                                               | 20 or 35                       | 24                        | 19                   |
| Crocodile F .. .. .               | Well Trolley .. .. .                                   | 57                                               | 0                                               | 25 or 40                       | 19                        | 19                   |
| Crocodile G .. .. .               | Well Trolley .. .. .                                   | 50                                               | 0                                               | 35                             | 23                        | 8                    |
| Crocodile H .. .. .               | Well Trolley .. .. .                                   | 45                                               | 6                                               | 65                             | 23                        | 12                   |
| Crocodile J .. .. .               | Well Trolley .. .. .                                   | 57                                               | 0                                               | 50                             | 28                        | 6                    |
| Crocodile K .. .. .               | Well Trolley .. .. .                                   | 49                                               | 0                                               | 10                             | 17                        | 2                    |
| Crocodile L .. .. .               | Well Trolley .. .. .                                   | 89                                               | 6                                               | 120                            | 82                        | 2                    |
| Crocodile M .. .. .               | Well Trolley .. .. .                                   | 65                                               | 6                                               | 12 or 20                       | 21                        | 3                    |
| Damo A† .. .. .                   | Covered Motor Truck .. .. .                            | 33                                               | 4                                               | 10                             | 11                        | 2                    |
| Damo B* .. .. .                   | Covered Motor Car Truck .. .. .                        | 23                                               | 4                                               | 10                             | 8                         | 19                   |
| Double .. .. .                    | Bolster Wagon .. .. .                                  | 28                                               | 6                                               | 14                             | 8                         | 18                   |
| Flatcase .. .. .                  | Flat Wagon fitted with two Bolsters and Chairs .. .. . | 19                                               | 6                                               | 12                             | 5                         | 18                   |
| Gane (Engineering Dept) .. .. .   | Rail and Timber Wagon .. .. .                          | 48                                               | 0                                               | 40                             | 18                        | 0                    |
| Gane A .. .. .                    | Rail and Timber Wagon .. .. .                          | 65                                               | 0                                               | 40                             | 22                        | 5                    |
| Grain Van .. .. .                 | Grain Hopper .. .. .                                   | 24                                               | 6                                               | 20                             | 12                        | 16                   |
| Grano .. .. .                     | Grain Hopper Wagon (covered) .. .. .                   | 22                                               | 6                                               | 20                             | 10                        | 5                    |
| Hydra .. .. .                     | Well Truck .. .. .                                     | 29                                               | 2                                               | 8                              | 7                         | 13                   |
| Hydra C .. .. .                   | Well Truck .. .. .                                     | 34                                               | 2                                               | 5                              | 7                         | 10                   |
| Hydra D .. .. .                   | Well Truck .. .. .                                     | 31                                               | 11                                              | 15                             | 8                         | 10                   |
| Hytwin .. .. .                    | High-sided Twin Bolster Wagons .. .. .                 | 39                                               | 3                                               | 26                             | 15                        | 0                    |
| Loriot 31308 .. .. .              | Well Truck .. .. .                                     | 36                                               | 6                                               | 6                              | 7                         | 0                    |
| Loriot B, D, E, G, and H. .. .. . | Well Truck .. .. .                                     | 30                                               | 0                                               | 15                             | 8                         | 16                   |
| Loriot L .. .. .                  | Well Truck .. .. .                                     | 36                                               | 7                                               | 15                             | 12                        | 2                    |
| Loriot M .. .. .                  | Well Truck .. .. .                                     | 30                                               | 0                                               | 20                             | 9                         | 12                   |
| Loriot N .. .. .                  | Well Truck .. .. .                                     | 36                                               | 7                                               | 20                             | 11                        | 3                    |
| Loriot P .. .. .                  | Well Trolley .. .. .                                   | 33                                               | 0                                               | 25                             | 13                        | 0                    |
| Loriot R .. .. .                  | Well Truck .. .. .                                     | 43                                               | 0                                               | 25                             | 16                        | 17                   |
| Loriot W .. .. .                  | Well Truck .. .. .                                     | 34                                               | 0                                               | 20                             | 12                        | 10                   |
| Loriot Y .. .. .                  | Well Truck .. .. .                                     | 35                                               | 0                                               | 25                             | 14                        | 0                    |
| Mogo* .. .. .                     | Covered Motor Truck .. .. .                            | 20                                               | 0                                               | 12                             | 7                         | 14                   |
| Morel .. .. .                     | Propeller Wagon .. .. .                                | 28                                               | 0                                               | 25                             | 10                        | 12                   |
| Morel A .. .. .                   | Propeller Wagon .. .. .                                | 28                                               | 0                                               | 20                             | 10                        | 14                   |
| Parrot .. .. .                    | — .. .. .                                              | 63                                               | 0                                               | 20                             | 18                        | 14                   |
| Pollen A .. .. .                  | Girder Wagon .. .. .                                   | 52                                               | 1                                               | 40                             | 16                        | 16                   |
| Pollen B .. .. .                  | Girder Wagon .. .. .                                   | 52                                               | 11                                              | 60                             | 24                        | 10                   |
| Pollen C .. .. .                  | Girder Wagon .. .. .                                   | 42                                               | 6                                               | 40                             | 14                        | 14                   |
| Pollen D .. .. .                  | Girder Wagon .. .. .                                   | 41                                               | 3                                               | 40                             | 15                        | 16                   |
| Pollen E .. .. .                  | When used as Gun Wagons, 4 per set .. .. .             | 85                                               | 6                                               | 100                            | 51                        | 5                    |
| Pollen E .. .. .                  | When used as Girder Wagons, 2 per set .. .. .          | 46                                               | 6                                               | 60                             | 21                        | 12                   |
| Rectank .. .. .                   | Rectank Flat-top, with ramp at each end .. .. .        | 37                                               | 0                                               | 38                             | 14                        | 10                   |
| Roll Wagon .. .. .                | 10-ton to 15-ton .. .. .                               | 23                                               | 0                                               | 15                             | 9                         | 11                   |
| Roll Wagon .. .. .                | 30-ton (21998) .. .. .                                 | 29                                               | 1½                                              | 30                             | 15                        | 16                   |
| Signal Dept. Wagon .. .. .        | 10-ton .. .. .                                         | 23                                               | 0                                               | 10                             | 5                         | 11                   |
| Signal Dept. Wagon .. .. .        | 14-ton .. .. .                                         | 28                                               | 0                                               | 14                             | 6                         | 11                   |
| Single .. .. .                    | Single Bolster Wagon .. .. .                           | 19                                               | 6                                               | 12                             | 5                         | 18                   |
| Sleeper (Chaired Wagon) .. .. .   | 18-ton .. .. .                                         | 35                                               | 5                                               | 18                             | 11                        | 16                   |
| Sleeper Wagon .. .. .             | 10-ton to 14-ton .. .. .                               | 31                                               | 6                                               | 14                             | 7                         | 17                   |
| Sleeper Wagon .. .. .             | Fall-down Sides .. .. .                                | 34                                               | 6                                               | 14                             | 8                         | 12                   |
| Tanks .. .. .                     | 10-ton to 14-ton Tank .. .. .                          | 20                                               | 6                                               | 14                             | 10                        | 0                    |
| Tanks .. .. .                     | 20-ton Tank .. .. .                                    | 24                                               | 6                                               | 20                             | 12                        | 10                   |
| Tanks** .. .. .                   | 40-ton (Ministry of Food) Tank .. .. .                 | 33                                               | 10                                              | 25 to 40                       | 24                        | 0                    |
| Travan (No. 47722-47727) .. .. .  | Covered Goods .. .. .                                  | 24                                               | 0                                               | 18                             | 8                         | 18                   |
| Travan .. .. .                    | Large Covered Goods Van .. .. .                        | 39                                               | 0                                               | 30                             | 16                        | 10                   |
| Travan .. .. .                    | 20-ton .. .. .                                         | 33                                               | 0                                               | 20                             | 10                        | 17                   |
| Totem .. .. .                     | Armour-plate Wagon .. .. .                             | 37                                               | 0                                               | 45                             | 18                        | 16                   |
| Totem A .. .. .                   | Armour-plate Wagon .. .. .                             | 25                                               | 1                                               | 50                             | 17                        | 19                   |
| Tube .. .. .                      | Long Open .. .. .                                      | 28                                               | 0                                               | 15                             | 7                         | 12                   |
| Tube (21 tons) .. .. .            | Long open .. .. .                                      | 30                                               | 0                                               | 21                             | 9                         | 10                   |
| Twin .. .. .                      | Twin Bolster .. .. .                                   | 34                                               | 1                                               | 20                             | 10                        | 17                   |
| Twincase .. .. .                  | Single Bolster Wagons, short, coupled in pairs .. .. . | 37                                               | 2                                               | 18                             | 12                        | 0                    |
| Vanfit .. .. .                    | Large Covered Goods Van .. .. .                        | 31                                               | 6                                               | 10                             | 9                         | 10                   |

FOR NOTES SEE NEXT PAGE.



# **CLASSIFICATION OF SPECIAL WAGONS, EMPTY AND LOADED—continued.**

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

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

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

†—When load does not exceed 2 tons may be counted 2 Aamo 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.

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

If the above-mentioned wagons bear "Special" labels and/or the total weight of the load is recorded on the label they may be calculated for maximum load purposes in accordance with the following instruction, unless the vehicle is carrying approximately its maximum registered load, when it should be counted as 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:** Borail D carrying load of 16 tons, load equals 2 Class 3 traffic.

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

Total load to be calculated as 4 Class 3 traffic.

## **DIMENSIONS OF PASSENGER VEHICLES OVER 21 FEET IN LENGTH.**

| Codes of Vehicles. | Maximum length over buffers. |     | Codes of Vehicles. | Maximum length over buffers. |     | Codes of Vehicles. | Maximum length over buffers. |     |
|--------------------|------------------------------|-----|--------------------|------------------------------|-----|--------------------|------------------------------|-----|
|                    | ft.                          | in. |                    | ft.                          | in. |                    | ft.                          | in. |
| B.....             | 43                           | 1   | CCT .....          | 31                           | 0½  | Parcels Vans ..... | 31                           | 11  |
| B.....             | 51                           | 1   | CCT .....          | 32                           | 1   | Pasfruits C. ....  | 25                           | 5   |
| B.....             | 51                           | 7   | CCT .....          | 33                           | 11  | Pasfruits D. ....  | 21                           | 11  |
| BG.....            | 43                           | 1   | Giants .....       | 53                           | 7   | S.C.V. ....        | 29                           | 5   |
| BG.....            | 60                           | 0   | Hydras .....       | 29                           | 2   | Siphons .....      | 31                           | 0½  |
| BG.....            | 60                           | 1   | Hydras C. ....     | 34                           | 2   | Siphons C. ....    | 32                           | 1   |
| BG.....            | 60                           | 6½  | Hydras D. ....     | 31                           | 11  | Siphons F. ....    | 43                           | 7   |
| BG.....            | 63                           | 4½  | Insixish .....     | 34                           | 5   | Siphons G. ....    | 53                           | 7   |
| BG.....            | 60                           | 6½  | Monsters .....     | 53                           | 7   | Siphons H. ....    | 53                           | 7   |
| BG.....            | 63                           | 6½  | Monsters .....     | 53                           | 8   | Siphons J. ....    | 53                           | 7   |
| Bloaters .....     | 31                           | 11  |                    |                              |     |                    |                              |     |

## **READY RECKONER.**

**Shewing 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 182 to 186, the latter must be strictly adhered to.

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

The instructions contained herein do not in any way affect or remove the prohibition placed by the Chief Engineer 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 LAMP.                                                                     |                                                                             |                                           | "D" HEAD LAMP.                                                                       |                                                                             |                                          |
|-----------------|---------------|------------------------------------------------------------------------------------|-----------------------------------------------------------------------------|-------------------------------------------|--------------------------------------------------------------------------------------|-----------------------------------------------------------------------------|------------------------------------------|
| From.           | To.           | 10XX                                                                               | 39XX<br>49XX, 59XX<br>69XX                                                  | 43XX, 53XX,<br>63XX, 73XX,<br>93XX, 78XX. | 47XX                                                                                 | 39XX<br>49XX, 59XX<br>69XX                                                  | 43XX, 53XX<br>63XX, 73XX,<br>93XX, 78XX. |
|                 |               | 100, 111,<br>4000, 4016<br>4032, 4037<br>4073 to<br>4099, 5000<br>to 5099<br>70XX. | 4003 to 4072<br>inclusive,<br>(except Nos.<br>4016, 4032,<br>4037)<br>68XX. | 29XX                                      | 100, 111,<br>4000, 4016,<br>4032, 4037<br>4073 to<br>4099, 5000<br>to 5099,<br>70XX. | 4003 to 4072<br>inclusive,<br>(except Nos.<br>4016, 4032,<br>4037)<br>68XX. | 29XX                                     |
|                 |               | 47XX                                                                               |                                                                             |                                           | 10XX.                                                                                |                                                                             |                                          |
|                 |               | Number of wagons conveying Class 3<br>traffic or equivalent.                       |                                                                             |                                           | Number of wagons conveying Class 3<br>traffic or equivalent.                         |                                                                             |                                          |
| <b>DOWN TR</b>  | <b>AINS.</b>  |                                                                                    |                                                                             |                                           |                                                                                      |                                                                             |                                          |
| Castle Cary     | Wellington    | 70                                                                                 | 67                                                                          | 64                                        | 70                                                                                   | 70                                                                          | 64                                       |
| Bristol .....   | Wellington    | 70                                                                                 | 67                                                                          | 64                                        | 70                                                                                   | 70                                                                          | 64                                       |
| Wellington      | Whiteball     | 54                                                                                 | 50                                                                          | 45                                        | 54                                                                                   | 50                                                                          | 45                                       |
| Whiteball ..    | Newton        |                                                                                    |                                                                             |                                           |                                                                                      |                                                                             |                                          |
|                 | Abbot....     | 70                                                                                 | 67                                                                          | 64                                        | 70                                                                                   | 70                                                                          | 64                                       |
| Newton          |               |                                                                                    |                                                                             |                                           |                                                                                      |                                                                             |                                          |
| Abbot....       | Totnes ....   | 30                                                                                 | 27                                                                          | 24                                        | 30                                                                                   | 27                                                                          | 24                                       |
| <b>UP TRAIN</b> | <b>Newton</b> |                                                                                    |                                                                             |                                           |                                                                                      |                                                                             |                                          |
| Totnes ....     | Abbot....     | 33                                                                                 | 30                                                                          | 27                                        | 33                                                                                   | 30                                                                          | 27                                       |
| Newton          | Tiverton      |                                                                                    |                                                                             |                                           |                                                                                      |                                                                             |                                          |
| Abbot....       | Junction      | 70                                                                                 | 67                                                                          | 64                                        | 70                                                                                   | 70                                                                          | 64                                       |
| Tiverton        |               |                                                                                    |                                                                             |                                           |                                                                                      |                                                                             |                                          |
| Junction        | Whiteball ..  | 70                                                                                 | 67                                                                          | 62                                        | 70                                                                                   | 67                                                                          | 62                                       |
| Whiteball ..    | Bristol ..... | 70                                                                                 | 67                                                                          | 64                                        | 70                                                                                   | 70                                                                          | 64                                       |
| Whiteball ..    | Castle Cary   | 70                                                                                 | 67                                                                          | 64                                        | 70                                                                                   | 70                                                                          | 64                                       |
| Castle Cary     | Bruton .....  | 64                                                                                 | 60                                                                          | 54                                        | 64                                                                                   | 60                                                                          | 54                                       |
| Bruton .....    | Witham .....  | 57                                                                                 | 53                                                                          | 48                                        | 57                                                                                   | 53                                                                          | 48                                       |

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."

## MOVEMENT OF MILITARY TANKS (A.F.Vs.) BY RAIL. CALCULATION FOR FREIGHT TRAIN LOADING PURPOSES.

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

| Type of Tank.              | Equivalent to following Class 3 Traffic when loaded on RECTANKS. |                      | Equivalent to following Class 3 Traffic when loaded on WARFLATS. |                      |
|----------------------------|------------------------------------------------------------------|----------------------|------------------------------------------------------------------|----------------------|
|                            | Loaded with 1 Tank.                                              | Loaded with 2 Tanks. | Loaded with 1 Tank.                                              | Loaded with 2 Tanks. |
| Tetrarch .. .. .           | 3                                                                | 3                    | 3                                                                | 4                    |
| " U.S." Locust .. .. .     | 3                                                                | 3                    | 3                                                                | 4                    |
| Harry Hopkin .. .. .       | 3                                                                | 4                    | 3                                                                | 4                    |
| Stuart M.1. .. .. .        | 3                                                                | 4                    | 4                                                                | 5                    |
| Stuart M.2. .. .. .        | 3                                                                | 5                    | 4                                                                | 5                    |
| Stuart M.5. .. .. .        | 3                                                                | 5                    | 4                                                                | 5                    |
| Valentine .. .. .          | —                                                                | —                    | 4                                                                | 6                    |
| Valentine D.D. .. .. .     |                                                                  |                      |                                                                  |                      |
| " U.S." Chaffee .. .. .    |                                                                  |                      |                                                                  |                      |
| Covenanter .. .. .         |                                                                  |                      |                                                                  |                      |
| Crusader .. .. .           |                                                                  |                      |                                                                  |                      |
| Matilda .. .. .            | —                                                                | —                    | 5                                                                | 8                    |
| Over 26t. 10c. in weight.. | —                                                                | —                    | 6                                                                | —                    |

## MAXIMUM LOADS FOR MAIN LINE FREIGHT TRAINS.

| SECTION.       |                      | MAXIMUM ENGINE LOADS. |                      |                   |    |                      |                   |    |                      |                   |    |                       |                   |     |                      |                   |    |                       |                   |    |     |     |
|----------------|----------------------|-----------------------|----------------------|-------------------|----|----------------------|-------------------|----|----------------------|-------------------|----|-----------------------|-------------------|-----|----------------------|-------------------|----|-----------------------|-------------------|----|-----|-----|
| WORKING LOADS. | For Group A Engines. |                       | For Group B Engines. |                   |    | For Group C Engines. |                   |    | For Group D Engines. |                   |    | For Group DX Engines. |                   |     | For Group E Engines. |                   |    | For Group EX Engines. |                   |    |     |     |
|                | Class of Traffic.    |                       |                      | Class of Traffic. |    |                      | Class of Traffic. |    |                      | Class of Traffic. |    |                       | Class of Traffic. |     |                      | Class of Traffic. |    |                       | Class of Traffic. |    |     |     |
|                | 1                    | 2                     | 3                    | 1                 | 2  | 3                    | 1                 | 2  | 3                    | 1                 | 2  | 3                     | 1                 | 2   | 3                    | 1                 | 2  | 3                     | 1                 | 2  | 3   |     |
| From.          | To.                  |                       |                      |                   |    |                      |                   |    |                      |                   |    |                       |                   |     |                      |                   |    |                       |                   |    |     |     |
| DOWN           |                      |                       |                      |                   |    |                      |                   |    |                      |                   |    |                       |                   |     |                      |                   |    |                       |                   |    |     |     |
| Westbury       | 85                   | 30                    | 36                   | 45                | 60 | 34                   | 41                | 51 | 68                   | 74                | 83 | 54                    | 65                | 81  | 100                  | 54                | 65 | 81                    | 100               | 66 | 79  | 99  |
| Frome          | 70                   | 27                    | 32                   | 41                | 54 | 60                   | 52                | 62 | 78                   | 80                | 83 | 50                    | 50                | 50  | 50                   | 50                | 50 | 50                    | 50                | 59 | 71  | 89  |
| Bruton         | 85                   | 40                    | 48                   | 60                | 60 | 46                   | 55                | 69 | 80                   | 85                | 65 | 70                    | 87                | 100 | 100                  | 83                | 90 | 100                   | 100               | 88 | 100 | 100 |
| Castle Cary    | 60                   | 35                    | 42                   | 53                | 60 | 40                   | 48                | 60 | 80                   | 85                | 58 | 68                    | 79                | 99  | 100                  | 73                | 87 | 100                   | 100               | 77 | 92  | 100 |
| Flax Bourton   | 60                   | 45                    | 54                   | 60                | 60 | 52                   | 62                | 78 | 80                   | 85                | 65 | 70                    | 87                | 100 | 100                  | 83                | 90 | 100                   | 100               | 88 | 100 | 100 |
| Bridgwater     | 60                   | 49                    | 48                   | 60                | 60 | 46                   | 55                | 69 | 80                   | 85                | 65 | 70                    | 87                | 100 | 100                  | 83                | 90 | 100                   | 100               | 88 | 100 | 100 |
| Taunton        | 60                   | 32                    | 38                   | 48                | 60 | 46                   | 56                | 74 | 80                   | 85                | 65 | 70                    | 87                | 100 | 100                  | 83                | 90 | 100                   | 100               | 88 | 100 | 100 |
| Wellington     | 60                   | 18                    | 22                   | 27                | 36 | 21                   | 25                | 32 | 44                   | 40                | 43 | 30                    | 36                | 45  | 60                   | 58                | 70 | 83                    | 100               | 77 | 96  | 100 |
| Whiteball      | 60                   |                       |                      |                   |    |                      |                   |    |                      |                   |    |                       |                   |     |                      |                   |    |                       |                   |    |     |     |
| Whiteball      | 80                   | 45                    | 54                   | 60                | 60 | 52                   | 62                | 78 | 80                   | 85                | 65 | 70                    | 87                | 100 | 100                  | 83                | 90 | 100                   | 100               | 99 | 100 | 100 |
| Exeter         | 80                   | 45                    | 54                   | 60                | 60 | 52                   | 62                | 78 | 80                   | 85                | 65 | 70                    | 87                | 100 | 100                  | 83                | 90 | 100                   | 100               | 99 | 100 | 100 |
| Newton Abbot   | 55                   | 10                    | 12                   | 15                | 20 | 11                   | 13                | 17 | 22                   | 14                | 18 | 16                    | 19                | 24  | 32                   | 16                | 24 | 30                    | 40                | 20 | 24  | 30  |
| Totnes         | 55                   | 11                    | 13                   | 17                | 22 | 12                   | 14                | 18 | 24                   | 21                | 28 | 18                    | 22                | 27  | 36                   | 18                | 22 | 27                    | 36                | 22 | 26  | 33  |
| Brent          | 60                   | 27                    | 32                   | 41                | 54 | 31                   | 37                | 47 | 62                   | 34                | 41 | 51                    | 68                | 84  | 100                  | 50                | 60 | 75                    | 100               | 59 | 71  | 89  |
| Launceston     |                      |                       |                      |                   |    |                      |                   |    |                      |                   |    |                       |                   |     |                      |                   |    |                       |                   |    |     |     |
| Totnes         | 54                   | 26                    | 31                   | 39                | 52 | 30                   | 36                | 45 | 60                   | 42                | 50 | 63                    | 84                | 100 | 62                   | 42                | 50 | 63                    | 84                | 52 | 62  | 78  |
| Newton Abbot   | 80                   | 11                    | 13                   | 17                | 22 | 12                   | 14                | 18 | 24                   | 17                | 21 | 28                    | 36                | 48  | 64                   | 18                | 22 | 27                    | 36                | 22 | 26  | 33  |
| Exeter         | 80                   | 40                    | 48                   | 60                | 60 | 46                   | 55                | 69 | 80                   | 85                | 65 | 70                    | 87                | 100 | 100                  | 83                | 90 | 100                   | 100               | 88 | 100 | 100 |
| Cullumpton     | 80                   | 36                    | 43                   | 54                | 60 | 42                   | 50                | 63 | 84                   | 100               | 62 | 72                    | 90                | 100 | 66                   | 79                | 99 | 100                   | 78                | 95 | 100 | 100 |
| Tiverton Jct.  | 80                   | 31                    | 37                   | 47                | 60 | 36                   | 43                | 54 | 72                   | 39                | 47 | 59                    | 78                | 51  | 61                   | 56                | 67 | 84                    | 100               | 62 | 74  | 93  |
| Samford P.     | 80                   | 36                    | 43                   | 54                | 72 | 42                   | 50                | 63 | 84                   | 100               | 62 | 72                    | 90                | 100 | 66                   | 79                | 99 | 100                   | 78                | 95 | 100 | 100 |
| Whiteball      | 80                   | 25                    | 30                   | 38                | 50 | 29                   | 35                | 44 | 58                   | 31                | 37 | 47                    | 62                | 41  | 49                   | 45                | 54 | 68                    | 90                | 55 | 66  | 83  |
| Taunton        | 80                   | 35                    | 42                   | 53                | 60 | 40                   | 48                | 60 | 80                   | 85                | 58 | 68                    | 79                | 99  | 100                  | 64                | 77 | 97                    | 100               | 77 | 92  | 100 |
| Weston-s-M.    | 60                   | 45                    | 54                   | 60                | 60 | 52                   | 62                | 78 | 80                   | 85                | 65 | 70                    | 87                | 100 | 100                  | 83                | 90 | 100                   | 100               | 99 | 100 | 100 |
| Bristol        | 60                   | 45                    | 54                   | 60                | 60 | 52                   | 62                | 78 | 80                   | 85                | 65 | 70                    | 87                | 100 | 100                  | 83                | 90 | 100                   | 100               | 99 | 100 | 100 |
| Taunton        | 85                   | 40                    | 48                   | 60                | 60 | 46                   | 55                | 69 | 80                   | 85                | 65 | 70                    | 87                | 100 | 100                  | 83                | 90 | 100                   | 100               | 88 | 100 | 100 |
| Castle Cary    | 82                   | 45                    | 54                   | 60                | 60 | 52                   | 62                | 78 | 80                   | 85                | 65 | 70                    | 87                | 100 | 100                  | 83                | 90 | 100                   | 100               | 88 | 100 | 100 |
| Bruton         | 85                   | 19                    | 23                   | 29                | 38 | 22                   | 26                | 33 | 44                   | 24                | 29 | 36                    | 45                | 62  | 32                   | 38                | 48 | 64                    | 75                | 36 | 46  | 57  |
| Whiteball      | 85                   |                       |                      |                   |    |                      |                   |    |                      |                   |    |                       |                   |     |                      |                   |    |                       |                   |    |     |     |
| Frome          | 85                   | 45                    | 54                   | 60                | 60 | 52                   | 62                | 78 | 80                   | 85                | 65 | 70                    | 87                | 100 | 100                  | 83                | 90 | 100                   | 100               | 99 | 100 | 100 |
| Westbury       | 85                   | 28                    | 34                   | 42                | 56 | 32                   | 38                | 48 | 64                   | 55                | 69 | 92                    | 100               | 66  | 84                   | 100               | 62 | 74                    | 94                | 62 | 74  | 94  |
| Savernake      | 85                   | 31                    | 37                   | 47                | 60 | 36                   | 43                | 54 | 72                   | 39                | 47 | 59                    | 78                | 51  | 61                   | 56                | 67 | 84                    | 100               | 62 | 74  | 94  |

Assisted Trains.—The load for trains assisted up inclines, except where otherwise shown, will be the maximum load for the train engine plus the maximum load the assistant engine can haul, as shown in above table, but if there is only one Brake Van, and the assistant engine is at the rear, an additional wagon of Class 1 Traffic or two empty vehicles may be conveyed in lieu of the second Brake Van for each assistant engine used.

Assisted Trains must not exceed the Working Loads unless authorised, and no train must exceed 100 wagons.



## MAXIMUM LOADS FOR BRANCH FREIGHT TRAINS—continued.

## MAXIMUM ENGINE LOADS.

| SECTION.       |     | MAXIMUM ENGINE LOADS. |                  |                  |                      |                  |                  |                      |                  |                  |                      |                  |                  |                      |                  |                  |  |  |
|----------------|-----|-----------------------|------------------|------------------|----------------------|------------------|------------------|----------------------|------------------|------------------|----------------------|------------------|------------------|----------------------|------------------|------------------|--|--|
| WORKING LOADS. |     | For Group A Engines.  |                  |                  | For Group B Engines. |                  |                  | For Group C Engines. |                  |                  | For Group D Engines. |                  |                  | For Group E Engines. |                  |                  |  |  |
| From.          | To. | Class 1 Traffic.      | Class 2 Traffic. | Class 3 Traffic. | Class 1 Traffic.     | Class 2 Traffic. | Class 3 Traffic. | Class 1 Traffic.     | Class 2 Traffic. | Class 3 Traffic. | Class 1 Traffic.     | Class 2 Traffic. | Class 3 Traffic. | Class 1 Traffic.     | Class 2 Traffic. | Class 3 Traffic. |  |  |
|                |     | Empty.                |                  |                  | Empty.               |                  |                  | Empty.               |                  |                  | Empty.               |                  |                  | Empty.               |                  |                  |  |  |
|                |     | 14XX AUTOCLASSEN      |                  |                  | 14XX AUTOCLASSEN     |                  |                  | 14XX AUTOCLASSEN     |                  |                  | 14XX AUTOCLASSEN     |                  |                  | 14XX AUTOCLASSEN     |                  |                  |  |  |
|                |     | 14                    |                  |                  | 14                   |                  |                  | 14                   |                  |                  | 14                   |                  |                  | 14                   |                  |                  |  |  |
|                |     | 17                    |                  |                  | 17                   |                  |                  | 17                   |                  |                  | 17                   |                  |                  | 17                   |                  |                  |  |  |
|                |     | 21                    |                  |                  | 21                   |                  |                  | 21                   |                  |                  | 21                   |                  |                  | 21                   |                  |                  |  |  |
|                |     | 28                    |                  |                  | 28                   |                  |                  | 28                   |                  |                  | 28                   |                  |                  | 28                   |                  |                  |  |  |
|                |     | 42                    |                  |                  | 42                   |                  |                  | 42                   |                  |                  | 42                   |                  |                  | 42                   |                  |                  |  |  |
|                |     | 44                    |                  |                  | 44                   |                  |                  | 44                   |                  |                  | 44                   |                  |                  | 44                   |                  |                  |  |  |
|                |     | 45                    |                  |                  | 45                   |                  |                  | 45                   |                  |                  | 45                   |                  |                  | 45                   |                  |                  |  |  |
|                |     | 45                    |                  |                  | 45                   |                  |                  | 45                   |                  |                  | 45                   |                  |                  | 45                   |                  |                  |  |  |
|                |     | 45                    |                  |                  | 45                   |                  |                  | 45                   |                  |                  | 45                   |                  |                  | 45                   |                  |                  |  |  |
|                |     | 45                    |                  |                  | 45                   |                  |                  | 45                   |                  |                  | 45                   |                  |                  | 45                   |                  |                  |  |  |
|                |     | 45                    |                  |                  | 45                   |                  |                  | 45                   |                  |                  | 45                   |                  |                  | 45                   |                  |                  |  |  |
|                |     | 45                    |                  |                  | 45                   |                  |                  | 45                   |                  |                  | 45                   |                  |                  | 45                   |                  |                  |  |  |
|                |     | 45                    |                  |                  | 45                   |                  |                  | 45                   |                  |                  | 45                   |                  |                  | 45                   |                  |                  |  |  |
|                |     | 45                    |                  |                  | 45                   |                  |                  | 45                   |                  |                  | 45                   |                  |                  | 45                   |                  |                  |  |  |
|                |     | 45                    |                  |                  | 45                   |                  |                  | 45                   |                  |                  | 45                   |                  |                  | 45                   |                  |                  |  |  |
|                |     | 45                    |                  |                  | 45                   |                  |                  | 45                   |                  |                  | 45                   |                  |                  | 45                   |                  |                  |  |  |
|                |     | 45                    |                  |                  | 45                   |                  |                  | 45                   |                  |                  | 45                   |                  |                  | 45                   |                  |                  |  |  |
|                |     | 45                    |                  |                  | 45                   |                  |                  | 45                   |                  |                  | 45                   |                  |                  | 45                   |                  |                  |  |  |
|                |     | 45                    |                  |                  | 45                   |                  |                  | 45                   |                  |                  | 45                   |                  |                  | 45                   |                  |                  |  |  |
|                |     | 45                    |                  |                  | 45                   |                  |                  | 45                   |                  |                  | 45                   |                  |                  | 45                   |                  |                  |  |  |
|                |     | 45                    |                  |                  | 45                   |                  |                  | 45                   |                  |                  | 45                   |                  |                  | 45                   |                  |                  |  |  |
|                |     | 45                    |                  |                  | 45                   |                  |                  | 45                   |                  |                  | 45                   |                  |                  | 45                   |                  |                  |  |  |
|                |     | 45                    |                  |                  | 45                   |                  |                  | 45                   |                  |                  | 45                   |                  |                  | 45                   |                  |                  |  |  |
|                |     | 45                    |                  |                  | 45                   |                  |                  | 45                   |                  |                  | 45                   |                  |                  | 45                   |                  |                  |  |  |
|                |     | 45                    |                  |                  | 45                   |                  |                  | 45                   |                  |                  | 45                   |                  |                  | 45                   |                  |                  |  |  |
|                |     | 45                    |                  |                  | 45                   |                  |                  | 45                   |                  |                  | 45                   |                  |                  | 45                   |                  |                  |  |  |
|                |     | 45                    |                  |                  | 45                   |                  |                  | 45                   |                  |                  | 45                   |                  |                  | 45                   |                  |                  |  |  |
|                |     | 45                    |                  |                  | 45                   |                  |                  | 45                   |                  |                  | 45                   |                  |                  | 45                   |                  |                  |  |  |
|                |     | 45                    |                  |                  | 45                   |                  |                  | 45                   |                  |                  | 45                   |                  |                  | 45                   |                  |                  |  |  |
|                |     | 45                    |                  |                  | 45                   |                  |                  | 45                   |                  |                  | 45                   |                  |                  | 45                   |                  |                  |  |  |
|                |     | 45                    |                  |                  | 45                   |                  |                  | 45                   |                  |                  | 45                   |                  |                  | 45                   |                  |                  |  |  |
|                |     | 45                    |                  |                  | 45                   |                  |                  | 45                   |                  |                  | 45                   |                  |                  | 45                   |                  |                  |  |  |
|                |     | 45                    |                  |                  | 45                   |                  |                  | 45                   |                  |                  | 45                   |                  |                  | 45                   |                  |                  |  |  |
|                |     | 45                    |                  |                  | 45                   |                  |                  | 45                   |                  |                  | 45                   |                  |                  | 45                   |                  |                  |  |  |
|                |     | 45                    |                  |                  | 45                   |                  |                  | 45                   |                  |                  | 45                   |                  |                  | 45                   |                  |                  |  |  |
|                |     | 45                    |                  |                  | 45                   |                  |                  | 45                   |                  |                  | 45                   |                  |                  | 45                   |                  |                  |  |  |
|                |     | 45                    |                  |                  | 45                   |                  |                  | 45                   |                  |                  | 45                   |                  |                  | 45                   |                  |                  |  |  |
|                |     | 45                    |                  |                  | 45                   |                  |                  | 45                   |                  |                  | 45                   |                  |                  | 45                   |                  |                  |  |  |
|                |     | 45                    |                  |                  | 45                   |                  |                  | 45                   |                  |                  | 45                   |                  |                  | 45                   |                  |                  |  |  |
|                |     | 45                    |                  |                  | 45                   |                  |                  | 45                   |                  |                  | 45                   |                  |                  | 45                   |                  |                  |  |  |
|                |     | 45                    |                  |                  | 45                   |                  |                  | 45                   |                  |                  | 45                   |                  |                  | 45                   |                  |                  |  |  |
|                |     | 45                    |                  |                  | 45                   |                  |                  | 45                   |                  |                  | 45                   |                  |                  | 45                   |                  |                  |  |  |
|                |     | 45                    |                  |                  | 45                   |                  |                  | 45                   |                  |                  | 45                   |                  |                  | 45                   |                  |                  |  |  |
|                |     | 45                    |                  |                  | 45                   |                  |                  | 45                   |                  |                  | 45                   |                  |                  | 45                   |                  |                  |  |  |
|                |     | 45                    |                  |                  | 45                   |                  |                  | 45                   |                  |                  | 45                   |                  |                  | 45                   |                  |                  |  |  |
|                |     | 45                    |                  |                  | 45                   |                  |                  | 45                   |                  |                  | 45                   |                  |                  | 45                   |                  |                  |  |  |
|                |     | 45                    |                  |                  | 45                   |                  |                  | 45                   |                  |                  | 45                   |                  |                  | 45                   |                  |                  |  |  |
|                |     | 45                    |                  |                  | 45                   |                  |                  | 45                   |                  |                  | 45                   |                  |                  | 45                   |                  |                  |  |  |
|                |     | 45                    |                  |                  | 45                   |                  |                  | 45                   |                  |                  | 45                   |                  |                  | 45                   |                  |                  |  |  |
|                |     | 45                    |                  |                  | 45                   |                  |                  | 45                   |                  |                  | 45                   |                  |                  | 45                   |                  |                  |  |  |
|                |     | 45                    |                  |                  | 45                   |                  |                  | 45                   |                  |                  | 45                   |                  |                  | 45                   |                  |                  |  |  |
|                |     | 45                    |                  |                  | 45                   |                  |                  | 45                   |                  |                  | 45                   |                  |                  | 45                   |                  |                  |  |  |
|                |     | 45                    |                  |                  | 45                   |                  |                  | 45                   |                  |                  | 45                   |                  |                  | 45                   |                  |                  |  |  |
|                |     | 45                    |                  |                  | 45                   |                  |                  | 45                   |                  |                  | 45                   |                  |                  | 45                   |                  |                  |  |  |
|                |     | 45                    |                  |                  | 45                   |                  |                  | 45                   |                  |                  | 45                   |                  |                  | 45                   |                  |                  |  |  |
|                |     | 45                    |                  |                  | 45                   |                  |                  | 45                   |                  |                  | 45                   |                  |                  | 45                   |                  |                  |  |  |
|                |     | 45                    |                  |                  | 45                   |                  |                  | 45                   |                  |                  | 45                   |                  |                  | 45                   |                  |                  |  |  |
|                |     | 45                    |                  |                  | 45                   |                  |                  | 45                   |                  |                  | 45                   |                  |                  | 45                   |                  |                  |  |  |
|                |     | 45                    |                  |                  | 45                   |                  |                  | 45                   |                  |                  | 45                   |                  |                  | 45                   |                  |                  |  |  |
|                |     | 45                    |                  |                  | 45                   |                  |                  | 45                   |                  |                  | 45                   |                  |                  | 45                   |                  |                  |  |  |
|                |     | 45                    |                  |                  | 45                   |                  |                  | 45                   |                  |                  | 45                   |                  |                  | 45                   |                  |                  |  |  |
|                |     | 45                    |                  |                  | 45                   |                  |                  | 45                   |                  |                  | 45                   |                  |                  | 45                   |                  |                  |  |  |
|                |     | 45                    |                  |                  | 45                   |                  |                  | 45                   |                  |                  | 45                   |                  |                  | 45                   |                  |                  |  |  |
|                |     | 45                    |                  |                  | 45                   |                  |                  | 45                   |                  |                  | 45                   |                  |                  | 45                   |                  |                  |  |  |
|                |     | 45                    |                  |                  | 45                   |                  |                  | 45                   |                  |                  | 45                   |                  |                  | 45                   |                  |                  |  |  |
|                |     | 45                    |                  |                  | 45                   |                  |                  | 45                   |                  |                  | 45                   |                  |                  | 45                   |                  |                  |  |  |
|                |     | 45                    |                  |                  | 45                   |                  |                  | 45                   |                  |                  | 45                   |                  |                  | 45                   |                  |                  |  |  |
|                |     | 45                    |                  |                  | 45                   |                  |                  | 45                   |                  |                  | 45                   |                  |                  | 45                   |                  |                  |  |  |
|                |     | 45                    |                  |                  | 45                   |                  |                  | 45                   |                  |                  | 45                   |                  |                  | 45                   |                  |                  |  |  |
|                |     | 45                    |                  |                  | 45                   |                  |                  | 45                   |                  |                  | 45                   |                  |                  | 45                   |                  |                  |  |  |
|                |     | 45                    |                  |                  | 45                   |                  |                  | 45                   |                  |                  | 45                   |                  |                  | 45                   |                  |                  |  |  |
|                |     | 45                    |                  |                  | 45                   |                  |                  | 45                   |                  |                  | 45                   |                  |                  | 45                   |                  |                  |  |  |
|                |     | 45                    |                  |                  | 45                   |                  |                  | 45                   |                  |                  | 45                   |                  |                  | 45                   |                  |                  |  |  |
|                |     | 45                    |                  |                  | 45                   |                  |                  | 45                   |                  |                  | 45                   |                  |                  | 45                   |                  |                  |  |  |
|                |     | 45                    |                  |                  | 45                   |                  |                  | 45                   |                  |                  | 45                   |                  |                  | 45                   |                  |                  |  |  |
|                |     | 45                    |                  |                  | 45                   |                  |                  | 45                   |                  |                  | 45                   |                  |                  | 45                   |                  |                  |  |  |
|                |     | 45                    |                  |                  | 45                   |                  |                  | 45                   |                  |                  | 45                   |                  |                  | 45                   |                  |                  |  |  |
|                |     |                       |                  |                  |                      |                  |                  |                      |                  |                  |                      |                  |                  |                      |                  |                  |  |  |

Assisted Trains.—The load for trains assisted up inclines, except where otherwise shown, will be the maximum load for the train engine plus the maximum load the assistant engine can haul, as shown in above table, but if there is only one Brake Van, and the assistant engine is at the rear, an additional wagon of Class 1 Traffic or two empty vehicles may be conveyed in lieu of the second Brake Van for each assistant engine used. Assisted Trains must not exceed the Working Loads unless authorised, and no train must exceed 130 wagons. \$—Double Loads not to be taken on these Branches.

†. In connection with diversion of trains emergency working loads specially agreed for 41, 51, 53, 63 and 73XX class engines between Exeter and Newton Abbot via Heathfield are: Exeter to Newton Abbot 80 wagons class 3 traffic; Newton Abbot to Exeter 38 wagons class 3 traffic.