

K138 WEEKDAYS

SEVERN TUNNEL, GLOUCESTER AND SWINDON

UP			A		B	B	B	A	B	A	B	B	B	B	A	B	B
			8.30 a.m. Pembroke Dock to Birmingham		Diesel	Rail Motor	Diesel	11.15 a.m. Paddington to Cheltenham	Diesel	9.5 a.m. Bradford to Paignton	To Cheltenham Diesel	1.16 p.m. Hereford		To Cheltenham Diesel	10.25 a.m. Manchester (Central) to Bournemouth		Rail Motor
			1H16		2T51	2T82	2T51	1T03	2T51	M251	2T81	2T90	2B79	2T81	1H11	2B79	2T82
			SO		SX		SO		SO	SO	SO			SX	SO	SX	
			PM		am	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
CARDIFF GENERAL	dep	1	12 9	..	11 40	..	12 15	..	12 20	..	..	..	..	..	..	..	..
NEWPORT HIGH ST.	arr	2	12 25	..	11 59	..	12 33	..	12 36	..	..	..	..	..	..	..	..
.. .. .	dep	3	12 29	..	12 5	..	12 35	..	12 40	..	..	..	..	..	..	..	..
SEVERN TUN. JN.	arr	4	..	..	12 27	..	12 56	..	1 1	..	..	..	..	..	..	..	..
.. .. .	dep	5	12 44	..	12 43	..	12 57	..	1 4	..	..	..	..	..	..	..	..
Beachley Junction	..	6	1 0	..	1 7	..	1 24	..	1 26	..	..	..	..	..	..	..	..
Lydney Junction	arr	7	..	..	1 15	..	1 33	..	1 33	..	..	..	..	..	..	..	..
.. .. .	dep	8	..	..	1 18	..	1 35	..	1 35	..	..	..	..	..	..	..	..
Awre (for Blakeney)	arr	9	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
.. .. .	dep	10	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Bullo Pill	..	11	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Newnham	arr	12	..	..	1 28	..	1 45	..	1 45	..	..	..	..	..	..	..	..
.. .. .	dep	13	..	..	1 30	..	1 47	..	1 47	..	..	..	..	..	..	..	..
Westbury-on-Severn Halt	..	14	..	..	..	..	1 56	..	1 56	..	..	..	..	..	..	..	..
Grange Court	..	15	..	..	1 37	..	..	..	..	..	..	..	..	..	..	..	..
Oakle Street	..	16	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Over Junction	..	17	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
GLOUCESTER	arr	18	1 36	..	1 46	..	2 6	..	2 6	..	..	..	..	..	..	..	..
Central	..	19	1 41	..	..	2 3	..	2 7	..	..	2 35	..	2 40	2 45	..	..	3 6
Tramway Junction	..	20	1 42	..	..	..	..	2 8	..	..	2 36	..	..	2 46	..	..	..
South Junction	..	21	..	..	..	..	..	..	SUS PEN DED	2W12	..	..	..	..	2W55	..	..
Standish Junction	..	22	..	..	..	2 14	..	..	..	..	..	..	2 51	..	..	..	3 17
Stonehouse (Bur. Rd.)	..	23	..	..	..	2 20	..	..	..	..	..	..	2 55	..	..	..	3 22
Ebley Crossing Halt	..	24	..	..	..	2 24	..	..	..	..	..	..	..	..	..	..	3 26
Cashes Green Halt	..	25	..	..	..	2 25 1/2	..	..	..	..	..	..	..	..	..	..	3 27 1/2
Downfield Crossing Halt	..	26	..	..	..	2 27 1/2	..	..	..	..	..	..	..	..	..	..	3 29 1/2
STROUD	arr	27	..	..	..	2 29 1/2	..	..	..	..	..	..	..	..	..	..	3 31 1/2
.. .. .	dep	28	..	..	..	2 31	..	..	..	..	..	..	3 0	..	..	..	3 35 1/2
Bowbridge Crossing Halt	..	29	..	..	..	2 33	..	..	..	..	..	..	3 2	..	..	..	3 37 1/2
Ham Mill Halt	..	30	..	..	..	2 35	..	..	..	..	..	..	..	..	..	..	3 39 1/2
Brimscombe Bridge Halt	..	31	..	..	..	2 37 1/2	..	..	..	..	..	..	..	..	..	..	3 42 1/2
Brimscombe	..	32	..	..	..	2 40	..	..	..	..	..	..	..	..	..	..	3 44 1/2
St. Mary's Crossing Halt	..	33	..	..	..	2 42	..	..	..	..	..	..	..	..	..	..	3 46 1/2
Chalford	..	34	..	..	..	2 45	..	..	..	..	..	..	..	..	..	..	3 49 1/2
Sapperton Sidings	arr	35	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
.. .. .	dep	36	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Kemble	arr	37	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
.. .. .	dep	38	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Oaksey Halt	..	39	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Minety and A. Keynes	arr	40	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
.. .. .	dep	41	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Purton	arr	42	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
.. .. .	dep	43	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Loco. Yard	..	44	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
SWINDON	arr	45	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..

KI140 WEEKDAYS

SEVERN TUNNEL, GLOUCESTER AND SWINDON

UP			B	A	B	B	A	A	B	B	B	A	B	B	C	C	B
			5.38 p.m. Cheltenham	3.15 p.m. Swansea to Birmingham Diesel	Rail Motor		Diesel to Birmingham	3.10 p.m. Cardiff to Birmingham Diesel	To Cheltenham Diesel	6.33 p.m. Cheltenham (St. James)	6.3 p.m. Hereford	4.55 p.m. Paddington to Cheltenham		To Cheltenham	Parcels		Rail Motor
			2B79	1H36	2T82	2B79	1H40	1H40	2T81	2B79	2T90	1T09	2T51	2T81	3T21	3B79	2T82
				SX			SO	SX							SX	SX	
CARDIFF GENERAL dep	1		PM	PM 4 47	PM	PM	PM 5 10	PM 5 30	PM	PM	PM	PM	PM 5 43	PM	PM	PM	PM
NEWPORT HIGH ST. arr	2			5 5			5 28	5 46					6 2				
.. .. . dep	3			5 8			5 32	5 48					6 5				
SEVERN TUN. JN. arr	4												6 25				
.. .. . dep	5			5 21			5 46	6 0					6 26				
Beachley Junction .. . arr	6			5 41			6 3	6 14					6 48				
Lydney Junction .. . arr	7							6 20					6 56				
Awre (for Blakeney) .. arr	8												6 59		7 25		
.. .. . dep	9																
Bullo Pill .. . arr	10																
Newnham .. . arr	11																
.. .. . dep	12																
Westbury-on-Severn Halt	13						5.30 p.m.	6 29					7 12		7 41		
Grange Court .. . arr	14												7 15		7 48		
Oakle Street .. . arr	15												7 22				
Over Junction .. . arr	16																
GLOUCESTER .. . arr	17																
Central .. . dep	18			6 10			6 33	6 40					7 24		8 7		
Tramway Junction .. . dep	19		6 5	6 13	6 15		6 36	6 42	6 50	7 0		7 19		7 55			8 15
South Junction .. . dep	20			6 14			6 37	6 43	6 51	7 1		7 20		7 56			
Standish Junction .. . dep	21																
Stonehouse (Bur. Rd.) .. dep	22		6 16		6 26					7 11							8 26
Ebeley Crossing Halt .. . dep	23		6 20		6 30					7 16							8 30
Cashes Green Halt .. . dep	24				6 34												8 34
Downfield Crossing Halt .. dep	25				6 35												8 37
STROUD .. . arr	26				6 37												8 39
.. .. . dep	27		6 25		6 39					7 21							8 42
Bowbridge Crossing Halt .. dep	28		6 28		6 42					7 26							8 44
Ham Mill Halt .. . arr	29				6 44												8 46
Brimscombe Bridge Halt .. arr	30				6 46												8 49
Brimscombe .. . arr	31				6 49					7 33							8 51
St. Mary's Crossing Halt .. arr	32				6 51					7 38							8 53
Chalford .. . arr	33				6 53												8 56
Sapperton Sidings .. . arr	34				6 56												
.. .. . dep	35																
Kemble .. . arr	36																
.. .. . dep	37		6 47							7 51							
Oaksey Halt .. . dep	38		6 50							7 55							
Minety and A. Keynes .. . arr	39						7 7										
Purton .. . dep	40						7 13										
.. .. . dep	41						7 19										
Loco. Yard .. . dep	42									8 4							
SWINDON .. . dep	43						7 26			8 12							
.. .. . dep	44		7 8				7 32			8 18							
.. .. . dep	45		7 8				7 34			8 20							

CHELTENHAM SPA EXPRESS

Starts from Swansea at 3.55 p.m. on Saturdays,
Cardiff dep. 5.45 p.m.

Except on Fridays, "B" from Purton (No. 2B79) not
advertised. On Fridays, not to call at Purton other times.
unaltered.

SEVERN TUNNEL, GLOUCESTER AND SWINDON

	B	B	C	A	B	B	B		A	B	B	B		B	B	C		A	A
			Parcels	6.35 p.m. Paddington to Cheltenham		Rail Motor			5.18 p.m. Carmarthen to Birmingham Diesel	8.40 p.m. Hereford Diesel	Diesel to Cheltenham	To Stroud Th O Chalford SO Rail Motor		9.42 p.m. Hereford Diesel	Diesel to Cheltenham	9.45 p.m. Birmingham Parcels.		9.10 p.m. Swansea to Paddington	6.50 p.m. Neyland to Paddington
	2B79	2T51	3B33	1T12	2T51	2T82	2B79		1H48	2T90	2T81	2T82		2T90	2T81	3B34		1A67	1A75
I	SO	SO	SX		SO		SO		PM	SX		PM		SO	SO	SX		Q	PM
	PM	PM	PM	PM	PM	PM	PM		8 20	PM	PM	PM		PM	PM	PM		10 40	11 10
2	...	...	...	...	7 53	...	...	...	8 35	...	...	...	...	...	...	...	...	10 57	11 27
3	...	...	...	...	7 58	...	...	...	8 37	...	...	...	...	...	...	...	...	11 6	11 35
4	...	...	...	...	8 19	...	...	...	8 50	...	...	...	...	...	...	...	...	11 20	11 48
5	...	7 55	...	...	8 21	...	...	...	8 51	Guard	...	...	...	...	...	...	...	11 20	11 48
6	...	8 15	...	...	8 42	...	...	...	9 6	...	...	...	...	...	...	...	...	11 34	12 7
7	...	8 24	...	...	8 50	...	...	...	9 14	...	...	...	...	...	...	...	...	11 34	12 7
8	...	8 26	...	...	8 53	...	...	...	9 14	...	...	...	...	...	...	...	...	11 34	12 7
9	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	11 34	12 7
10	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	11 34	12 7
11	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	11 34	12 7
12	...	8 39	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	11 34	12 7
13	...	8 41	...	...	9 7	...	...	...	9 25	...	...	...	...	...	...	...	...	11 34	12 7
14	...	8N48	...	...	9N14	...	...	...	...	...	...	...	...	...	...	...	...	11 34	12 7
15	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	11 34	12 7
16	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	11 34	12 7
17	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	11 34	12 7
18	...	9 0	...	...	9 25	...	...	...	9 36	9 52	...	...	...	...	...	...	...	12 5	11.34 p.m.
19	...	...	8 33	9 24	...	9 30	...	...	9 41	...	10 22	10 31	...	...	11 10	...	...	12 5	11.34 p.m.
20	...	...	...	9 25	...	...	...	...	9 42	...	10 23	10 31	...	...	11 11	...	...	12 5	11.34 p.m.
21	...	...	...	...	...	...	...	...	...	...	...	10 42	...	...	11 11	...	...	12 5	11.34 p.m.
22	...	...	8 46	...	...	9 41	...	...	...	...	...	10 42	...	...	11 11	...	...	12 5	11.34 p.m.
23	...	...	R	...	...	9 45	...	...	...	...	...	10 46	...	...	11 11	...	...	12 5	11.34 p.m.
24	...	...	...	...	...	9 49	...	...	...	...	...	10 50	...	...	11 11	...	...	12 5	11.34 p.m.
25	...	...	...	...	...	9 51	...	...	...	...	...	10 52	...	...	11 11	...	...	12 5	11.34 p.m.
26	...	...	...	...	...	9 54	...	...	...	...	...	10 55	...	...	11 11	...	...	12 5	11.34 p.m.
27	...	...	8 54	...	...	9 57	...	...	...	...	...	10 57	...	...	11 11	...	...	12 5	11.34 p.m.
28	...	...	9 6	...	...	10 1	...	...	...	...	...	11 0	...	...	11 46	...	...	12 5	11.34 p.m.
29	...	...	...	...	...	10 4	...	...	...	...	...	11 3	...	...	11 56	...	...	12 5	11.34 p.m.
30	...	...	...	...	...	10 6	...	...	...	...	...	11 5	...	...	11 56	...	...	12 5	11.34 p.m.
31	...	...	...	...	...	10 8	...	...	...	...	...	11 7	...	...	11 56	...	...	12 5	11.34 p.m.
32	...	...	...	...	...	10 11	...	...	...	...	...	11 10	...	...	11 56	...	...	12 5	11.34 p.m.
33	...	...	...	...	...	10 14	...	...	...	...	...	11 13	...	...	11 56	...	...	12 5	11.34 p.m.
34	...	...	...	...	...	10 17	...	...	...	...	...	11 15	...	...	11 56	...	...	12 5	11.34 p.m.
35	...	...	...	...	...	...	...	...	...	...	...	11 15	...	...	11 56	...	...	12 5	11.34 p.m.
36	...	...	...	...	...	...	...	...	...	...	...	11 15	...	...	11 56	...	...	12 5	11.34 p.m.
37	...	...	...	...	...	...	...	...	...	...	...	11 15	...	...	11 56	...	...	12 5	11.34 p.m.
38	...	...	9 30	...	...	10 30	...	...	...	...	...	11 15	...	...	11 56	...	...	12 5	11.34 p.m.
39	...	...	9 40	...	...	10 40	...	...	...	...	...	11 15	...	...	11 56	...	...	12 5	11.34 p.m.
40	...	...	...	...	...	...	...	...	...	...	...	11 15	...	...	11 56	...	...	12 5	11.34 p.m.
41	9N10	...	...	...	...	...	...	...	...	...	...	11 15	...	...	11 56	...	...	12 5	11.34 p.m.
42	...	...	...	...	...	...	...	...	...	...	...	11 15	...	...	11 56	...	...	12 5	11.34 p.m.
43	9 18	...	...	...	...	...	...	...	...	...	...	11 15	...	...	11 56	...	...	12 5	11.34 p.m.
44	9 24	...	10 2	...	...	...	...	...	...	...	...	11 15	...	...	11 56	...	...	12 5	11.34 p.m.
45	9 26	...	10 5	...	...	...	...	...	...	...	...	11 15	...	...	11 56	...	...	12 5	11.34 p.m.

To
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SEVERN TUNNEL, GLOUCESTER AND SWINDON

UP			A	A	B	B	A	A	B		A	A			A
			9.10 p.m. Swansea to Paddington (Saturdays)	6.50 p.m. (Sat.) Neyland to Paddington	To Cheltenham Diesel	To Cheltenham Diesel	1.40 a.m. Crews to Plymouth	3.55 a.m. Fishguard Harb.- to Paddington	To Bristol Diesel		8.50 a.m. Cheltenham to Paddington	To Portsmouth			9.0 a.m. Swansea to Birmingham Diesel
			IA67	IA75	2T81	2T81	IV50	IA06	2B74		IA24	IO58			IH07
CARDIFF GENERAL	dep	1	Q am	am	am	am	am	am	am	8 10	am	9 10			am
NEWPORT HIGH ST.	arr	2						7 29	8 29			9 31			10 38
	dep	3						7 33	8 35			9 35			10 40
SEVERN TUN. JN.	arr	4		From page 141					8 48			9 50			
	dep	5						7 47	8 50			9 52			10 53
Beachley Junction		6		12 7				8 1	9 6			10 8			11 5
Lydney Junction	arr	7		12 16				SUS PEN DED	9 13			10 20			11 13
Awre (for Blakeney)	arr	9		12 20								SUS PEN DED			
	dep	10													
Bullo Pill		11	From page 141												
Newnham	arr	12		1.10 a.m.											11 23
	dep	13						7.10 a.m.							
Westbury-on-Severn Halt		14													
Grange Court		15													
Oakle Street		16													
Over Junction		17													
GLOUCESTER	arr	18	12 5	12 55				8W33							11 36
Central	dep	19	12N25	1 13	1 15	4 35		8W38			9 10				11 38
Tramway Junction		20			1 16	4 36									11 39
South Junction		21					4W51								
Standish Junction		22	12 40	1 31			5 1	8 50	SUS PEN DED		9 21				
Stonehouse (Bur. Rd.)		23		Assisted to Stroud to Kemble				9A51 a.m.			9 26				
Ebley Crossing Halt		24													
Cashes Green Halt		25													
Downfield Crossing Halt		26													
STROUD	arr	27		1 39							9 31				
	dep	28	12 46	1 46							9 34				
Bowbridge Crossing Halt		29													
Ham Mill Halt		30													
Brimscombe Bridge Halt		31													
Brimscombe		32						9A54							
St. Mary's Crossing Halt		33													
Chalford		34													
Sapperton Sidings	arr	35						9A515							
	dep	36						9 18							
Kemble	arr	37		2 7							9 55				
	dep	38	1 5	2 15				9 24			9 58				
Oaksey Halt		39													
Minety and A. Keynes	arr	40													
	dep	41													
Purton	arr	42													
	dep	43													
Loco. Yard		44	1 24	2 33				9 39			10 16				
SWINDON	arr	45	1 26	2 35				9 41			10 19				

IF AE not required, 12 minutes
recovery, Stroud to Kemble

Runs 8th November to 13th December, 1959, and 3rd
January to 28th February, 1960, inclusive
Conveys passengers for GLMR via Gloucester, when required

Via Severn Bridge
Runs 8th Nov. to 13th Dec.,
1959, and 3rd Jan. to
28th February, 1960, incl.

Via Severn Bridge
Runs 8th Nov. to 13th Dec.,
1959, and 3rd Jan. to
28th Feb., 1960, inclusive

N—Assisted from Gloucester
to Swindon when required.

Conveys
Mails

SEVERN TUNNEL, GLOUCESTER AND SWINDON

	A	A	B	A		B	B	A	B	B	A		A	B	A		B
	To Bristol Diesel	To Paddington	Diesel	6.45 a.m. Fishguard Harbr. to Paddington		12.35 p.m. Cheltenham	11.55 a.m. Swindon to Cheltenham	10.45 a.m. Swansea Diesel	To Cheltenham Diesel	Rail Motor	To Bristol Diesel		To Plymouth	To Cheltenham Diesel	11.20 a.m. Cardiff to Paddington		Rail Motor
	2B24	1A53	2T51	1A58		2B79	2T81	1T02	2T81	2T82	2B24		1C42	2T81	1A87		2T82
1	am 10 30	Q am 10 45	am ..	am 11 2	..	PM ..	PM ..	PM 12 10	PM ..	PM ..	PM 12 30	..	PM 1 45	PM ..	PM 2 0	..	PM ..
2	10 47	11 2	..	11 19	..	..	..	12 26	..	..	12 47	..	2 2	..	2 17	..	..
3	10 51	11 6	11 12	11 23	..	..	..	12 30	..	..	12 51	..	2 6	..	2 21	..	..
4	11 4	..	11 24	..	..	..	..	12 43	..	..	1 4	..	2 22	..	..	..	..
5	11 6	11 21	11 26	11 39	..	..	..	12 45	..	..	1 6	..	2 25	..	2 38	..	..
6	11 20	11 42	11 44	11 56	..	..	..	1 2	..	..	1 20	..	2 45	..	2 51	..	..
7	..	..	..	..	..	..	..	1 9	..	..	..	..	..	..	..	..	..
8	11 27	..	11 53	..	..	..	..	1 11	..	..	..	..	..	..	..	..	..
9	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
10	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
11	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
12	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
13	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
14	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
15	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
16	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
17	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
18	..	12W15	12 16	12W29	..	..	..	1 34	..	..	..	..	..	..	3W25	..	..
19	..	12W21	..	12W35	..	1 4	1 15	..	2 0	2 5	..	..	..	3 0	3W30	..	4 5
20	..	..	..	..	..	..	1 16	..	2 1	..	..	..	..	3 1	..	..	..
21	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
22	..	12 33	..	12 47	..	1 19	..	..	2 16	2 20	..	..	..	..	3 42	..	4 16
23	..	..	..	..	..	..	..	..	2 20	2 24	..	..	..	..	SUS PEN DED	..	4 20
24	..	..	..	..	..	..	..	..	2 25	2 27	..	..	..	..	..	..	4 24
25	..	..	..	..	..	..	..	..	2 29	2 33	..	..	..	..	..	..	4 25
26	SUS PEN DED	..	..	..	..	..	..	..	2 37	2 39	..	..	..	..	..	..	4 27
27	..	..	..	..	..	1 24	..	..	2 39	2 42	..	..	..	..	..	..	4 29
28	..	12 39	..	12 53	..	1 28	..	..	2 44	2 46	..	..	..	..	..	..	4 33
29	..	..	..	..	..	..	..	..	2 35	2 37	..	..	..	..	..	..	4 35
30	..	..	..	..	..	..	..	..	2 37	2 39	..	..	..	..	..	..	4 37
31	..	SUS PEN DED	..	..	..	..	..	..	2 39	2 42	..	..	..	..	..	..	4 39
32	..	..	..	1A E1	..	1 35	..	..	2 42	2 44	..	..	..	..	3A E56	..	4 42
33	..	..	..	..	..	1 40	..	..	2 44	2 46	..	..	..	..	4A E10	..	4 44
34	..	..	..	1A E12	..	..	..	..	..	..	SUS PEN DED	..	SUS PEN DED	..	..	..	4 46
35	..	..	..	1A E15	..	..	..	..	..	..	..	..	..	..	..	..	..
36	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
37	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
38	..	12 58	..	1 21	..	1 53	..	..	..	..	..	..	..	..	..	..	..
39	..	..	..	..	..	1 56	..	..	..	..	..	..	..	..	..	..	..
40	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
41	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
42	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
43	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
44	..	1 16	..	1 36	..	2 13	..	..	..	..	..	..	..	..	4 31	..	..
45	..	1 18	..	1 38	..	2 15	..	..	..	..	..	..	..	..	4 33	..	..

SEVERN TUNNEL, GLOUCESTER AND SWINDON

UP			A	A	A				B	B		B			B	A
			10.30 a.m. Liverpool to Plymouth (Diverted)	1.20 p.m. Paddington to Cheltenham	To Bristol Diesel				5.20 p.m. Cheltenham to Paddington	To Cheltenham Diesel		Rail Motor			To Cheltenham Rail Motor	6.35 p.m. Cheltenham to Paddington
			IV93	IT06	2B24				2A70	2T81		2T82			2T81	IA38
CARDIFF GENERAL	dep	I	PM	PM	PM				PM	PM		PM			PM	PM
			..	..	2 30	..	..	..	..	3 40	..	..	..	..	..	..
NEWPORT HIGH ST.	arr	2	..	..	2 47	..	..	..	..	3 56	..	..	..	..	..	..
.. .. .	dep	3	..	..	2 51	..	..	..	..	4 0	..	..	..	..	..	..
SEVERN TUN. JN.	arr	4	..	..	3 4	..	..	..	..	4 13	..	..	..	..	..	..
	dep	5	..	..	3 6	..	..	..	..	4 15	..	..	..	..	..	..
Beachley Junction	..	6	..	..	3 20	..	..	..	..	4 32	..	..	..	..	..	..
Lydney Junction	arr	7	..	..	..	..	..	..	..	4 39	..	..	..	..	..	..
	dep	8	..	..	3 27	..	..	..	..	4 41	..	..	..	..	..	..
Awre (for Blakeney)	arr	9	..	..	..	..	..	..	..	..	..	..	..	..	..	..
	dep	10	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Bullo Pill	..	11	SUS	..	..	..	..	..	..	..	..	..	..	..	..	..
Newnham	arr	12	PEN	..	..	..	..	..	..	..	..	..	..	..	..	..
	dep	13	DED	..	..	..	..	..	..	..	..	..	..	..	..	..
Westbury-on-Severn Halt	..	14	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Grange Court	..	15	3 50	..	..	..	..	..	..	..	..	..	..	..	..	..
Oakle Street	..	16	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Over Junction	..	17	..	..	..	..	..	..	..	..	..	..	..	..	..	..
GLOUCESTER	arr	18	4W3	..	..	..	..	..	..	5 4	..	..	..	..	..	..
Central	dep	19	4W12	4 26	..	..	..	..	5 45	5 50	..	6 15	..	..	6 55	7 0
Tramway Junction	..	20	..	4 27	..	..	..	..	..	5 51	..	..	..	..	6 56	..
South Junction	..	21	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Standish Junction	..	22	4 24	..	..	..	..	..	..	..	..	6 26	..	..	..	..
Stonehouse (Bur. Rd.)	..	23	..	..	..	..	..	..	6 2	..	..	6 30	..	..	..	..
Ebley Crossing Halt	..	24	..	..	..	..	..	..	..	..	..	6 34	..	..	..	..
Cashes Green Halt	..	25	..	..	..	..	..	..	..	..	..	6 35	..	..	..	..
Downfield Crossing Halt	..	26	..	..	..	..	..	..	..	..	..	6 37	..	..	..	..
STROUD	arr	27	..	..	..	..	..	..	6 7	..	..	6 39	..	..	7 19	..
	dep	28	..	..	..	..	..	..	6 11	..	..	6 42	..	..	7 23	..
Bowbridge Crossing Halt	..	29	..	..	..	..	..	..	..	..	..	6 44	..	..	..	..
Ham Mill Halt	..	30	..	..	..	..	..	..	..	..	..	6 46	..	..	..	..
Brimscombe Bridge Halt	..	31	..	..	..	..	..	..	..	..	..	6 49	..	..	..	..
Brimscombe	..	32	..	..	..	..	..	..	6 18	..	..	6 51	..	..	..	..
St. Mary's Crossing Halt	..	33	..	..	..	..	..	..	..	..	..	6 53	..	..	..	..
Chalford	..	34	..	..	..	..	..	..	6 23	..	..	6 56	..	..	..	..
Sapperton Sidings	arr	35	..	..	..	..	..	..	..	..	..	..	..	..	..	..
	dep	36	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Kemble	arr	37	..	..	..	..	..	..	6 37	..	..	..	..	..	7 44	..
	dep	38	..	..	..	..	..	..	6 42	..	..	..	..	..	7 49	..
Oaksey Halt	..	39	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Minety and A. Keynes	arr	40	..	..	..	..	..	..	..	..	..	..	..	..	..	..
	dep	41	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Purton	arr	42	..	..	..	..	..	..	..	..	..	..	..	..	..	..
	dep	43	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Loco. Yard	..	44	..	..	..	..	..	..	7 1	..	..	..	..	..	8 7	..
SWINDON	arr	45	..	..	..	..	..	..	7 3	..	..	..	..	..	8 9	..

SEVERN TUNNEL, GLOUCESTER AND SWINDON

		B		A					B		A		B	B	B			A
		To Cheltenham Diesel		5.5 p.m. Swansea to Birmingham Diesel					Rail Motor		6.35 p.m. Paddington to Cheltenham		8.50 p.m. Swindon to Cheltenham	Diesel	To Cheltenham Diesel		6.20 p.m. Neyland to Paddington	
		2T81		1H40					2T82		1T12		2T81	2T51	2T81			1A75
1	..	PM 5 48	..	PM 6 25	..	..	..	..	PM	..	PM	..	PM	PM 8 45	PM	..	..	PM 11 0
2	..	6 4	..	6 42	..	..	..	..	..	..	..	..	9 1	..	..	..	..	11 17
3	..	6 8	..	6 44	..	..	..	..	..	..	..	..	9 5	..	..	..	..	11 24
4	..	6 21	..	..	..	..	..	..	..	..	..	..	9 18	..	..	..	..	..
5	..	6 23	..	6 55	..	..	..	..	..	..	..	..	9 20	..	..	..	..	11 38
6	..	6 40	..	7 7	..	..	..	..	..	..	..	..	9 37	..	..	..	..	11 58
7	..	6 47	..	..	..	..	..	..	..	..	..	..	9 44	..	..	..	..	12 7
8	..	6 49	..	7 13	..	..	..	..	..	..	..	..	9 46	..	..	..	..	12 11
9	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	To Page 134
10	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
11	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
12	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
13	..	..	..	7 23	..	..	..	..	..	..	..	..	..	..	..	..	..	..
14	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
15	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
16	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
17	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
18	..	7 12	..	7 36	..	..	..	..	..	..	..	..	10 9	..	..	..	..	..
19	..	7 45	..	7 38	..	..	..	..	8 35	..	9 28	..	10 5	..	10 50	..	..	Conveys Mails
20	..	7 46	..	7 39	..	..	..	..	..	..	9 29	..	10 6	..	10 51	..	..	..
21	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
22	..	..	..	..	..	..	..	..	8 46	..	..	..	..	..	..	..	..	..
23	..	..	..	..	..	..	..	..	8 50	..	..	..	..	..	..	..	..	..
24	..	..	..	..	..	..	..	..	8 54	..	..	..	..	..	..	..	..	..
25	..	..	..	..	..	..	..	..	8 58	..	..	..	..	..	..	..	..	..
26	..	..	..	..	..	..	..	..	8 59	..	..	..	..	..	..	..	..	..
27	..	..	..	..	..	..	..	..	9 1	..	..	..	..	..	..	..	..	..
28	..	..	..	..	..	..	..	..	9 5	..	..	..	..	..	..	..	..	..
29	..	..	..	..	..	..	..	..	9 8	..	..	..	..	..	..	..	..	..
30	..	..	..	..	..	..	..	..	9 10	..	..	..	..	..	..	..	..	..
31	..	..	..	..	..	..	..	..	9 12	..	..	..	..	..	..	..	..	..
32	..	..	..	..	..	..	..	..	9 15	..	..	..	..	..	..	..	..	..
33	..	..	..	..	..	..	..	..	9 18	..	..	..	..	..	..	..	..	..
34	..	..	..	..	..	..	..	..	9 20	..	..	..	..	..	..	..	..	..
35	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
36	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
37	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
38	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
39	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
40	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
41	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
42	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
43	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
44	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
45	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..

Time allowed to extinguish
lights at Halts where required

K146 WEEKDAYS

HARTLEBURY, BRIDGNORTH AND SHREWSBURY (SEVERN VALLEY BRANCH), KIDDERMINSTER, BEWDLEY, TENBURY WELLS, AND WOOFFERTON

Single Line, Hartlebury to Sutton Bridge Junction. Worked by the Electric Train Token between Hartlebury Junction and Bridgnorth. Electric Train Staff, Bridgnorth and Coalport; Electric Train Token, Coalport and Cressage; Electric Train Staff, Cressage and Berrington; and Electric Train Token, Berrington and Sutton Bridge Junction.

The Electric Train Token and Staff Sections are as under :
Hartlebury Junction and Stourport-on-Severn, Hampton Loade and Bridgnorth.
Stourport-on-Severn and Bewdley South. Bridgnorth and Coalport.
Bewdley South and Bewdley North. Coalport and Buildwas.
(Back Road only). Buildwas and Cressage.
Bewdley North and Arley. Cressage and Berrington.
Arley and Highley. Berrington and Sutton Bridge Junction.
Highley and Hampton Loade.

The Double Line between Bewdley South and Bewdley North is worked by the Double Line Disc Block Telegraph. An intermediate Electric Train Token Instrument is installed in a hut located near the Up Advanced Starting Signal at Stourport-on-Severn.
An intermediate Electric Train Token Instrument is installed in a central cabin between the North and South Ground Frames at Kinlet Sidings in the section Arley-Highley, and also at Alveley Sidings in the section Highley-Hampton Loade.
When necessary, a train (not conveying passengers) may be placed in Kinlet Sidings or Alveley Sidings for another train to pass in the same or opposite directions. (See special instructions.)
An Auxiliary Token Instrument is installed near the Up Starting Signal at Shrewsbury (Sutton Bridge Junction).

						DOWN		Ruling Gradient 1 in										
Mile Post Mile ge		Mileage from Hartlebury		Mileage from Kidder- minster					B		B	B	B	B	C	B		
M	C	M	C	M	C				Empty Diesel		Diesel	Empty Diesel	5125 a.m. Worcester Empty Diesel	Empty Diesel	ECS	5.45 a.m. Birmingham Diesel		
									3H95		2H96	3H96	3H95	3H96	3H83	2H93		
									am		am	am	am	am	am	am		
131	68	—	—	—	—	Hartlebury dep			1	—	..	..	5 45	..	..	..		
132	15	—	27	—	—	Hartlebury Junction			2	L	..	..	..	..	..	..		
134	54	2	66	—	—	Stourport arr			3	100F	..	..	..	..	..	..		
						Burlish Halt dep			4	..	..	..	5N54	..	..	..		
135	19	3	31	—	—	Burlish Halt			5	150R	..	..	..	..	..	..		
						Up { Kidderminster			6	L	5+10	..	5 45	..	..	6+45	7 0	
135	46	—	—	—	28				7	L	..	..	5 49	..	..	..	..	7 4
136	32	—	—	1	42				8	114R	..	..	..	..	..	..	..	..
						Kidderminster Junction												
						Foley Park Halt												
137N	12½	5	24½	3	31½	Bewdley Junction (S. Box) . . .			9	N150R	..	..	..	..	..	..		
137N	28	5	40	3	47	Bewdley arr			10	L	..	5X54	6+0	..	..	7 9		
						Bewdley dep			11	..	5 19	5 55	6+5	..	6 53	..		
137N	32½	5	44½	3	51½	Bewdley Junction (N. Box) . . .			12	L	..	..	..	..	..	..		
						Up Trains { Wyre Forest			13	70R	..	..	..	..	7+5	..		
141	71	10	3	8	10				14	73R	..	..	..	..	..	7+10	..	
									15	..	..	..	..	..	..	..	..	
147	26	15	38	13	45				16	80F	..	..	..	..	..	..	..	
149	40	17	52	15	59				17	100F	..	..	..	..	..	..	..	
									18	..	..	..	..	..	..	..	..	
									19	100R	..	..	..	..	..	7+27	..	
									20	..	..	..	..	..	..	..	..	
									21	127F	..	..	..	..	..	..	..	
									22	132R	..	..	..	..	..	..	..	
									23	..	..	..	..	..	..	..	..	
						Woofferton arr												
						Woofferton dep												
138	77	7	9	5	16	Northwood Halt arr			24	145R	..	..	..	..	..	..		
						Northwood Halt dep			25	..	..	5 58½	..	..	..	..		
140	74	9	6	7	13	Arley arr			26	145R	5+26	..	6+12	..	..	..		
						Arley dep			27	..	..	6 4	..	..	..	..		
143	21	11	33	9	40	Highley arr			28	145R	..	..	..	..	..	..		
						Highley dep			29	..	..	6 11	..	..	..	..		
143	61	11	73	10	0	Alveley Halt arr			30	—	..	6 14	..	..	..	..		
						Alveley Halt dep			31	..	..	6+16	..	6+35	..	..		
145	33	13	45	11	52	Hampton Loade arr			32	100R	..	..	6+20	..	6+38	..		
						Hampton Loade dep			33	..	..	..	..	..	..	..		
147	59	15	71	13	78	Eardington arr			34	100R	..	..	..	..	..	..		
149	74	18	5½	16	12½	Bridgnorth arr			35	100F	12½	..	..	..	..	..		
						Bridgnorth dep			36	..	..	..	..	..	..	..		
154	24	22	36	20	43	Linley arr			37	100R	..	..	..	..	..	..		
156	68	25	0	23	7	Coalport arr			38	230R	..	..	..	..	..	..		
157	37	25	49	23	56	Jackfield Halt arr			39	200R	..	..	..	..	..	..		
158	68	27	0	25	7	Iron Bridge and B. arr			40	122R	..	..	..	..	..	..		
						Iron Bridge and B. dep			41	..	..	..	..	..	..	..		
160	1	28	13	26	20	Buildwas Junction			42	200R	..	..	..	..	..	..		
160	23	28	35½	26	42½	Buildwas Station			43	132F	..	..	..	..	..	..		
164	12	32	24	30	31	Cressage arr			44	150R	..	..	..	..	..	..		
165	43	33	55	31	62	Cound Halt arr			45	280R	..	..	..	..	..	..		
						Cound Halt dep			46	..	..	..	..	..	..	..		
168	12	36	24	34	31	Berrington arr			47	135R	..	..	..	..	..	..		
171	59	39	71	37	78	Sutton Bridge Junction . . .			48	169F	..	..	..	..	..	..		
—	—	40	52½	38	59½	Shrewsbury Station			49	L	..	..	..	..	..	..		

N—Severn Valley Mileage—Kidderminster Loop Mileage to Bewdley at Junction with Severn Valley Lin is 138m. 21ch. (137m. 12ch. Severn Valley Mileage)

Ruling Gradient—N—Foley Park to Bewdley Junction (South Box) 100F.

HARTLEBURY, BRIDGNORTH AND SHREWSBURY (SEVERN VALLEY BRANCH), KIDDERMINSTER, BEWDLEY, TENBURY WELLS, AND WOOFFERTON

THE CROSSING STATIONS ON THE SEVERN VALLEY LINE are Hartlebury Junction, Stourport, Bewdley, Arley, Highley (for one Passenger and one train not conveying passengers, or two trains not conveying passengers), Hampton Loade, Bridgnorth, Coalport, Buildwas, Cressage, Berrington, and Sutton Bridge Junction.

Trains cannot be crossed at Eardington, Linley, or Ironbridge and Broseley.

When a Freight Train is standing in either of the Sidings on the Up Side at Coalport, waiting for a train to pass, the Guard must divide his train to provide space for the Signalman to pass through for the purpose of exchanging train staffs with the passing train.

SINGLE LINE

The Single Line between Kidderminster Junction and Woofferton is worked on the Electric Train Token system. Crossing Stations: Kidderminster Junction, Bewdley, Cleobury Mortimer, Tenbury Wells and Woofferton. The Train Token Stations are Kidderminster Junction, Bewdley South Box, Bewdley North Box, Cleobury Mortimer, Tenbury Wells, and Woofferton. Intermediate Train Token Instrument posts: Foley Park and Newnham Bridge.

The Siding Points at Foley Park, Wyre Forest, Neen Sollars, Newnham Bridge, and Easton Court, are locked by a Key fixed in the end of the Train Token.

When necessary, a train (not conveying passengers) may be placed in the Sidings at Foley Park and Newnham Bridge for another train to pass in the same or opposite direction.

	B	B		B	B		B	B	B	B	B	B	B	B	B	B	B	B	B
	Diesel			6.55 a.m. Worcester Diesel	Rail Motor		Diesel	To Leominster Rail Motor	Diesel	Diesel	8.50 a.m. Birmingham Diesel		10.0 a.m. Birmingham Diesel	Diesel	Diesel	11.0 a.m. Birmingham Diesel	Diesel	12.0 noon Birmingham Diesel	Diesel
	2H96	2J97		2H94	2J83		2H96	2J61	2H83	2H94	2H93	2H96	2H93	2J83	2J83	2H93	2H94	2H93	2H96
1	am	am		am	am		am	am	am	am	am	am	am	am	am	am	PM	PM	PM
2	7 0	..		7 17	..		8 10	..	..	9 30	..	..	..	..	..	..	12 8	..	..
3	7 6	..		7 23	..		8 16	..	..	9 36	..	..	..	..	..	..	12 14	..	..
4	7 8	..		7 24	..		8 17	..	..	9 38	..	..	..	..	..	..	12 15	..	..
5	7 10	..		7 26	..		8 19	..	..	9 40	..	..	..	..	..	..	12 17	..	..
6									8 55		10 2	10 40	10 52	11 0		11 52		12 51	
7									8 59		10 6½	10 44	10 56½	11 4		11 56½		12 55	
8																			
9	7X15			7 31			8 24		9 4	9 45	10 12	10 49	11 2	11 9		12 2	12 22	1 0	
10	7 16						8X35		9 5			10 50		11 10	11 10				1 7
11																			
12																			
13									9 15½					11 20½	11 20½				
14									9 21					11 26	11 26				
15									9 28					11 33	11 33				
16																			
17									9 34					11 39	11 39				
18									9 40					11 45	11 45				
19														11 48	11 48				
20				7 55				8 50						11 53	11 53				
21				8 0				8 55						11 58	11 58				
22				8 5				9 0											
23								9 3											
24																			
25	7 19½						8 38½					10 53½							1 10½
26																			
27	7 25						8 43					10 59							1 16
28																			1 23
29	7 32						8 50½					11 6½							
30	N						N										B		
31																	2J97		
32																			
33	7 39						8 57½					11 12							
34	7 45						9 3					11 18							
35	7 49						9 9					11 22							
36																	SO		
37	7 57																am		
38	8 5																11 30		
39	8 10																11 38		
40	8 13																11 45		
41																	11 49		
42	8 17																11 53		
43																	11 55		
44	8 22																		
45	8 30																12 1		
46	8 33½																12 10		
47	8 34																		
48	8 41																12 15		
49	8 47																12 22		
	8 50																12 32		
																	12 36		

N—Calls when required to set down employees of the National Coal Board. Notice to be given by the passenger to the Guard at Highley.

†—8.52 a.m.

N—Calls when required to set down employees of the National Coal Board. Notice to be given by the passenger to the Guard at Highley.

K148 WEEKDAYS**HARTLEBURY, BRIDGNORTH AND SHREWSBURY (SEVERN VALLEY
BRANCH), KIDDERMINSTER, BEWDLEY, TENBURY WELLS, AND
WOOFFERTON**

				B	B		B	B	B	B	B	B	B	B	B	B
				To Shrewsbury Diesel	1.45 p.m. Worcester Diesel		Diesel	2.0 p.m. Birmingham Diesel	3.0 p.m. Birmingham Diesel	Rail Motor	Diesel			3.43 p.m. Great Malvern Diesel	Rail Motor	Diesel
DOWN				2J97	2H83		2H93	2H93	2H93	2J83	2H83	2H94	2J77	2H94	2J83	2H93
					SO		SO	SO	SO			SO		SX		
				PM	PM		PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
Hartlebury	dep	1	..	..	2 4	..	..	..	..	..	..	4 15	..	4 25	..	..
Hartlebury Junction	arr	2	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Stourport	arr	3	..	..	2 10	..	..	..	..	..	..	4 21	..	4 32	..	..
Stourport	dep	4	..	..	2 11	..	..	..	..	..	..	4 22	..	4 34	..	..
Burlish Halt	dep	5	..	..	2 13	..	..	..	..	..	..	..	..	4 36	..	..
Up	Kidderminster	6	..	..	2 5	..	2 14	2 52	3 53	..	4 10	..	4 23	..	..	5 41
	Kidderminster Junction	7	..	..	..	..	2 18½	2 56½	3 57½	..	4 14	..	4 27	..	..	5 45½
	Foley Park Halt	8	..	..	2 9	..	..	..	..	..	..	..	..	..	..	..
Bewdley Junction (S. Box) ..	arr	9	..	..	2 14	2 18	..	2 23	3 2	4 2	..	4 19	4 29	4 32	4 42	5 50
Bewdley	arr	10	..	..	2 21	2 22	..	..	..	..	..	4 20	..	4 35	..	..
Bewdley Junction (N. Box) ..	dep	11	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Up Trains	Wyre Forest	13	..	..	2 32½	..	..	..	..	..	..	4 30½	..	..	..	..
	Cleobury Mortimer	14	..	..	..	..	..	..	..	..	..	..	..	..	..	..
	Neen Sollars	15	..	..	2 38	..	..	..	..	..	..	4 36	..	..	..	..
	Newnham Bridge	16	..	..	2 44½	..	..	..	..	..	..	4 42½	..	..	..	..
	Newnham Bridge	17	..	..	..	..	..	..	..	..	..	..	..	..	..	..
	Tenbury Wells	18	..	..	2 49	..	..	..	..	..	..	4 47	..	..	..	..
	Tenbury Wells	19	..	..	2 55	..	..	..	..	..	..	4 53	..	..	..	..
	Easton Court	20	..	..	..	..	..	..	..	..	..	..	..	..	5 40	..
	Easton Court	21	..	..	..	..	..	..	..	..	..	..	..	..	5 45	..
	Woofferton	22	..	..	..	..	..	..	..	..	..	..	..	..	5 50	..
Woofferton	23	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Northwood Halt	arr	24	..	..	2 24½	..	..	..	..	..	..	..	..	4 41½	..	..
Northwood Halt	dep	25	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Arley	arr	26	..	..	..	..	..	..	..	..	..	..	..	4 46½	..	..
Arley	dep	27	..	..	2 29½	..	..	..	..	..	..	..	..	..	..	..
Highley	arr	28	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Highley	dep	29	..	..	2 36	..	..	..	..	..	..	..	..	4 53½	..	..
Alveley Halt	arr	30	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Alveley Halt	dep	31	..	..	2 39½	..	..	..	..	..	..	..	..	..	..	..
Hampton Loade	arr	32	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Hampton Loade	dep	33	..	..	2 43	..	..	..	..	..	..	..	..	5 0½	..	..
Eardington	arr	34	..	..	2 49	..	..	..	..	..	..	..	..	5 6	..	..
Bridgnorth	arr	35	..	..	2 53	..	..	..	..	..	..	..	..	5 12	..	..
Bridgnorth	dep	36	..	..	2X55	..	..	..	..	..	..	..	..	5X25	..	..
Linley	arr	37	..	..	3 2½	..	..	..	..	..	..	..	..	5 33	..	..
Coalport	arr	38	..	..	3 8	..	..	..	..	..	..	..	..	5 37	..	..
Jackfield Halt	arr	39	..	..	3 12	..	..	..	..	..	..	..	..	5 41	..	..
Iron Bridge and B.	arr	40	..	..	..	..	..	..	..	..	..	..	..	5 44	..	..
Iron Bridge and B.	dep	41	..	..	3 16	..	..	..	..	..	..	..	..	5 48	..	..
Buildwas Junction	arr	42	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Buildwas Station	arr	43	..	..	3 22	..	..	..	..	..	..	..	..	6X4	..	..
Cressage	arr	44	..	..	3 30	..	..	..	..	..	..	..	..	6 13	..	..
Cound Halt	arr	45	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Cound Halt	dep	46	..	..	3 35	..	..	..	..	..	..	..	..	6 17	..	..
Berrington	arr	47	..	..	3 42	..	..	..	..	..	..	..	..	6 24	..	..
Sutton Bridge Junction	arr	48	..	..	3 49	..	..	..	..	..	..	..	..	6 32	..	..
Shrewsbury Station	arr	49	..	..	3½52	..	..	..	..	..	..	..	..	6 35	..	..

+ 3.54 p.m.

**HARTLEBURY, BRIDGNORTH AND SHREWSBURY (SEVERN VALLEY
BRANCH), KIDDERMINSTER, BEWDLEY, TENBURY WELLS, AND
WOOFFERTON**

[illegible]

HARTLEBURY, BRIDGNORTH AND SHREWSBURY (SEVERN VALLEY BRANCH), KIDDERMINSTER, BEWDLEY, TENBURY WELLS, AND WOOFFERTON

	B	B	B	C	B	B	B	B	B	B	B	B	B						
	To Birmingham Diesel	12.55 p.m. Birmingham Diesel	1.55 p.m. Birmingham to Scourport Diesel	3.25 p.m. Scourport to Empty Diesel	To Birmingham Diesel	2.55 p.m. Birmingham Diesel	3.55 p.m. Birmingham to Scourport Diesel	Diesel	To Birmingham Diesel	4.55 p.m. Birmingham Diesel	5.55 p.m. Birmingham to Scourport Diesel	To Birmingham Diesel	6.55 p.m. Birmingham Diesel						
	2H62	2H96	2H94	3H96	2H62	2H95	2H94	2H96	2H62	2H95	2H94	2H62	2H96						
	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM						
1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
3	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
4	1 40	..	..	..	3 40	..	..	..	5 40	..	..	7 40	..	..	..	..	..	..	..
5	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
6	..	1 45	2 46	3 35	..	3 46	4 46	5 32	..	5 46	6 46	..	7 46	..	..	..	..	..	..
7	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
8	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
9	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
10	1 46	1 53	2 54	..	3 46	3 54	4 54	5 40	5 46	5 54	6 54	7 46	7 54	..	..	..	..	..	..
11	1 56	1 56	2 59	3 45	3 56	3 56	4 59	5 42	5 56	5 56	6 59	7 56	7 56	..	..	..	..	..	..
12	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
13	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
14	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
15	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
16	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
17	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
18	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
19	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
20	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
21	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
22	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
23	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
24	..	1 59	..	..	..	3 59	..	5 45	..	5 59	..	7 59	..	..	..	..	..	..	..
25	..	2 1	..	..	..	4 1	..	5 46	..	6 1	..	8 1	..	..	..	..	..	..	..
26	..	2 6	..	..	..	4 6	..	..	..	6 6	..	8 6	..	..	..	..	..	..	..
27	..	2 7	..	..	..	..	..	5 52	..	..	..	8 7	..	..	..	..	..	..	..
28	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
29	..	2 14	..	..	..	..	..	5 59	..	..	..	8 14	..	..	..	..	..	..	..
30	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
31	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
32	..	2 19	..	..	..	..	..	..	..	..	..	8 19	..	..	..	..	..	..	..
33	..	..	..	..	..	..	..	6 5	..	..	..	..	..	..	..	..	..	..	..
34	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
35	..	..	..	..	..	..	..	6 15	..	..	..	..	..	..	..	..	..	..	..
36	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
37	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
38	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
39	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
40	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
41	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
42	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
43	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
44	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
45	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
46	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
47	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
48	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
49	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..

Runs 4th October, 1959, to
3rd April, 1960, inclusive

K152 WEEKDAYS

**SHREWSBURY, BRIDGNORTH AND HARTLEBURY (SEVERN VALLEY
BRANCH), WOOFFERTON, TENBURY WELLS, BEWDLEY, AND
KIDDERMINSTER**

UP		Ruling Gradient 1 in	B	B		B		B	B	B	B	B				
			To Birmingham Diesel	Diesel		Diesel		Diesel		To Small Heath Diesel	Diesel	7.22 a.m. Ludlow Rail Motor				
			2H62	2H94		2H96		2H95	2H97	2H53	2H94	2H83				
	Shrewsbury Station dep	1	L	am	am	am		am	am	am	am	am				
	Sutton Bridge Junction	2	169R	..	..	..		..	6 40	..	..	..				
	Berrington	3	114R	..	..	..		..	6 43	..	..	..				
	Cound Halt	4	280F	..	..	..		..	6 52	..	..	..				
	 dep	5	..	..	..	..		..	..	..	..	..				
	Cressage	6	135F	..	..	..		..	7 1	..	..	..				
	Buildwas Station	7	200R	..	..	..		..	7 10	..	..	..				
	Buildwas Junction	8	132R	..	..	..		..	..	..	..	..				
	Iron Bridge and B.	9	500R	..	..	..		..	..	..	..	..				
	 dep	10	..	..	..	..		..	7 15	..	..	..				
	Jackfield Halt	11	200R	..	..	..		..	7 20	..	..	..				
	Coalport	12	250R	..	..	..		..	7 25	..	..	..				
	Linley	13	230F	..	..	..		..	7 31	..	..	..				
	Bridgnorth	14	100R	..	..	..		..	7 38	..	..	..				
	 dep	15	..	..	..	..		..	..	..	..	..				
	Eardington	16	100R	..	..	..		..	..	..	..	..				
	Hampton Loade	17	200R	..	..	..		..	..	..	..	..				
	 dep	18	—	..	..	..		..	..	..	..	..				
	Alveley Halt	19	—	..	..	..		..	..	..	..	..				
	 dep	20	..	..	..	..		..	..	..	..	..				
	Highley	21	100R	..	..	..		..	6 54	..	..	..				
	 dep	22	..	..	..	..		..	6 57	..	..	..				
	Arley	23	225R	..	..	..		..	..	..	..	..				
	 dep	24	..	..	..	..		..	7 4½	..	..	..				
	Northwood Halt	25	145F	5 45	6 30	..		..	..	..	..	..				
	 dep	26	..	5 50	6 35	..		..	7 9½	..	..	..				
Down Trains	Woofferton	27	—	..	..	..		..	..	..	..	..				
	 dep	28	..	..	..	..		..	..	..	..	..				
	Easton Court	29	132F	..	..	..		..	..	..	..	7 35				
	Tenbury Wells	30	127R	..	..	..		..	..	..	..	7 41				
	 dep	31	..	..	..	..		..	..	..	..	7 45				
	Newnham Bridge	32	100F	..	..	..		..	..	..	..	..				
	 dep	33	..	..	..	..		..	..	..	..	..				
	Neen Sollars	34	100R	..	..	..		..	..	..	..	..				
	Cleobury Mortimer	35	80R	..	..	..		..	..	..	..	..				
	 dep	36	..	..	..	..		..	..	..	..	..				
	Wyre Forest	37	73F	..	..	..		..	..	..	..	..				
	Bewdley Junction (N. Box)	38	145F	..	..	..		..	..	..	..	..				
	Bewdley	39	L	5X53	6 38	..		7 13	..	..	..	..				
	 dep	40	..	6 0	6 39	..		..	..	7 26	7 38	..				
	Bewdley Junction (S. Box)	41	L	..	..	..		..	..	..	..	..				
Down	Foley Park Halt	42	100R	6 5	..	..		..	..	7 31	..	..				
	Kidderminster Junction	43	112R	..	..	..		..	..	..	..	..				
	Kidderminster	44	L	6 10	..	..		..	..	7 35	..	..				
	Burlish Halt	45	150F	..	6 44	..		..	..	..	7 43	..				
	Stourport	46	100R	..	..	..		..	..	..	..	..				
	 dep	47	..	..	6 47	..		..	..	..	7 46	..				
	Hartlebury Junction	48	100R	..	..	..		..	..	..	..	..				
	Hartlebury	49	—	..	6 53	..		..	..	..	7 52	..				

**SHREWSBURY, BRIDGNORTH AND HARTLEBURY (SEVERN VALLEY
BRANCH), WOOFFERTON, TENBURY WELLS, BEWDLEY, AND
KIDDERMINSTER**

	B	B	B	B	B	B	B	B	B	B	B	B	B	B					
	Diesel		To Worcester SX Hartlebury SO Diesel	Rail Motor	Diesel		Diesel	Diesel to Birmingham	Diesel	To Birmingham Diesel	To Birmingham Diesel		Diesel	Diesel					
	2H93	2H93	2H75	2H83	2H93	2H97	2H93	2H62	2H94	2H62	2H62	2H94	2H93	2H93					
						SO	SX	SO	SO	SO	SO	SO	SX	SO					
	am	am	am	am	am	am	am		am	am	PM	PM	PM	PM					
1	..	..	..	..	..	9 50	..	..	..	..	..	..	..	..	..	..	..	..	..
2	..	..	..	..	..	9 53	..	..	..	..	..	..	..	..	..	..	..	..	..
3	..	..	..	..	..	10 1	..	..	..	..	..	..	..	..	..	..	..	..	..
4	..	..	..	..	..	10 7	..	..	..	..	..	..	..	..	..	..	..	..	..
5	..	..	..	..	..	10 12	..	..	..	..	..	..	..	..	..	..	..	..	..
6	..	..	..	..	..	10 20	..	..	..	..	..	..	..	..	..	..	..	..	..
7	..	..	..	..	..	10 24	..	..	..	..	..	..	..	..	..	..	..	..	..
8	..	..	..	..	..	10 26	..	..	..	..	..	..	..	..	..	..	..	..	..
9	..	..	..	..	..	10 31	..	..	..	..	..	..	..	..	..	..	..	..	..
10	..	..	..	..	..	10 36	..	..	..	..	..	..	..	..	..	..	..	..	..
11	..	..	..	..	..	10 42	..	..	..	..	..	..	..	..	..	..	..	..	..
12	..	..	..	..	..	10 49	..	..	..	..	..	..	..	..	..	..	..	..	..
13	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
14	..	..	8 0	..	9 20	..	..	..	..	..	..	12 10	..	..	..	..	..	..	..
15	..	..	8 5	..	9 25	..	..	..	..	..	..	12 15	..	..	..	..	..	..	..
16	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
17	..	..	8 11	..	9 31	B	..	..	..	..	..	12 21	..	..	..	..	..	..	..
18	..	..	..	..	..	..	..	..	..	..	..	12 25	..	..	..	..	..	..	..
19	..	..	..	..	..	..	..	..	..	..	..	12 31	..	..	..	..	..	..	..
20	..	..	8 16½	..	9 35½	..	..	..	..	..	..	12 31	..	..	..	..	..	..	..
21	..	..	..	..	9 36½	Diesel	..	..	..	..	..	..	..	..	..	..	..	..	..
22	..	..	8 23½	..	9 44	..	..	..	..	..	..	12 38½	..	..	..	..	..	..	..
23	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
24	..	..	8 28	..	9 48½	..	..	..	..	..	..	12 43½	..	..	..	..	..	..	..
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27	..	..	..	8 33	..	..	..	..	..	..	..	..	12 15	12 15	..	..	..	..	..
28	..	..	..	8 38	..	SO	..	..	..	..	..	..	12 19	12 19	..	..	..	..	..
29	..	..	..	8 42	..	am	..	..	..	..	..	..	12 20	12 20	..	..	..	..	..
30	..	7 55	..	..	..	9 50	9 50	..	..	..	..	..	..	..	..	..	..	..	..
31	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
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34	..	8 8½	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
35	..	8 16	..	..	..	10 10	10 10	..	..	..	..	..	12 40	12 40	..	..	..	..	..
36	..	8 21	..	..	..	10 15	10 15	..	..	..	..	..	12 45	12 45	..	..	..	..	..
37	..	8 26	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
38	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
39	..	8 34	8 31½	..	9 52	10 22	10 22	..	..	..	..	12 47	12 52	12 52	..	..	..	..	..
40	7 54	8 35	8 38	..	9 53	..	10 25	10 30	10 35	11 30	12 30	12 49	12 53	12 53	IX 2	..	..	..	..
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42	7 59	8 40	..	..	9 58	..	10 30	10 35	..	11 35	12 35	..	12 58	1 7	..	..	..	..	..
43	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
44	8 3	8 44	..	..	10 2	..	10 34	10 40	..	11 40	12 40	..	1 2	1 11	..	..	..	..	..
45	..	..	8 43	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
46	..	..	8 45	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
47	..	..	8 46	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
48	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
49	..	..	8 52	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..

§-SO No. 2H94

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K154 WEEKDAYS

SHREWSBURY, BRIDGNORTH AND HARTLEBURY (SEVERN VALLEY BRANCH), WOOFFERTON, TENBURY WELLS, BEWDLEY, AND KIDDERMINSTER

UP																		
		B	B	B	B	B		B	B	B	B							
		To Birmingham Diesel	To Worcester (F.St.) Diesel	To Birmingham Diesel	To Birmingham Diesel			Diesel	To Birmingham Diesel	Diesel	4.15 p.m. Ludlow Rail Motor							
		2H62	2H78	2H62	2H62	2H93		2H94	2H62	2H94	2H83							
		SO	SO	SO	SO			SO	SO									
		PM	PM	PM	PM	PM		PM	PM	PM	PM							
Shrewsbury Station	dep	1	..	..	..	1 45	..	..	..	..	..	..	..	..	..	..	..	
Sutton Bridge Junction	..	2	..	..	..	1 48	..	..	..	..	..	..	..	..	..	..	..	
Berrington	..	3	..	..	..	1 56	..	..	..	..	..	..	..	..	..	..	..	
Cound Halt	arr	4	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
Cressage	dep	5	..	..	..	2 2	..	..	..	..	..	..	..	..	..	..	..	
Buildwas Station	..	6	..	..	..	2 7	..	..	..	..	..	..	..	..	..	..	..	
Buildwas Junction	..	7	..	..	..	2 15	..	..	..	..	..	..	..	..	..	..	..	
Iron Bridge and B.	..	8	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
..	arr	9	..	..	..	2 19	..	..	..	..	..	..	..	..	..	..	..	
Jackfield Halt	dep	10	..	..	..	2 21	..	..	..	..	..	..	..	..	..	..	..	
Coalport	..	11	..	..	..	2 26	..	..	..	..	..	..	..	..	..	..	..	
Linley	..	12	..	..	..	2 31	..	..	..	..	..	..	..	..	..	..	..	
Bridgnorth	..	13	..	..	..	2 37	..	..	..	..	..	..	..	..	..	..	..	
..	arr	14	..	..	..	2X44	..	..	..	..	..	..	..	..	..	..	..	
..	dep	15	..	..	..	3 4	..	..	..	..	..	..	..	..	..	..	..	
Eardington	..	16	..	..	..	3 9	..	..	..	..	..	..	..	..	..	..	..	
Hampton Loade	..	17	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
..	arr	18	..	..	..	3 16	..	..	..	..	..	..	..	..	..	..	..	
Alveley Halt	..	19	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
..	arr	20	..	..	..	3 20	..	..	..	..	..	..	..	..	..	..	..	
Highley	..	21	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
..	arr	22	..	1 30	..	3 24	..	..	..	..	..	..	..	..	..	..	..	
Arley	..	23	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
..	arr	24	..	1 38	..	3 31½	..	..	..	..	..	..	..	..	..	..	..	
Northwood Halt	..	25	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
..	arr	26	..	1 43	..	3 36½	..	..	..	..	..	..	..	..	..	..	..	
Down Trains	Woofferton	..	27	..	..	..	..	..	..	..	4 25	..	..	..	..	..	..	
	..	dep	28	..	..	..	..	..	..	..	4 30	..	..	..	..	..	..	
	Easton Court	..	29	..	..	..	..	..	..	..	4 36	..	..	..	..	..	..	
	Tenbury Wells	..	30	..	..	..	..	..	..	..	4 40	..	..	..	..	..	..	
	..	arr	31	..	..	..	..	3 5	..	..	..	..	..	..	..	..	..	
	Newnham Bridge	..	32	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
	..	arr	33	..	..	..	..	3 13	..	..	..	..	..	..	..	..	..	
	..	dep	34	..	..	..	..	3 18½	..	..	..	..	..	..	..	..	..	
Neen Sollars	..	35	..	..	..	..	..	..	..	..	..	..	..	..	..	..		
Cleobury Mortimer	..	36	..	..	..	..	..	3 25	..	..	..	..	..	..	..	..	..	
..	arr	37	..	..	..	..	..	3 30	..	..	..	..	..	..	..	..	..	
..	dep	38	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
Bewdley Junction (N. Box)	..	39	..	1 47	..	3 41	..	3 38	..	..	..	..	..	..	..	..	..	
Bewdley	..	40	1 30	1 49	2 30	3 30	3 43	3 45	4 39	4 50	..	..	..	..	..	..	..	
..	dep	41	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
Bewdley Junction (S. Box)	..	42	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
Down	Foley Park Halt	..	43	1 35	..	2 35	3 35	3 48	..	4 44	..	..	..	..	..	..	..	
	Kidderminster Junction	..	44	1 40	..	2 40	3 40	3 52	..	4 49	..	..	..	..	..	..	..	
	Kidderminster	..	45	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
Burlish Halt	..	46	..	1 54	..	..	..	3 50	..	4 55	..	..	..	..	..	..	..	
Scourport	..	47	..	1 56	..	..	..	3 52	..	4 57	..	..	..	..	..	..	..	
..	arr	48	..	1 57	..	..	..	3 53	..	4 58	..	..	..	..	..	..	..	
Hartlebury Junction	..	49	..	2 3	..	..	..	3 59	..	5 4	..	..	..	..	..	..	..	
Hartlebury	..		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	

**SHREWSBURY, BRIDGNORTH AND HARTLEBURY (SEVERN VALLEY
BRANCH), WOOFFERTON, TENBURY WELLS, BEWDLEY, AND
KIDDERMINSTER**

	B	B	B	B	B	B	B	B	B	B	B	B							
	Diesel	Rail Motor	Diesel	To Birmingham Diesel		Diesel	To Birmingham Diesel	To Worcester Diesel	Diesel	To Stourbridge Junction Diesel	Empty Diesel	To Birmingham Diesel							
	2H94	2H83	2H93	2H62	2H97	2H95	2H62	2H75	2H83	2H77	3H93	2H62							
	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	SO						
1	..	..	4 20	..	5 33	..	..	..	..	..	..	..	..	..	..	..	..	..	..
2	..	..	4 23	..	5 36	..	..	..	..	..	..	..	..	..	..	..	..	..	..
3	..	..	4 31	..	5 44	..	..	..	..	..	..	..	..	..	..	..	..	..	..
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5	..	..	4 37	..	5 50	..	..	..	..	..	..	..	..	..	..	..	..	..	..
6	..	..	4 42	..	5 55	..	..	..	..	..	..	..	..	..	..	..	..	..	..
7	..	..	4 52	..	6 04	..	..	..	..	..	..	..	..	..	..	..	..	..	..
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10	..	..	4 57	..	6 10	..	..	..	..	..	..	..	..	..	..	..	..	..	..
11	..	..	5 1	..	6 15	..	..	..	..	..	..	..	..	..	..	..	..	..	..
12	..	..	5 5	..	6 20	..	..	..	..	..	..	..	..	..	..	..	..	..	..
13	..	..	5 11	..	6 26	..	..	..	..	..	..	..	..	..	..	..	..	..	..
14	..	..	5 18	..	6 33	..	..	..	..	..	..	..	..	..	..	..	..	..	..
15	..	..	5 20	..	..	..	..	..	..	..	7 55	..	..	..	..	..	..	..	..
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18	..	..	5 32	..	..	..	..	..	..	..	8 7	..	..	..	..	..	..	..	..
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23	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
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26	..	..	5 52	..	..	7 12	..	8 2	..	8 24	..	..	..	..	..	..	..	..	..
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28	..	5 25	..	..	..	..	..	..	7 43	..	..	..	..	..	..	..	..	..	..
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34	5 12	..	..	..	..	..	..	..	8 2	..	..	..	..	..	..	..	..	..	..
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36	5 19	..	..	..	..	..	..	..	8 8	..	..	..	..	..	..	..	..	..	..
37	5 24	..	..	..	..	..	..	..	8 13	..	..	..	..	..	..	..	..	..	..
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39	5 32	..	5 55	..	..	7 16	..	8 6	8 21	8 27	..	..	..	..	..	..	..	..	..
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**SHREWSBURY, BRIDGNORTH AND HARTLEBURY (SEVERN VALLEY
BRANCH), WOOFFERTON, TENBURY WELLS, BEWDLEY, AND
KIDDERMINSTER**

	B	B	B	B	B	B	B	B		B	B	B							
	To Birmingham Diesel	3.40 p.m. Stourport to Birmingham Diesel	To Birmingham Diesel	3.55 p.m. Birmingham Diesel	To Birmingham Diesel	5.40 p.m. Stourport to Birmingham Diesel	To Birmingham Diesel	5.55 p.m. Birmingham Diesel		To Birmingham Diesel	7.40 p.m. Stourport to Birmingham Diesel	To Birmingham Diesel							
	2H62	2H62	2H62	2H94	2H62	2H62	2H62	2H94		2H62	2H62	2H62							
	PM	PM	PM	PM	PM	PM	PM	PM		PM	PM	PM							
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22	2 36	..	..	..	5 1	..	..	..	..	7 4	..	8 36	..	..	..	..	..	..	..
23	2 42	..	..	..	5 3	..	..	..	..	7 6	..	8 42	..	..	..	..	..	..	..
24	2 45	..	4 45	..	5 10	..	6 45	..	..	7 13	..	8 45	..	..	..	..	..	..	..
25	..	..	..	..	5 12	..	..	..	..	7 15	..	8 50	..	..	..	..	..	..	..
26	2 51	..	4 51	..	5 16½	..	..	..	..	..	..	8 51	..	..	..	..	..	..	..
27	..	..	..	..	5 18	..	6 51	..	..	7 21	..	..	..	..	..	..	..	..	..
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34	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
35	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
36	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
37	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
38	2 54	3 46	4 54	4 54	5 21	5 46	6 54	6 54	..	7 24	7 46	8 54	..	..	..	..	..	..	..
39	2 56	3 56	4 56	4 59	5 23	5 56	6 56	6 59	..	7 26	7 56	8 56	..	..	..	..	..	..	..
40	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
41	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
42	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
43	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
44	3 5	4 5	5 5	..	5 32	6 5	7 5	..	..	7 35	8 5	9 5	..	..	..	..	..	..	..
45	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
46	..	..	..	5 5	..	..	..	7 5	..	..	..	..	..	..	..	..	..	..	..
47	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
48	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
49	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..

K158 MONDAYS TO FRIDAYS

BARNT GREEN TO ASHCHURCH

Mileage			Ruling Gradient 1 in	DOWN											
				C	C	C	B	B	G	B	B	B	B	B	B
				ECS	5127 a.m. Monument Lane Empty Diesel	Pels.		Diesel	8.48 a.m. LE from King's Norton	Diesel	Diesel	Diesel	Diesel	Diesel	Diesel
M	C			3H71	3V70	3V19	2V71	2V70	0V00	2V70	2H71	2V70	2V70	2V70	2V70
—	—	Birmingham (New St.).. dep	1	am	am	am	am	am	am	am	am	am	am	PM	PM
—	—	Camp Hill	2	..	5:32	6 14	6 30	8 30	..	9 30	..	10 37	11 30	12 30	1 32
0	0	BARNT GREEN .. . arr	3	..	..	6 41	7 2	8 55	9 0	9 55	..	11 2	11 55	12 57	1 57
1	60	 dep	4	..	5 55	6 46	7 6	8 56	9N11	9 56	..	11 3	11 56	12 58	1 58
4	40	Alvechurch	5	74F	..	6 53	7 11	9 2	..	10 2	..	11 9	12 2	1 4	2 4
4	78	Redditch North .. .	6	65R	6 5	7 0	7 17	9 9	..	10 9	..	11 16	12 9	1 11	2 11
		Redditch arr	7	124R	..	7 1	7 18	9 10	9N31	10 10	..	11 17	12 10	1 12	2 12
		 dep	8	5:45	6:8	..	7X26	..	..	..	10 38	..	..	..	..
8	12	Studley and Astwood Bank ..	9	129F	..	..	7 34	..	..	..	10 45 ¹	..	..	..	..
12	33	Alcester	10	107F	..	..	7 44	..	..	..	10 53 ¹	..	..	..	..
15	7	Broom Junction .. . arr	11	125F	..	..	7 50	..	..	..	10 59 ¹	..	..	..	..
		 dep	12	..	..	..	7X57	..	..	..	11 0	..	..	..	..
16	39	Salford Priors .. .	13	245F	..	..	8 2	..	..	..	11 4 ¹	..	..	..	..
18	40	Harvington	14	203R	..	..	8 8	..	..	..	11 10	..	..	..	..
21	77	EVESHAM arr	15	164F	6:20	..	8 14	..	..	..	11 16	..	..	..	..
		 dep	16	..	..	..	8 20	..	..	..	11 20	..	..	..	..
25	17	Hinton	17	210R	..	..	8 27	..	..	..	11 26 ¹	..	..	..	..
27	8	Ashton-under-Hill .. .	18	196R	..	..	8 32	..	..	..	11 31	..	..	..	..
29	6	Beckford	19	210F	..	..	8 37	..	..	..	11 36	..	..	..	..
32	65	ASHCHURCH .. . arr	20	199F	..	..	8 46	..	..	..	11 42	..	..	..	..

SATURDAYS ONLY

BARNT GREEN TO ASHCHURCH

DOWN			C	C	C	B	B	G	B	B	B	B	B	B	B
			Diesel	5:27 a.m. Monument Lane Empty Diesel	Pels.	Diesel	8:48 a.m. King's Norton LE	Diesel	Diesel	Diesel	Diesel	Diesel	Diesel	Diesel	Diesel
			3H71	3V70	3V19	2V71	2V70	0V00	2V70	2H71	2V70	2V70	2V71		
		Birmingham (New St.).. dep	1	am	am	am	am	am	am	am	PM	PM			
		Camp Hill	2	..	5:32	6 14	6 30	8 30	..	9 30	..	10 30	12 25	..	..
		BARNT GREEN .. . arr	3	..	..	6 41	7 2	8 55	9 0	9 38	..	10 55	12 50	..	..
		 dep	4	..	5 55	6 46	7 6	8 56	9 12	10 2	..	10 56	12 51	1 36	..
		Alvechurch	5	..	..	6 53	7 11	9 2	..	10 8	..	11 2	12 57	1 41	..
		Redditch North .. .	6	..	6 5	7 0	7 17	9 9	..	10 15	..	11 9	1 4	1 46	..
		Redditch arr	7	..	6:8	7 1	7 18	9 10	9:25	10 16	..	11 10	1 5	1 48	..
		 dep	8	5:45	..	..	7X26	..	..	..	10 38	..	..	1 53	..
		Studley and Astwood Bank ..	9	..	..	..	7 34	..	..	..	10 45 ¹	..	..	2 1	..
		Alcester	10	..	..	..	7 44	..	..	..	10 53 ¹	..	..	2 9	..
		Broom Junction .. . arr	11	..	..	..	7 50	..	..	..	10 59 ¹	..	..	2 15	..
		 dep	12	..	..	..	7X57	..	..	..	11 0	..	..	2 20	..
		Salford Priors .. .	13	..	..	..	8 2	..	..	..	11 4 ¹	..	..	2 25	..
		Harvington	14	..	..	..	8 8	..	..	..	11 10	..	..	2 31	..
		EVESHAM arr	15	6:20	..	..	8 14	..	..	..	11 16	..	..	2 38	..
		 dep	16	..	..	..	8 20	..	..	..	11 20	..	..	..	..
		Hinton	17	..	..	..	8 27	..	..	..	11 26 ¹	..	..	..	..
		Ashton-under-Hill .. .	18	..	..	..	8 32	..	..	..	11 31	..	..	..	..
		Beckford	19	..	..	..	8 37	..	..	..	11 36	..	..	..	..
		ASHCHURCH .. . arr	20	..	..	..	8 46	..	..	..	11 42	..	..	..	..

SINGLE LINE—Barnt Green Junction to Evesham. Worked by Electric Train Token between Barnt Green Single Line Junction and Redditch North and Redditch South to Evesham.

Sections:

- Barnt Green Single Junction to Redditch North.
- Redditch North to Redditch South (Double Line Disc Block Telegraph).
- Redditch South to Studley and Astwood Bank.
- Studley and Astwood Bank to Alcester.
- Alcester to Broom Junction North.
- *Broom Junction North to Broom Junction West.
- Broom Junction West to Harvington.
- Harvington to Evesham.

*—When Broom Junction West is not in circuit, a Through Token is operated between Broom Junction and Harvington.

Crossing Stations:

- Redditch.
- Alcester.
- Broom Junction.

Auxiliary Key Token Instruments

Broom Junction Station—At Alcester end of Platform.

BARNT GREEN TO ASHCHURCH

	B	B	B	B	B	B	B	G	B	B	B	B	B	B	B	B	B	B	B
	Diesel	Diesel	Diesel		Diesel		Diesel	LE	Diesel	Diesel	Diesel	Diesel	Diesel	Diesel	Diesel	Diesel	Diesel	Diesel	Diesel
	2V70	2V70	2V70	2V71	2V70	2V71	2V70	0V00	2V70	2V70	2V70	2V70			2V70	2V71	2V71		
	PM	PM	PM	PM	PM	PM	PM	PM	FX	FO		FO	FX			am	PM		
1	2 40	3 30	4 25	5 10	5 32	6 18	6 30	6 56	7 25	7 42	8 30	9 35	9 43	10 2	10 30	8 10	6 35	..	..
2	3 5	3 55	4 50	5 40	5 57	6 44	6 55	7 32	7 50	8 7	8 55	10 1	10 2	10 55	8 35	7 0	..	..	..
3	3 7	3 56	4 51	5 41	5 58	6 45	6 57	7 35	7 56	8 8	8 56	10 2	10 3	10 56	8 36	7 1	..	..	..
4	3 13	4 2	4 57	5 46	6 4	6 50	7 3	..	8 2	8 14	9 2	10 8	10 9	11 2	8 42	7 7	..	..	..
5	3 20	4 9	5 4	5 51	6 11	6 55	7 10	7 54	8 9	8 21	9 9	10 15	10 16	11 9	8 49	7 14	..	..	..
6	3 21	4 10	5 5	5 53	6 12	6 57	7 11	7 55	8 10	8 22	9 10	10 16	10 17	11 10	8 50	7 15	..	..	..
7	..	..	..	6 0	..	7 2	..	..	..	..	..	..	..	..	8 54	7 19	..	..	..
8	..	..	..	6 8	..	7 9	..	..	..	..	..	..	..	..	..	..	..	..	..
9	..	..	..	6 17	..	7 16	..	..	..	..	..	..	..	..	..	9 6	7 31	..	..
10	..	..	..	6 23	..	7 22	..	..	..	..	..	..	..	..	..	9 12	7 37	..	..
11	..	..	..	6 25	..	7 24	..	..	..	..	..	..	..	..	..	9 13	7 38	..	..
12	..	..	..	6 31	..	..	..	..	..	..	..	..	..	..	..	9 18	7 43	..	..
13	..	..	..	6 37	..	..	..	..	..	..	..	..	..	..	..	9 24	7 49	..	..
14	..	..	..	6 43	..	7 37	..	..	..	..	..	..	..	..	..	9 31	7 56	..	..
15	..	..	..	6 47	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
16	..	..	..	6 55	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
17	..	..	..	7 2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
18	..	..	..	7 8	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
19	..	..	..	7 14	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
20	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..

BARNT GREEN TO ASHCHURCH

SATURDAYS ONLY

	B	B	B	B	B	B	B	B	G	B	B	B	B	B					
	Diesel		Diesel	Diesel	Diesel		Diesel	Diesel	LE	Diesel	Diesel		Diesel	Diesel					
	2V70	2H71	2V70	2V70	2V70	2V71	2V70	2V70	0A30	2V70	2V70	2H71	2V70	2V70					
	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM					
1	1 35	..	2 30	3 30	4 25	5 10	5 32	6 20	..	7 25	8 30	..	9 37	10 30	..	..	..	..	..
2	1 43	..	2 38	..	..	..	..	6 28	..	..	..	..	..	..	..	..	..	..	..
3	2 6	..	2 56	3 55	4 50	5 40	5 57	6 46	..	7 50	8 55	..	10 2	10 55	..	..	..	..	..
4	2 7	..	3 7	3 56	4 51	5 41	5 58	6 47	..	7 51	8 56	..	10 3	10 56	..	..	..	..	..
5	2 13	..	3 13	4 2	4 57	5 46	6 4	6 53	..	7 57	9 2	..	10 9	11 2	..	..	..	..	..
6	2 20	..	3 20	4 7	5 4	5 51	6 11	7 0	..	8 4	9 9	..	10 16	11 9	..	..	..	..	..
7	2 21	..	3 21	4 10	5 5	5 53	6 12	7 1	..	8 5	9 10	..	10 17	11 10	..	..	..	..	..
8	..	2 55	..	..	..	6 0	..	7 35	..	..	..	9 30	..	..	..	..	..	..	..
9	..	3 3	..	..	..	6 8	..	..	..	..	..	..	..	..	..	..	..	..	..
10	..	3 11	..	..	..	6 17	..	..	..	..	..	9 43	..	..	..	..	..	..	..
11	..	3 17	..	..	..	6 23	..	..	..	..	..	9 49	..	..	..	..	..	..	..
12	..	3 19	..	..	..	6 25	..	..	..	..	..	9 50	..	..	..	..	..	..	..
13	..	3 24	..	..	..	6 31	..	..	..	..	..	9 55	..	..	..	..	..	..	..
14	..	3 30	..	..	..	6 37	..	..	..	..	..	10 1	..	..	..	..	..	..	..
15	..	3 36	..	..	..	6 43	..	..	8 5	..	..	10 8	..	..	..	..	..	..	..
16	..	3 41	..	..	..	6 47	..	..	..	..	..	10 10	..	..	..	..	..	..	..
17	..	3 48	..	..	..	6 55	..	..	..	..	..	10 18	..	..	..	..	..	..	..
18	..	3 53	..	..	..	7 2	..	..	..	..	..	10 24	..	..	..	..	..	..	..
19	..	3 58	..	..	..	7 8	..	..	..	..	..	10 30	..	..	..	..	..	..	..
20	..	4 4	..	..	..	7 14	..	..	..	..	..	10 36	..	..	..	..	..	..	..

K160 MONDAYS TO FRIDAYS

ASHCHURCH TO BARNT GREEN

UP				Ruling Gradient 1 in	B	B	B	B	B	B	B	G	B	B	B	B		
					Diesel						Diesel		Diesel	LE to Saltley	Diesel	Diesel	Diesel	Diesel
					2M70	2M70	2M70	2M70	2M70	2H71	2M70	0M00	2M70	2M70	2M70	2M70		
Mileage																		
M	C																	
0	0	ASHCHURCH dep	1		am	am	am	7 14	am	9 18	am	am	am	PM	PM	PM		
3	59	Beckford	2	199R	..	..	..	7 21	..	9 25½	..	..	..	..	..	..		
5	57	Ashton-under-Hill .. .	3	210R	..	..	..	7 26	..	9 30	..	..	..	..	..	..		
7	48	Hinton	4	196F	..	..	..	..	..	9 34½	..	..	..	..	..	..		
10	68	EVESHAM .. . arr	5	179R	..	..	..	7 34	..	9 39½	..	..	..	..	..	..		
		.. dep	6		..	6 44	..	7 37	..	9 43	..	..	..	..	..	..		
14	25	Harvington .. .	7	104R	..	..	..	7 45	..	9 50½	..	..	..	..	..	..		
16	26	Salford Priors .. .	8	297F	..	..	..	7 51	..	9 56	..	..	..	..	..	..		
17	58	Broom Junction .. . arr	9	245R	..	6 57	..	7 55	..	10 0	..	..	..	..	..	..		
		.. dep	10		..	6 58	..	7 57	..	10 1	..	..	..	..	..	..		
20	32	Alcester	11	125R	..	7 5	..	8 4	..	10 7½	..	..	..	..	..	..		
24	53	Studley and Astwood Bank ..	12	107R	..	7 14	..	8 13	..	10 16	..	..	..	..	..	..		
27	67	Redditch .. . arr	13	126F	..	7X21	..	8 20	..	10 23	..	..	..	..	..	..		
		.. dep	14		6 30	7 26	8 0	8 25	9 37	10 35	11 16	11 30	12 30	1 38	2 30			
28	25	Redditch North .. .	15	126F	6 31½	7 28	8 2	8 27	9 38½	10 36½	11 18	11 31½	12 31½	1 39½	2 31½			
31	5	Alvechurch .. .	16	65F	6 38½	7 35	8 9	8 34	9 45½	10 43½	..	11 38½	12 38½	1 46½	2 38½			
32	65	BARNT GREEN .. . arr	17	74R	6 44	7 41	8 15	8 40	9 51	10 49	..	11 44	12 44	1 52	2 44			
		.. dep	18		6 44½	7 42	8 16	8 41	9 51½	10 49½	11 27	11 44½	12 44½	1 53½	2 44½			
		Camp Hill .. .	19		..	..	..	..	..	..	N	..	..	..	..			
		Birmingham (New St.) .. arr	20		7 10	8 11	8 44	9 8	10 17	..	11 15	11 54	12 10	1 10	2 20	3 10		

SATURDAYS ONLY

ASHCHURCH TO BARNT GREEN

UP		Ruling Gradient 1 in														
			B	B	B	B	B	B	G	B		B	B			
			Diesel						Diesel	LE	Diesel		Diesel			
			2M70	2M70	2M70	2M70	2M70	2H71	2M70	0M00	2M70		2H71	2M70		
ASHCHURCH .. . dep	1	am	am	am	am	am	am	am	am	am	..	PM	PM	..	..	..
Beckford	2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Ashton-under-Hill .. .	3	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Hinton	4	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
EVESHAM .. . arr	5	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
.. dep	6	..	6 44	..	..	..	..	..	..	..	..	..	..	..	..	..
Harvington .. .	7	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Salford Priors .. .	8	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Broom Junction .. . arr	9	..	6 57	..	..	..	..	..	..	..	..	..	..	..	..	..
.. dep	10	..	6 58	..	..	..	..	..	..	..	..	..	..	..	..	..
Alcester	11	..	7 5	..	..	..	..	..	..	..	..	..	..	..	..	..
Studley and Astwood Bank ..	12	..	7 14	..	..	..	..	..	..	..	..	..	..	..	..	..
Redditch .. . arr	13	..	7X21	..	..	..	..	..	..	..	..	..	..	..	..	..
.. dep	14	6 30	7 26	8 0	8 25	9 37	..	10 33	11 10	11 30	..	..	..	..	..	..
Redditch North .. .	15	6 31½	7 28	8 2	8 27	9 38½	..	10 34½	11 12	11 31½	..	..	..	..	..	..
Alvechurch .. .	16	6 38½	7 35	8 9	8 34	9 45½	..	10 41½	..	11 38½	..	..	..	..	..	..
BARNT GREEN .. . arr	17	6 44	7 41	8 15	8 40	9 51	..	10 47	..	11 44	..	..	..	..	..	..
.. dep	18	6 44½	7 42	8 16	8 41	9 51½	..	10 47½	11 25	11 44½	..	..	..	..	..	..
Camp Hill .. .	19	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Birmingham (New St.) .. arr	20	7 10	8 11	8 44	9 8	10 20	..	11 15	11 54	12 10	..	..	..	..	..	..

ASHCHURCH TO BARNT GREEN

	B	B	B	B	B	C	B	B	B	B	B	B	C	B	B	B	B		
	Diesel	Diesel	Diesel			Pds.	Diesel	Diesel	Diesel	Diesel		Diesel	Pds.	Diesel	Diesel		Diesel	Diesel	
	2M70	2M70	2M70	2H71	2M70	3M70	2M70	2M70	2M70	2M70	2H71	2M70	3M23	2M70	2M70	2M70	2M70		
				FX	FO	FX	FX	FO											
1	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM		am	PM	
2	..	..	..	4 39	4 39	..	..	..	..	..	..	..	..	..	..	..	..	..	..
3	..	..	..	4 46	4 46	..	..	..	..	..	..	..	..	..	..	..	..	..	..
4	..	..	..	4 51	4 51	..	..	..	..	..	..	..	..	..	..	..	..	..	..
5	..	..	..	4 56	4 56	..	..	..	..	..	..	..	..	..	..	..	..	..	..
6	..	..	..	5 2	5 2	..	..	..	..	..	..	..	..	..	..	..	..	..	..
7	..	..	..	5 9	5 9	..	..	..	..	..	8 30	..	..	..	..	..	9 50	8 15	..
8	..	..	..	5 17	5 17	..	..	..	..	..	..	..	..	..	..	..	9 57	8 22	..
9	..	..	..	5 23	5 23	..	..	..	..	..	..	..	..	..	..	..	10 2	8 27	..
10	..	..	..	5 27	5 27	..	..	..	..	..	8 48	..	..	..	..	..	10 6	8 31	..
11	..	..	..	5 32	5 32	..	..	..	..	..	8 50	..	..	..	..	..	10 7	8 32	..
12	..	..	..	5 39	5 39	..	..	..	..	..	8 57	..	..	..	..	..	10 13	8 38	..
13	..	..	..	5 48	5 48	..	..	..	..	..	9 6	..	..	..	..	..	..	..	..
14	..	..	..	5 55	5 55	..	..	..	..	..	9 13	..	..	..	..	..	..	..	..
15	3 30	4 30	5 25	..	6 10	6 10	6 25	6 25	7 30	8 30	..	9 37	10 15	10 30	11 15	..	10 28	8 53	..
16	3 31	4 31	5 26	..	6 12	6 12	6 26	6 26	7 31	8 31	..	9 38	10 17	10 31	11 16	..	10 30	8 55	..
17	3 38	4 38	5 33	..	..	..	6 33	6 33	7 38	8 38	..	9 45	..	10 38	..	..	10 31	8 56	..
18	3 44	4 44	5 39	..	6 23	..	6 39	6 39	7 44	8 44	..	9 51	..	10 44	..	..	10 38	9 3	..
19	3 44	4 44	5 44	..	6 25	6 22	6 40	7 4	7 45	8 47	..	9 51	10 59	10 44	11 26	..	10 44	9 9	..
20	4 10	5 10	6 10	..	6 40	6 45	7 6	7 30	8 11	9 12	..	10 12	10 17	10 50	11 10	11 43	11 10	9 35	..

SATURDAYS ONLY

ASHCHURCH TO BARNT GREEN

	B	B	G	B	B	B	B		B	B	B	B	B	C	C				
	Diesel	Diesel	LE	Diesel	Diesel		Diesel		Diesel	Diesel		Diesel	Diesel	Empty Diesel	ECS				
	2M70	2M70	0M00	2M70	2M70	2H71	2M70		2M70	2M70	2H71	2M70	2M70	3M70	3H71				
1	PM	PM	PM	PM	PM	PM	PM		PM	PM	PM	PM	PM	PM	PM				
2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
3	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
4	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
5	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
6	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
7	..	..	3 0	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
8	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
9	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
10	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
11	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
12	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
13	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
14	2 32	3 30	4 10	4 30	5 25	..	6 25	..	7 30	8 30	..	9 37	10 30	11 15	11 35	..	..	..	..
15	2 33	3 31	..	4 31	5 26	..	6 26	..	7 31	8 31	..	9 38	10 31	11 16	..	..	..	..	..
16	2 40	3 38	..	4 38	5 33	..	6 33	..	7 38	8 38	..	9 45	10 38	..	..	..	..	..	..
17	2 46	3 44	..	4 44	5 39	..	6 39	..	7 44	8 44	..	9 51	10 44	..	..	..	..	..	..
18	2 52	3 48	4 24	4 50	5 39	..	6 39	..	7 45	8 47	..	9 51	10 44	11 26	..	..	..	..	..
19	3 14	4 7	..	5 9	..	..	7 2	..	..	..	..	..	..	..	..	..	..	..	..
20	3 22	4 15	5 0	5 17	6 5	..	7 10	..	8 11	9 12	..	10 17	11 10	11 43	..	..	..	..	..

UPTON-ON-SEVERN, TEWKESBURY AND ASHCURCH

SINGLE LINE—Worked by Electric Train Token between Ashchurch and Tewkesbury and by Train Staff, with one engine in steam or two coupled together, between Tewkesbury and Upton-on-Severn. There is no Crossing Station on this Branch.

Mileage				DOWN	Ruling Gradient	G		B	B	B	B	B			
						OB18		2T88	2T08	2T88	2T88	2T08			
M	C	M	C												
0	0	—	—	UPTON-ON-SEV'N dep	1	—	am		SO	SX	SO	SX	SO		
2	2	—	—	Ripple	2	—		am	7 37	7 57					
—	—	0	0	Tewkesbury M.P. Depot	3	—	6||33	7 42	8 3						
5	35	—	—	Tewkesbury arr	4	—									
7	9	1	44	 dep	5	—		7 48	8 9						
				ASHCHURCH arr	6	—	6||48	7 50	8 11	8 50	8 53	11 10			
								7 55	8 16	8 55	8 58	11 15			

WEEKDAYS ASHCHURCH, TEWKESBURY AND UPTON-ON-SEVERN

						C	C	B	B	B		B		G
							EC8							LE
						3T88	3T88	2T88	2T88	2T88		2T88		OB19
Mileage						SO	SX		SX	SO		SO		
M	C	M	C			am	am	am	am	am		am		PM
0	0	0	0	ASHCHURCH .. dep	1	--	..	..	8 35	9 25	9 40	..	11 30	..
1	54	--	--	Tewkesbury arr	2	--	..	..	8 40	9 30	9 45	..	11 35	..
--	--	1	44	dep	3	--	7+18	7+38	..	..	..	..	11 37	..
5	7	--	--	Tewkesbury M.P. Depot ..	4	--	..	..	..	..	..	..	..	..
7	9	--	--	Ripple	5	--	..	..	..	..	..	..	11 47	..
				UPTON-ON-SEV'N arr	6	--	7+30	7+50	..	..	..	..	11 52	..

Notes working
 as from
 Redditch

COALEY AND DURSLEY

SINGLE LINE—Worked by Train Staff, only one engine in steam at a time or two coupled together.

Mileage		Ruling Gradient 1 in	B	B	B	B	B	B
M	C							
0	0	COALEY dep Cam DURSLEY arr	7 0	8 25			12 35	2 20
1	22		7 5	8 30			12 40	2 25
2	36		7 9	8 34			12 44	2 29

DURSLEY AND COALEY

Mileage		UP														2T95		SUS PEN DED SO		PM	
		M	C																		
0	0	DURSLEY dep	1	am 6 35	..	..	..	7 35	..	..	..	9 55	..	..	11 35	12 10					
1	14	Cam.....	2	6 40	..	..	..	7 40	..	..	..	10 0	..	..	11 40	12 15					
2	36	COALEY arr	3	6 44	..	..	..	7 44	..	..	..	10 4	..	..	11 44	12 15					

UPTON-ON-SEVERN, TEWKESBURY AND ASHCURCH

[illegible]**ASHCHURCH, TEWKESBURY AND UPTON-ON-SEVERN WEEKDAYS**[illegible]

COALEY AND DURSLEY WEEKDAYS

[illegible]

DURSLEY AND COALEY WEEKDAYS

[illegible]

WORCESTER AND BROMYARD

SINGLE LINE—Between Bransford Road Junction and Bromyard—worked by the Electric Train Token.
TOKEN SECTIONS—Bransford Road Junction (Signal Box) and Bromyard.
An Intermediate Electric Token Instrument is installed in a hut adjacent to Suckley Middle Ground Frame. When necessary, a train (not conveying passengers) may be placed in Suckley Loop, or Sidings, for another train to pass in the same or opposite directions.

BROMYARD AND WORCESTER

WEEKDAYS

THE CROSSING STATIONS ARE—Bransford Road Junction and Bromyard. The Sidings are locked by a Key fixed in the end of the Electric Token.

K164

Mile Post Mileage		Ruling Gradient 1 in										Ruling Gradient 1 in										Ruling Gradient 1 in																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																															
DOWN												UP																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									
M	C	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90	2H90

KEMBLE AND TETBURY

Worked by Train Staff, only one engine in steam at a time or two coupled together between Kemble and Tetbury.
CULKERTON STATION—The Sidings at Culkerton are locked by a key fixed in end of the Train Staff.

TETBURY AND KEMBLE

WEEKDAYS

Mileage		Ruling Gradient										DOWN										UP									
M	C	B		B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B					
		Diesel		Diesel	Diesel	Diesel	Diesel	Diesel	Diesel	Diesel	Diesel	Diesel	Diesel	Diesel	Diesel	Diesel	Diesel	Diesel	Diesel	Diesel	Diesel	Diesel	Diesel	Diesel	Diesel	Diesel					
		SUS PEN DED		Diesel	Diesel	Diesel	Diesel	Diesel	Diesel	Diesel	Diesel	Diesel	Diesel	Diesel	Diesel	Diesel	Diesel	Diesel	Diesel	Diesel	Diesel	Diesel	Diesel	Diesel	Diesel	Diesel					
		2Z01		2Z01	2Z01	2Z01	2Z01	2Z01	2Z01	2Z01	2Z01	2Z01	2Z01	2Z01	2Z01	2Z01	2Z01	2Z01	2Z01	2Z01	2Z01	2Z01	2Z01	2Z01	2Z01	2Z01					
		am		am	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am					
		8 35		10 10	10 20	11 30	11 55	12 20	12 40	13 55	14 20	14 40	15 00	15 20	15 40	16 00	16 20	16 40	17 00	17 20	17 40	18 00	18 20	18 40	19 00						
		8 43		10 18	10 28	11 38	12 03	12 28	12 48	13 58	14 23	14 43	15 03	15 23	15 43	16 03	16 23	16 43	17 03	17 23	17 43	18 03	18 23	18 43	19 03						
		8 46		10 21	10 31	11 41	12 06	12 31	12 51	14 01	14 26	14 46	15 06	15 26	15 46	16 06	16 26	16 46	17 06	17 26	17 46	18 06	18 26	18 46	19 06						
		8 49		10 24	10 34	11 44	12 09	12 34	12 54	14 04	14 29	14 49	15 09	15 29	15 49	16 09	16 29	16 49	17 09	17 29	17 49	18 09	18 29	18 49	19 09						
		8 54		10 29	10 39	11 49	12 14	12 39	12 59	14 09	14 34	14 54	15 14	15 34	15 54	16 14	16 34	16 54	17 14	17 34	17 54	18 14	18 34	18 54	19 14						
		8 59		10 34	10 44	11 54	12 19	12 44	13 04	14 14	14 39	14 59	15 19	15 39	15 59	16 19	16 39	16 59	17 19	17 39	17 59	18 19	18 39	18 59	19 19						
		264F		N=2 minutes later on Saturdays.		N=2 minutes later on Saturdays.		N=2 minutes later on Saturdays.		N=2 minutes later on Saturdays.		N=2 minutes later on Saturdays.		N=2 minutes later on Saturdays.		N=2 minutes later on Saturdays.		N=2 minutes later on Saturdays.		N=2 minutes later on Saturdays.		N=2 minutes later on Saturdays.		N=2 minutes later on Saturdays.							
		KEMBLE		dep		dep		dep		dep		dep		dep		dep		dep		dep		dep		dep		dep					
		200R		200R		200R		200R		200R		200R		200R		200R		200R		200R		200R		200R		200R					
		31		31		31		31		31		31		31		31		31		31		31		31		31					
		19		19		19		19		19		19		19		19		19		19		19		19		19					
		7		7		7		7		7		7		7		7		7		7		7		7		7					

SUNDAYS

SINGLE LINE—Worked by Electric Train Token

Dies
Dies
Dies[illegible]

SUNDAYS

DieselDiesel

[illegible]

K166 WEEKDAYS

GLOUCESTER, GRANGE COURT AND HEREFORD

SINGLE LINE—Worked by Electric Train Token between Grange Court and Rotherwas Junction.
CROSSING STATIONS—Grange Court, Longhope, Mitcheldean Road, Ross-on-Wye, Fawley, and Rotherwas Junction.
STAFF STATIONS—Grange Court, Longhope, Mitcheldean Road, Ross-on-Wye, Fawley, and Rotherwas Junction.
The Siding points at Blaisdon Siding, Backney Siding, Ballingham and Holme Lacy are locked by a Key fixed to the Train Token.
An intermediate Train Token instrument exists at Holme Lacy North Ground Frame situated between Fawley and Rotherwas Junction.

DOWN				Ruling Gradient 1 in	B		B		B		B		B		B	
Mile Post Mileage from Paddington		Mileage from Gloucester			2J90		2J90		2J90		2J90		2J90		2J90	
M	C	M	C													
114	9	—	—	GLOUCESTER CEN. dep	1	95F	7 10	am	7 10	am	9 40	9 52	12 40	PM	2 8	4 4
119	38	5	29	Oakle Street	2	220R	7N19	..	7N19	9N49	10N1	12N49	..	2N17	4N13	4 17
121	45	7	36	Grange Court	3	238R	7 24	..	7 24	9 53	10 6	12 53	..	2 21	4 17	4 17
123	6	8	77	Blaisdon Halt and Siding ..	4	60R	7 28	..	7 28	9 54	10 6	12 54	..	2 23	4 18	4 18
125	5	10	76	Longhope	5	71R	7X33	..	7X33	9 58	10 10	12 58	..	2 27	4 22	4 22
128	0	13	71	Mitcheldean Road	6	75R	7 43	..	7 43	10 4	10 16	1 4	..	2 33	4 28	4 28
130	21	16	12	Weston-under-Penyard Halt ..	7	330R	7 49	..	7 49	10 11	10 23	1 11	..	2 40	4 35	4 35
132	8	17	79	Ross-on-Wye	8	71F	7 52	..	7 52	10 16	10 28	1 16	..	2 45	4 40	4 40
134	42	20	33	Backney Siding and Halt ..	9	75F	8X0	..	8X0	10 19	10 31	1 19	..	2X48	4 44	4 44
136	17	22	8	Fawley	10	75R	8 11	..	8 11	10 25	10 34	1 22	..	3 58	5X 0	5X 0
137	11	23	2	Ballingham	11	75R	8 17	..	8 17	10 31	10 40	1 28	..	3 4	5 6	5 6
140	19	26	10	Holme Lacy	12	70F	8 22	..	8 22	10 35	10 44	1 32	..	3 9	5 11	5 11
143	2	28	73	Rotherwas Junction	13	74R	8 26	..	8 26	10 43	10 48	1 40	..	3 12	5 14	5 14
—	—	30	8	HEREFORD (Barrs Ct.) arr	14	62R	8 39	..	8 39	10 50	10 55	1 47	..	3 19	5N21	5N21
					15	79F	8 43	..	8 43	11 0	11 4	1 57	..	3 25	5 27	5 27
					16			..					..	3 28	5 30	5 30

HEREFORD, GRANGE COURT AND GLOUCESTER

UP

Mileage from Hereford (Barrs Court)				Ruling Gradient 1 in	B		B		C		B		B		B	
M	C				2T90		2T90		3V27		2T90		2T90	2T90		
		HEREFORD (Barrs Ct.) dep	1	—	am	7 0		am	8 0		am	10 20		am	10 25	1 16
1	15	Rotherwas Junction	2	79R	7 3		7 35		Z8X41		10 23		10 28	1 19		
3	78	Holme Lacy	3	62F	7N9		7N41				10 29		10 34	1 25		
7	6	Ballingham	4	74F			7 47				10 35		10 40	1 31		
8	0	Fawley	5	70R							10 37		10 42	1 34		
9	55	Backney Siding and Halt	7	75F	7N17		7 50		9 2		10 38		10 47	1 35		
12	9	Ross-on-Wye	8	75F	7X24		7 54				10 42		10 51	1 39		
13	76	Weston-under-Penyard Halt	10	75R	7 25		8 7		9 15		10 47		10 56	1 44		
16	17	Mitcheldean Road	11	71R	7a30		8 12				10 52		10 59	1 47		
19	12	Longhope	12	75F	7 36		8 18				10 57		11 4	1 52		
21	11	Blaisdon Halt and Siding	13	75F	7X41						11 3		11 10	1 58		
22	52	Grange Court	14	75F	7 42		8 24				11 9		11 16	2 4		
24	59	Oakle Street	15	71F			8 29				11 14		11 21	2 9		
30	8	GLOUCESTER CEN. arr	16	60F			8 33		9 47		11 17		11 24	2 13		
			17		7 49		8 37				11 18		11 25	2 13		
			18	238F	7N53		8 46		10 8 W6		11 22		11 29	2N17		
			19	95R	8 1						11 32		11 38	2 26		

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KI68 WEEKDAYS

BERKELEY ROAD AND LYDNEY TOWN

DOUBLE LINE		SINGLE LINE	
From	To	From	To
Berkeley Rd. Sth. Jctn.	Berkeley Loop Junction..	Berkeley Road	Otters Pool Junction ...
Otters Pool Junction ..	Lydney Town		

DOWN

Mile Post Mileage from Berkeley Road	
M	C
—	—
1	26
2	24
4	0
4	15
5	40
7	71
—	—
8	15
8	73

Distance Otters Pool Junction to Lydney Junction (Main Line) Signal Box, B. chains

		Ruling Gradient 1 in	C	B	B	B	B	B		B	B	C	C
			Empty Rail Motor	Rail Motor	Rail Motor	Rail Motor	Rail Motor	Rail Motor		Rail Motor	Rail Motor	ECS	Empty Rail Motor
			3T96	2T96	2T96	2T96	2T96	2T96		2T96	2T96	3T96	3T96
BERKELEY RD. dep	1	—	am ..	am 8 22	am ..	am ..	am ..	am 11 52	..	PM 1 40	PM 2 10	PM ..	MO Q PM ..
Berkeley Road Sth. Jn.	2	150F	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Berkeley Loop Junction ..	3	200F	..	..	..	..	..	..	..	..	..	..	..
Berkeley ..	4	200F	.....	8 28	.....	.....	.....	11 58	.....	1 46	2 16	SUS PEN DED	3 45
Sharpness South ..	5	132R	..	..	..	..	..	..	..	1 52	2 22	..	..
Sharpness ..	6	132R	.....	8 34	.....	.....	.....	12 4	.....	1 57	2 27	..	..
Sewern Bridge ..	7	132R	..	8 39	..	..	..	12 9	..	..	..	..	..
Otters Pool Junction ..	8	132F	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lydney Junction (Main Line)	9	—	..	..	..	..	..	..	..	..	..	..	..
Lydney Junction	10	132F	.....	8 46	.....	.....	.....	12 16	.....	2 4	2 34	.....	3W57
Lydney Junction .. dep	11	11	6 53	8 49	9 20	10 15	10 35	12 19	.....	2 7	2 37	2 58	4W 0
LYDNEY TOWN .. arr	12	160R	6 55	8 51	9 23	10 18	10 38	12 21	.....	2 9	2 39	3 10	4 12

WEEKDAYS

LYDNEY TOWN AND BERKELEY ROAD

UP

Mileage				Ruling Gradient 1 in	B	B	B	B	B	B	B	B	B	B	B	
M	C				Rail Motor	Rail Motor	Rail Motor	Rail Motor	Rail Motor	Rail Motor	Rail Motor	Rail Motor	Rail Motor	Rail Motor	Rail Motor	
					2T96	2T96	2T96	2T96	2T96	2T96	2T96	2T96	2T96	2T96	2T96	
—	—	LYDNEY TOWN .. dep	1	—	am 7 5	am 9 5	am 9 55	am 10 20	am 10 50	PM 1 5	PM 1 10	PM 2 50	PM 2 52	PM 3 10	PM 4 0	PM 4 25
—	58	Lydney Junction arr	2	160F	..	9 8	9 58	10 23	10 53	1 8	1 13	2 52	3 10	3 12	4 0	4 25
—	—	Lydney Junction (Main Line)	4	—	..	..	..	..	..	SUS PEN DED	..	..	..	..	..	..
1	2	Otters Pool Junction	5	132R	.....	.....	.....	.....	.....	..	..	..	..	..	..	..
3	33	Sewern Bridge	6	132R	7 15	..	..	11 0	11 15	1 20	1 25	SUS PEN DED	3 35	4 10	4 35	..
4	58	Sharpness	7	132F	7 20	..	..	11 5	11 20	1 25	..	..	..	4 15	4 40	..
4	73	Sharpness South	8	132F	..	..	..	..	..	..	..	..	..	4 21	4 46	..
6	49	Berkeley ..	9	132F	7 26	.....	.....	11 11	1 26	1 31	..	..	..	..	..	..
7	47	Berkeley Loop Junction ..	10	200R	..	..	..	..	..	..	..	..	..	..	..	..
—	—	Berkeley Road Sth Jn.	11	150R	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
8	73	BERKELEY RD. .. arr	12	200R	7 31	..	..	11 16	1 31	1 36	..	..	..	4 26	4 51	..

Runs for 10 or more passengers

BERKELEY ROAD AND LYDNEY TOWN

WORKED BY	CROSSING STATIONS	STAFF STATIONS
	—	Berkeley Road, Berkeley Loop Junction
	Electric Train Tablet or Token	Sharpness South, Severn Bridge
	—	Otters Pool Junction

	C	B	B	B	B	B		B			B	A	A	A					
	ECS	Rail Motor	Rail Motor	Rail Motor	Rail Motor	Rail Motor		Rail Motor			9.0 a.m. Bristol to Cardiff Diesel	11.0 a.m. Bristol to Cardiff Diesel	1.0 p.m. Bristol to Cardiff Diesel	3.0 p.m. Bristol to Cardiff Diesel					
	3T96	2T96	2T96	2T96	2T96	2T96		2T96			2F52	2F02	2F02	2F02					
	SO	SO	SO	SX		SO		SO				am		PM					
1	PM	PM	PM	PM	PM	PM		PM			am	—Arr. 11.46 a.m.	PM	—Arrive 3.44 p.m.					
2	..	..	4 50	5 10	6 28	..		..			9 44½	11 41½	1 37½	3 39½					
3	..	..	4 56	5 16	6 34	SUS PEN DED		SUS PEN DED			9 49 SUS PEN DED	11*50 SUS PEN DED	1 42 SUS PEN DED	3*46 SUS PEN DED					
4	..	..	..	..	..	..		..			..	..	..	..					
5	..	..	5 2	5 22	6 40	..		..			..	..	..	..					
6	..	..	5 7	5 27	6 45	..		..			..	..	..	..					
7	..	..	..	..	..	..		..			10 6	12 7	1 59	4 3					
8	..	..	..	..	..	..		..			10 8	12 9	2 1	4 5					
9	..	..	..	..	..	..		..			10 8	12 9	2 1	4 5					
10	..	..	5 14	5 34	6 52	..		..			Runs 8th Nov. to 13th Dec., 1959, and 3rd January to 28th February, 1960, incl.								
11	4†35	4 55	5 17	5 37	6 55	7 15		9 40											
12	4†37	4 57	5 19	5 39	6 57	7 17		9 42											

LYDNEY TOWN AND BERKELEY ROAD **SUNDAYS**

	B	C	B	C	C			C	B	A	A	A	A	A					
	Rail Motor	ECS	Rail Motor	Empty Rail Motor	Empty Rail Motor			ECS	8.10 a.m. Cardiff to Bristol Diesel	9.10 a.m. Cardiff to Plymouth Diesel	10.30 a.m. Cardiff to Bristol Diesel	12.30 p.m. Cardiff to Bristol Diesel	1.45 p.m. Cardiff to Plymouth Diesel	2.30 p.m. Cardiff to Bristol Diesel					
	2T96	3T96	2T96	3T96	3T96			3T96	2B74	1O58	2B24	2B24	1C42	2B24					
	SO	SO			SO			SO	am	am	am	K—Arr. 1.42 p.m.	PM	PM					
1	PM	PM	PM	PM	PM			PM	am	am	am	PM	PM	PM					
2	4 45	5† 0	5 44	7† 5	7†22			9†48	..	..	..	SUS PEN DED	..	..					
3	4 47	5† 2	5 47	7† 7	7†24			9†50	..	..	..	SUS PEN DED	..	..					
4	..	..	..	..	..			..	9 13	10 20	11 27	1 27	2 56	3 27					
5	..	..	5 54	..	..			..	9 15	10 21	11 29	1 29	2 57	3 29					
6	..	..	5 59	..	..			..	..	..	..	..	..	..					
7	..	..	..	SUS PEN DED	..			SUS PEN DED	SUS PEN DED	SUS PEN DED	SUS PEN DED	K*50	SUS PEN DED	SUS PEN DED					
8	..	..	..	..	..			..	9 32	10 39	11 48	1 57	3 20	3 45					
9	..	..	6 5	..	..			..	..	..	..	..	..	..					
10	..	..	..	..	..			..	9 36	10 44	11 53	2 1	3 25	3 49					
11	..	..	..	..	..			..	..	..	..	..	..	..					
12	..	..	6 10	..	..			..	Runs 8th Nov. to 13th Dec., 1959, and 3rd January to 28th February, 1960, inclusive										
	..	..	..	..	..			..											
	..	..	..	..	..			..											

K170 WEEKDAYS

KINGHAM AND CHELTENHAM SPA

SINGLE LINE—Between Kingham and Andoversford Junction.
DOUBLE LINE—Between Andoversford Junction and Cheltenham.

STAFF SECTIONS BETWEEN
Kingham and Bourton-on-the-Water }
Bourton-on-the-Water and Notgrove } Worked by Electric Train Token.
Notgrove and Andoversford Junction.
Auxiliary Electric Train Token Instruments for the Kingham, Bourton-on-the-Water Section are provided at Kingham, adjacent
to the Down Cheltenham Branch Starting Signal, and on the middle platform,
STOW-ON-THE-WOLD—Intermediate Token Instruments provided.

Mile Post Mileage			Ruling Gradient 1 in	B		B		B		B		B		B		B		B	
				2T92		2T80		2T92		2T92		2T92		2T92		2T92		2T92	
M	C			am		am		am		PM		PM		PM		PM		PM	
84	59	KINGHAM .. dep	1	—	7 47	..	..	11 18	..	..	..	12 38	..	..	..	..	..	..	..
89	23	Stow-on-the-Wold .. dep	2	80R	7 59	..	..	11 29	..	..	..	12 50	..	..	..	..	..	..	..
91	32	Bourton-on-the-Water .. arr	3	83F	8 3	..	..	11 33	..	..	..	12 54	..	..	..	..	..	..	..
		.. dep	4		8 6	..	..	11 37	..	..	..	12 57	..	..	..	..	..	..	..
96	38	Notgrove .. dep	5	60R	8 19	..	..	11 50	..	..	..	1 10	..	..	..	..	..	..	..
101	10	Andoversford Junction .. dep	6	60R & F	8 29	10 26	11 59½	..	..	..	..	1 20	..	..	..	..	..	..	..
101	16	ANDOVERSFORD .. dep	7	L	8 31	10 28	12 1	..	..	..	..	1 22	..	..	..	..	..	..	..
		.. dep	8		8 31	10 28	12 1	..	..	..	..	1 22	..	..	..	..	..	..	..
104	75	Charlton Kings Halt .. dep	9	62F	8 38	10 35	12 8	..	..	..	..	1 29	..	..	..	..	..	..	..
106	8	Cheltenham Leckhampton .. arr	10	75F	8 40	10 39	12 10	..	..	..	..	1 31	..	..	..	..	..	..	..
		.. dep	11		8 41	10 40	12 11	..	..	..	..	1 32	..	..	..	..	..	..	..
107	73	Lansdown Junction .. dep	12	90F	8 45	10 48	12 15	..	..	..	..	1 36	..	..	..	..	..	..	..
—	—	CHELT. SPA (Mal. R.) .. dep	13	218R	8 47	10 50	12 17	..	..	..	..	1 38	..	..	..	..	..	..	..
—	—	CHELT. SPA (St. J.) .. arr	14	168R	8 49	10 52	12 19	..	..	..	..	1 40	..	..	..	..	..	..	..

CHELTENHAM SPA AND KINGHAM

UP		Ruling Gradient 1 in	B		B		B		B		B		B		B		B		B	
			2T92		2T92		2T92		2T92		2T92		2T92		2B8I		2B8I		2B8I	
			am		am		am		am		am		am		PM		PM		PM	
			6 30		9 50		9 53		10 50		10 53		10 50		1 48		1 52		1 55	
			6 33		9 54		10 0		10 54		10 57		10 54		1 53		1 57		2 2	
			6 43		10 5		10 5		10 59		11 4		11 11		2 9		2 13		2 15	
			6 51		10 12		10 13		11 13		11 13		11 13		2 11		2 15		2 16	
			6 53		10 13		10 13		11 13		11 13		11 13		2 11		2 15		2 16	
			7 5		10 25		10 25		11 25		11 25		11 25		2 12		2 16		2 16	
			7 16		10 35½		10 35½		11 35½		11 35½		11 35½		2 11		2 15		2 16	
			7 19		10 39		10 39		11 39		11 39		11 39		2 11		2 15		2 16	
			7 23		10 43		10 43		11 43		11 43		11 43		2 11		2 15		2 16	
			7 24		10 44		10 44		11 44		11 44		11 44		2 11		2 15		2 16	
			7 34		10 54		10 54		11 54		11 54		11 54		2 11		2 15		2 16	
			7 34		10 54		10 54		11 54		11 54		11 54		2 11		2 15		2 16	

LIST OF SIGNAL BOXES

K173

Distance Box to Box		NAME OF BOX	TIMES DURING WHICH BOXES ARE OPEN					Whether provided with Switch
			Week Days		Sundays			
			Opened		Closed at	Opened at	Closed at	
			Monday	Other Days				
M.	C.							
—	—	Oxford Station South	—	Continu ously.	—	—	—	Yes.
—	18	Oxford Station North	—	Continu ously.	—	—	—	No.
—	25	Oxford North Junction	—	Continu ously.	—	—	—	Yes.
1	53	Wolvercot Siding	6. 0 a.m.	—	—	—	6. 0 a.m.	Yes.
—	64	Wolvercot Junction	—	Continu ously.	—	—	—	No.
—	71	Yarnton Junction	6. 0 a.m.	—	—	—	6.30 a.m.	Yes.
3	3	Handborough	4.15 a.m.	—	—	—	6. 0 a.m. B	Yes.
6	21	Charlbury	5.30 a.m.	—	—	—	2. 0 p.m.	Yes.
3	60	Ascott-under-Wychwood	—	Continu ously.	—	—	—	No.
1	20	Shipton	12. 0 noon	12. 0 noon	3. 0 p.m.	—	—	Yes.
			(Or as	required	for traffic	purposes)		
1	37	Bruern Crossing	—	Continu ously.	—	—	—	No.
1	50	Kingham Station	5. 0 a.m.	—	—	—	8. 0 a.m.	Yes.
6	71	Moreton-in-Marsh	5. 0 a.m.	—	—	11. 0 a.m.	6. 0 a.m. J	Yes.
3	20	Blockley	—	Continu ously.	—	—	1.15 p.m.	No.
2	1	Chipping Campden	—	Continu ously.	—	—	—	No.
3	55	Honeybourne (South Loop Junction)	5.30 a.m.	—	—	—	6. 0 a.m.	Yes.
—	75	Honeybourne Station South	5. 0 a.m.	—	2. 0 a.m. (Monday)	—	—	Yes.
—	34	Honeybourne Station North	4.45 a.m.	—	—	—	8. 0 a.m. V	Yes.
—	—	Honeybourne West Loop	—	Continu ously.	—	—	—	Yes.
—	—	Honeybourne East Loop	5.30 a.m.	—	2. 0 a.m. (Monday)	—	—	Yes.
2	30	Littleton and Badsey	—	Continu ously.	—	—	—	No.
1	1	Aldington Siding	—	For traffic purpo ses only.	—	—	—	Yes.
1	44	Evesham W.R.	4.20 a.m.	—	—	5.45 p.m.	8. 0 a.m.	Yes.
							8.35 p.m.	—
2	8	Charlton Siding	12. 0 noon	12. 0 noon	5. 0 p.m. D	—	—	Yes.
—	71	Fladbury	10. 0 a.m.	10. 0 a.m.	7.20 p.m. ESX	—	—	Yes.
				10. 0 a.m.	6.20 p.m. SO	—	—	—
2	48	Pershore	6. 0 a.m.	—	—	3.30 p.m.	8. 0 a.m.	Yes.
2	21	Stoulton	—	For traffic purpo ses only.	—	—	11.30 p.m.	Yes.
2	42	Norton Junction	—	Continu ously.	—	—	—	Yes.
2	66	Worcester (Wyld's Lane Junction)	—	Continu ously.	—	—	—	Yes.
—	29	Worcester (Goods Yard)	5. 0 a.m.	—	—	—	6. 0 a.m.	No.
—	25	Worcester (Shrub Hill Station)	—	—	—	—	—	No.
—	15	Worcester (Shrub Hill Junction)	—	Continu ously.	—	—	—	No.
—	21	Worcester (Tunnel Junction)	—	—	—	—	—	No.
—	K	Worcester (Rainbow Hill Junction)	—	—	—	—	—	Yes.
1	18½	Blackpole Sidings	—	For traffic purpo ses only	—	—	—	Yes.
1	2	Fernhill Heath	5. 0 a.m.	—	—	—	10. 0 p.m.	Yes.
3	13	Droitwich Spa	—	Continu ously.	—	—	—	No.
3	20½	Cutnall Green	6. 0 a.m.	—	—	—	6. 0 a.m.	Yes.
1	51½	Elmley Lovett Sidings	—	For traffic purpo ses only.	—	—	—	Yes.
—	54	Hartlebury Station	—	Continu ously.	—	—	—	No.
—	24	Hartlebury Junction	5.15 a.m.	5.15 a.m.	10. 0 p.m.	—	G	Yes.
3	2	Kidderminster Junction	—	Continu ously.	—	—	—	Yes.
—	23	Kidderminster Station	5. 0 a.m.	—	—	—	10. 0 p.m.	Yes.
3	10	Churchill and Blakedown	—	Continu ously.	—	—	—	Yes.
—	66½	Hagley	6. 0 a.m.	—	—	—	6. 0 a.m.	Yes.
1	52	Stourbridge Junction (South Box)	5. 0 a.m.	—	—	—	11.50 p.m. U	Yes.
—	17½	Stourbridge Junction (Middle Box)	—	—	—	—	—	Yes.
—	29½	Stourbridge Junction (North Box)	—	Continu ously.	—	—	—	No.
—	33½	Stourbridge Junction (Engine Shed)	—	—	—	—	—	Yes.
—	31H	Worcester (Foregate Street)	7.15 a.m.	7.15 a.m.	4.30 p.m.	—	—	Yes.
—	55	Henwick	—	Continu ously.	—	—	—	No.
2	34	Bransford Road Junction	6. 0 a.m.	6. 0 a.m.	10. 0 p.m. SX	—	—	Yes.
				6. 0 a.m.	11.20 p.m. SO	—	—	Yes.
1	59	Newland East	—	Continu ously.	—	—	—	No.
—	48	Newland West	8. 0 a.m.	8. 0 a.m.	3. 0 p.m. SX	—	—	Yes.
				8. 0 a.m.	11.15 a.m. SO	—	—	—
—	79	Malvern Link	5.30 a.m.	5.30 a.m.	11.30 p.m.	—	—	Yes.
1	23	Great Malvern	6.30 a.m.	6.30 a.m.	11.25 p.m.	8.45 a.m.	8.30 p.m.	Yes.
1	2	Malvern Wells	—	Continu ously.	—	—	—	Yes.
1	56	Colwall	—	Continu ously.	—	—	—	No.
3	10	Ledbury North End	—	Continu ously.	—	—	—	No.
1	8	Ledbury Station	—	Continu ously.	—	—	—	No.
3	75	Ashperton	6.30 a.m.	6.30 a.m.	9.40 p.m.	—	—	Yes.
2	21	Stoke Edith	—	Continu ously.	—	—	—	No.
3	5	Withington	9. 0 a.m.	9. 0 a.m.	4.20 p.m. SX	—	—	Yes.
				7.10 a.m.	2.30 p.m. SO	—	—	Yes.
2	64	Hereford (Shelwick Junction)	—	Continu ously	—	—	—	Yes.
—	76½	Hereford (Barrs Court Junction)	5. 0 a.m.	—	—	—	6. 0 a.m.	Yes.
—	43	Hereford (Barton Curve)	4.45 a.m.	—	—	—	6. 0 a.m. U	Yes.
—	45	Hereford (Barton Station)	—	Continu ously.	—	—	—	No.
—	F26½	Hereford (Brecon Curve)	—	Continu ously.	—	—	—	Yes.
—	28	Hereford (Barrs Court Station)	—	Continu ously.	—	—	—	Yes.
—	16	Hereford (Ayleston Hill)	—	Continu ously	—	—	—	No.

B—Or after 11.10 p.m. (Saturday) Oxley to Swindon Freight has cleared.

D—Or after 5.0 p.m. Charlton Freight has cleared.

E—Or after 4.45 p.m. Paddington has cleared.

F—From Barrs Court Junction.

G—Open as required for Slack Trip Working.

H—From Rainbow Hill Junction.

J—Or after 12.55 a.m. Park Royal to Worcester Freight has cleared.

K—Shrub Hill Junction Box to Rainbow Hill Junction Box 9ch., Rainbow Hill Junction Box to Tunnel Junction Box 20ch.

U—Or as ordered by Control.

V—Or after Trip Working has finished.

Distance Box to Box		NAME OF BOX	TIMES DURING WHICH BOXES ARE OPEN						Whether provided with Switch
			Week Days			Sundays			
			Opened		Closed at	Opened at	Closed at		
			Mondays	Other Days					
M.	C.								
—	—	Stratford-upon-Avon (East)	—	Continuously.	—	—	—	—	Yes.
—	17	Stratford-upon-Avon (West)	6.15 a.m.	6.15 a.m.	10.45 p.m.	9.45 a.m.	2.0 p.m.	—	Yes.
—	27	Evesham Road Crossing	—	Continuously.	—	3.50 p.m.	9.30 p.m.	—	Yes.
—	9	L.M.R. Junction	9.30 a.m.	9.30 a.m.	4.50 p.m.	—	—	—	No.
2	40	Milcote	—	Continuously.	—	—	—	—	Yes.
2	38½	Long Marston	—	Continuously.	—	—	—	—	No.
2	39	Honeybourne East Junction	5.30 a.m.	—	2.0 a.m. (Monday)	10.0 p.m.	2.0 p.m.	—	Yes.
—	40	Honeybourne West Junction	—	Continuously.	—	—	—	—	Yes.
4	46	Broadway	6.0 a.m.	—	—	—	6.0 a.m.	—	Yes.
4	49	Toddington	—	Continuously.	—	—	—	—	Yes.
2	26	Winchcombe	6.0 a.m.	—	—	—	6.0 a.m.	—	Yes.
5	8	Bishops Cleeve	6.0 a.m.	—	—	—	6.0 a.m.	—	Yes.
1	45	Cheltenham (Racecourse)	Open on	race days only.	—	—	—	—	Yes.
2	16	Cheltenham Malvern Road East	—	Continuously.	—	—	—	—	Yes.
—	19	Cheltenham Station	—	Continuously.	—	—	—	—	No.
—	55	Swindon Loco. Yard	6.0 a.m.	—	—	—	1.50 p.m.	—	—
2	33	Bremell Sidings	—	As required	—	—	—	—	Yes.
1	27	Purton	6.0 a.m.	6.0 a.m.	10.0 p.m.	—	—	—	Yes.
3	79	Minety and Ashton Keynes	—	Continuously.	—	7.0 p.m.	8.0 a.m. †	—	Yes.
5	42	Kemble	—	Continuously.	—	—	—	—	No.
—	67	Coates	—	As required	M	—	—	—	Yes.
2	40	Sapperton Sidings	—	Continuously.	—	—	2.0 p.m. †	—	Yes.
2	1	Frampton Crossing	7.50 a.m.	6.40 a.m.	9.20 p.m.	10.0 p.m.	—	—	Yes.
1	40	Chalford	5.50 a.m.	5.50 a.m.	10.40 p.m. L	2.0 p.m.	10.0 p.m.	—	Yes.
1	29	Brimscombe East	—	Continuously.	11.45 p.m. L	SO	8.0 a.m. †	—	Yes.
—	20	Brimscombe West	11.40 a.m.	11.40 a.m.	1.30 p.m.	10.0 p.m.	—	—	Yes.
2	42	Stroud	6.0 p.m.	6.0 p.m. S X	7.40 p.m. S X	—	—	—	Yes.
2	68	Stonehouse (Burdett Road)	6.0 a.m.	Continuously.	—	—	6.0 a.m. †	—	Yes.
1	63	Standish Junction	—	Continuously.	—	—	—	—	Yes.
1	23	Haresfield	—	Continuously.	—	—	—	—	No.
1	62	Naas Crossing	—	Continuously.	—	—	—	—	No.
2	5	Tuffley Junction	6.0 a.m.	—	—	—	1.50 p.m.	—	Yes.
1	32	N Gloucester South Junction	—	Continuously.	—	—	—	—	Yes.
—	27	Gloucester (North)	4.30 a.m.	—	—	—	8.0 a.m. †	—	Yes.
—	12	Gloucester (Tramway Junction)	—	Continuously.	—	—	—	—	No.
—	23	Gloucester (East)	—	Continuously.	—	—	—	—	No.
—	23	Gloucester (West)	—	Continuously.	—	—	—	—	No.
1	33	Over Junction	4.45 a.m.	—	—	—	8.0 a.m. †	—	Yes.
—	30	Over Sidings	—	—	—	10.0 p.m.	8.0 a.m. †	—	Yes.
—	—	Oakle Street	—	Intermediate	Block Section	—	—	—	—
5	37	Grange Court	—	Continuously.	—	—	—	—	Yes.
—	—	Newnham	—	Intermediate	Block Section	—	—	—	—
4	28	Bullo Pill East	5.0 a.m.	—	—	—	6.0 a.m. †	—	Yes.
—	26	Bullo Pill West	5.0 a.m.	—	—	—	6.0 a.m. †	—	Yes.
2	7	Awre Junction	—	Continuously.	—	—	—	—	No.
—	—	Gatcombe	—	Intermediate	Block Section	—	—	—	—
4	77	Lydney Junction	5.0 a.m.	—	—	—	6.0 a.m. †	—	Yes.
—	22	Lydney West	—	Continuously.	—	—	—	—	Yes.
2	54	Woolaston	6.0 a.m.	—	—	9.0 a.m. ‡	6.0 a.m. †	—	Yes.
3	58	Beachley Junction	6.0 a.m.	—	—	9.0 a.m. ‡	6.0 a.m. †	—	Yes.

H—Down I.B.S. Home 2m. 70ch. from Over Sidings. Up I.B.S. Home 2m. 29ch. from Grange Court.
 K—Down I.B.S. Home 1m. 65ch. from Grange Court. Up I.B.S. Home 2m. 9ch. from Bullo Pill East.
 L—Or after last Rail Motor has cleared. M—Open to deal with the following Freight Train having traffic to attach or detach: 8.20 a.m. Swindon to Gloucester. †—Unless otherwise ordered by Control. To consult Control before closing. ‡—Applies during Engineers occupation of Severn Tunnel only.
 N—Distance, Gloucester South Junction and Engine Shed Junction, 46 chains.
 Y—Down I.B.S. Home, 2m. 25ch. from Awre Junction. Up I.B.S. Home, 2m. 22ch. from Lydney Junction.

LIST OF SIGNAL BOXES—continued

K175

Distance Box to Box		NAME OF BOX	TIMES DURING WHICH BOXES ARE OPEN						Whether provided with Switch
			Week Days			Sundays			
			Opened		Closed at	Opened at	Closed at		
			Mondays	Other Days					
M.	C.								

HARTLEBURY, BRIDGNORTH AND SHREWSBURY (SEVERN VALLEY BRANCH)

—	—	Hartlebury Junction	5.15 a.m.	5.15 a.m.	10. 0 p.m.	—	F	Yes.
2	40	Stourport-on-Severn	5. 0 a.m.	5. 0 a.m.	—	—	—	No.
2	37	Bewdley (South)	5. 0 a.m.	5. 0 a.m.	—	—	—	No.
—	20	Bewdley (North)	5. 5 a.m.	5. 5 a.m.	—	—	—	No.
3	43	Arley	5.10 a.m.	5.10 a.m.	—	—	—	No.
2	25	Highley	5.35 a.m.	5.35 a.m.	Closed after day's train service is completed.	As required for Sunday Passenger train service		
2	11	Hampton Loade	6.10 a.m.	6.10 a.m.				
4	39	Bridgnorth	7. 0 a.m.	7. 0 a.m.				
6	62	Coalport	6.45 a.m.	6.45 a.m.				
3	47	Buildwas	5.35 a.m.	5.35 a.m.				
3	70	Cressage	6.30 a.m.	6.30 a.m.	—	—	—	No.
4	0	Berrington	6.30 a.m.	6.30 a.m.	—	—	—	No.
3	46½	Sutton Bridge Junction	—	—	9. 0 p.m.	6. 0 a.m.	H	Yes.
—	—	Shrewsbury	—	—	—	—	—	—

F—Open as required for Slack Trip working.
H—After last train to Yard.

KIDDERMINSTER JUNCTION, BEWDLEY AND WOOLFERTON

—	—	Kidderminster Junction	Continuously.		—	—	—	Yes.
3	7½	Bewdley Junction (South)	5. 0 a.m.	5. 0 a.m.	Closed after day's train service is completed.	8. 0 a.m.	9.15 p.m.	No.
—	20	Bewdley Junction (North)	5. 5 a.m.	5. 5 a.m.		—	—	—
6	21½	Cleobury Mortimer	6.45 a.m.	6.45 a.m.		—	—	No.
9	8½	Tenbury Wells	7. 0 a.m.	7. 0 a.m.	—	—	—	No.

BERKELEY ROAD AND LYDNEY TOWN

—	—	CBerkeley Road Junction	—	Continuously.	—	—	—	No.
—	—	Berkeley Road South Junction	7. 0 p.m.	7. 0 p.m.	D	9.15 a.m. A	4.25 p.m. A	Yes.
1	22	CBerkeley Loop Junction	7.15 p.m.	7.15 p.m.	B	9.10 a.m. A	B	Yes.
2	24	Sharpness South	6.35 a.m.	6. 0 a.m.	B	9. 0 a.m. A	B	No.
1	8	Sharpness Swing Bridge	5.30 a.m.	5.30 a.m.	B	8. 0 a.m. A	B	No.
—	70	Severn Bridge	6.30 a.m.	6.30 a.m.	B	9. 0 a.m. A	B	No.
2	26	Otters Pool Junction	6. 0 a.m.	6. 0 a.m.	B	9. 0 a.m. A	B	No.
—	40	Lydney Town (Engine Shed)	6. 0 a.m.	6. 0 a.m.	B	—	—	No.
—	47	Lydney Town Station	6.45 a.m.	6.45 a.m.	B	—	—	No.

A—During Engineers' occupation of Severn Tunnel only.
B—Until last train has cleared.
C—Distance Berkeley Road Junction to Berkeley Loop Junction, 1m. 26ch.
D—Until last branch train has cleared.

WORCESTER AND BROMYARD

—	—	Bransford Road Junction	6. 0 a.m.	6. 0 a.m.	10. 0 p.m. SX	—	—	Yes.
10	61	Bromyard	6. 0 a.m.	6. 0 a.m.	11.20 p.m. SO	—	—	No.
					Closed after days train service is completed.	—	—	

KEMBLE AND CIRENCESTER TOWN

—	—	Kemble	—	Continuously.	—	—	—	No.
4	2	Cirencester Town	6.40 a.m.	6.40 a.m.	After last train.	5.45 p.m.	12.20 a.m.	No.

KINGHAM, CHIPPING NORTON AND KING'S SUTTON JUNCTION

—	—	King's Sutton Junction	See Section "J"		—	—	—	—
1	49	Alderbury	For Traffic requirements only		—	—	—	No.
3	41	Bloxham			—	—	—	
4	19	Hook Norton			—	—	—	
—	—	Chipping Norton	7. 0 a.m.	7. 0 a.m.	5.15 p.m. A	—	—	No.
—	—	Kingham	5. 0 a.m.	—	—	—	8. 0 a.m.	No.

A—Or until last train has cleared.

Distance Box to Box		NAME OF BOX	TIMES DURING WHICH BOXES ARE OPEN					Whether provided with Switch
			Week Days		Sundays			
			Opened		Closed at	Opened at	Closed at	
			Mondays	Other Days				
M.	C.							
KINGHAM AND CHELTENHAM (ST. JAMES)								
—	—	Kingham	5. 0 a.m.	—	—	—	8. 0 a.m.	Yes.
6	57	Bourton-on-Water	6.45 a.m.	6.45 a.m.	9.40 p.m. A	—	—	No.
5	12	Notgrove	6.30 a.m.	6.30 a.m.	9.45 p.m. A	—	—	No.
4	23	Andoversford Junction	6.20 a.m.	6.20 a.m.	10.10 p.m. A	—	—	No.
—	15	Andoversford Station	Open	as required	—	—	—	Yes.
4	64	Cheltenham (Leckhampton)	8. 0 a.m.	8. 0 a.m.	B	—	—	Yes.
—	—	Cheltenham Station	1.30 p.m.	1.30 p.m.	C	—	—	—
1	69	Cheltenham (Lansdown Junction)	—	—	—	—	—	—
—	42	Cheltenham Malvern Road West	6. 0 a.m.	—	—	—	6. 0 a.m.†	Yes.
—	25	Cheltenham Malvern Road East	—	Continuously.	—	—	—	Yes.
—	19	Cheltenham Station	—	Continuously.	—	—	—	No.

A—Or until last train has cleared.

B—Until 8.10 a.m. Freight ex Cheltenham has been dealt with, then as required.

C—Until 11.55 a.m. Freight, Kingham to Cheltenham has cleared, and as required.

†—Or later on Control instructions.

GRANGE COURT AND HEREFORD

—	—	Grange Court	—	Continuously.	—	—	—	Yes.
3	53	Longhope	6. 0 a.m.	6. 0 a.m.	10. 0 p.m. A	—	—	No.
—	—	Longhope	Sats.	—	10.45 p.m. A	1.45 p.m.	4. 0 p.m. L	—
2	68	Mitcheldean Road	6. 0 a.m.	6. 0 a.m.	10.15 p.m. A	—	—	No.
—	—	Mitcheldean Road	Sats.	—	10.35 p.m. A	1.45 p.m.	4. 0 p.m. L	—
4	2	Ross-on-Wye	6.15 a.m.	6.15 a.m.	10.30 p.m. A	—	—	No.
—	—	Ross-on-Wye	—	—	—	1.45 p.m.	4.15 p.m. L	—
4	14	Fawley	6.45 a.m.	6.45 a.m.	10.40 p.m. A	—	—	No.
—	—	Fawley	—	—	10.50 p.m. A	2. 0 p.m.	4.15 p.m. L	—
6	56	Rotherwas Junction	6.30 a.m.	6.30 a.m.	11.15 p.m. A	—	—	Yes.
—	—	Rotherwas Junction	—	—	—	2. 0 p.m.	4. 0 p.m. L	—

A—Or after last train.

L—During Engineers' occupation of Severn Tunnel only, until return assistant engine has cleared

UPTON-ON-SEVERN AND ASHCHURCH

—	—	Ashchurch	—	—	—	—	—	—
1	48	Tewkesbury	5.35 a.m.	5.35 a.m. SX	8. 5 p.m. SX	—	—	No.
—	—	Tewkesbury	—	5.50 a.m. SO	10.20 p.m. SO	—	—	—

LIST OF SIGNAL BOXES—continued

K177

Distance Box to Box		NAME OF BOX	TIMES DURING WHICH BOXES ARE OPEN					Whether provided with Switch
			Week Days		Sundays			
			Opened		Closed at	Opened at	Closed at	
			Mondays	Other Days				
M.	C.							
BARNT GREEN AND CHARFIELD								
B2	27	Barnt Green Main Line Junction	—	—	Continuously.	—	—	No.
1	42	Blackwell	—	—	Continuously.	—	—	No.
2	19	Bromsgrove Station	—	—	Continuously.	—	—	No.
—	32	Bromsgrove South	—	—	Continuously.	—	—	No.
1	53	Stoke Works Junction	—	—	Continuously.	—	—	No.
4	57	Dunhampstead	—	—	Continuously.	—	—	No.
4	5	Spetchley Station	6. 0 a.m.	6. 0 a.m.	9.50 p.m. A	—	—	Yes.
2	45	Abbotts Wood Junction	—	—	Continuously.	—	—	Yes.
1	72	Pirton Sidings	—	—	Continuously.	—	—	No.
2	65	Defford	10. 0 a.m.	10. 0 a.m.	6. 0 p.m. S X } 10. 0 a.m. 2. 0 p.m. S O }	—	—	Yes.
1	8	Eckington	—	—	Continuously.	—	—	No.
2	66	Bredon	6. 0 a.m.	—	—	—	5.50 a.m.	Yes.
2	10	Ashchurch	—	—	Continuously.	—	—	Yes.
3	38	Cleeve	6. 0 a.m.	—	—	—	6. 0 a.m.	Yes.
2	69	Cheltenham (High Street)	6. 0 a.m.	—	—	8. 0 p.m.	10. 0 p.m.	Yes.
—	33	Cheltenham (Alston Junction)	—	—	Continuously.	—	6. 0 a.m.	No.
—	32	Cheltenham (Lansdown Station)	—	—	Continuously.	—	—	No.
—	29	Cheltenham (Lansdown Junction)	—	—	Continuously.	—	—	No.
—	38	Hatherley Junction	6. 0 a.m.	—	—	—	6. 0 a.m.	Yes.
2	24	Churchdown Station	—	—	Continuously.	—	—	Yes.
1	37	Elm Bridge	6. 0 a.m.	—	—	—	6. 0 a.m.	Yes.
N1	8	Engine Shed Junction	—	—	Continuously.	—	—	No.
—	41	Tramway Junction	—	—	Continuously.	—	—	No.
—	8	Gloucester Goods Junction	5.15 a.m.	—	—	—	6. 0 a.m.	No.
—	7	Gloucester Eastgate Station	—	—	Continuously.	—	—	No.
—	18	Barton Street Junction	—	—	Continuously.	—	—	No.
—	18	California Crossing	—	—	Continuously.	—	—	No.
—	31	Painswick Road Crossing	—	—	Continuously.	—	—	No.
1	3	Tuffley Junction	6. 0 a.m.	—	—	—	1.50 p.m.	Yes.
2	5	Naas Crossing	—	—	Continuously.	—	—	No.
1	62	Haresfield	—	—	Continuously.	—	—	No.
1	23	Standish Junction	—	—	Continuously.	—	—	Yes.
1	41	Stonehouse (Bristol Road)	6. 0 a.m.	—	—	—	8. 0 a.m.	Yes.
1	70	Frocester	6. 0 a.m.	—	—	—	5.50 a.m.	Yes.
2	6	Coaley Junction	6. 0 a.m.	—	—	7.30 p.m.	9.30 p.m.	Yes.
2	23	Berkeley Road Junction	—	—	Continuously.	—	8. 0 a.m.	No.
1	26	Berkeley Road South Junction	7. 0 p.m.	7. 0 p.m.	L	9.15 a.m.‡	4.25 p.m.‡	Yes.
H	—	Wick	—	—	Intermediate Block Signals.	—	—	—
4	4	Charfield	—	—	Continuously.	—	—	Yes

A—To remain open continuously from 6.0 a.m. Fridays to 9.50 p.m. Saturdays.

B—From Halesowen Junction Signal Box.

H—Down I.B.S. Home 42ch. from Berkeley Road South Junction. Up I.B.S. Home 2m. 35ch. from Charfield.

L—After last branch train has cleared.

N—Distance Engine Shed Junction and Gloucester South Junction, 46 chains.

‡—Applies during Engineer's occupation of Severn Tunnel only.

BARNT GREEN AND ASHCHURCH (VIA EVESHAM)

A	39	Barnt Green Single Line Junction	4. 0 a.m.	—	—	—	6. 0 a.m. B	No.
4	15	Redditch North	4. 0 a.m.	—	—	8.30 a.m. 6.40 p.m.	11.15 a.m. 9.15 p.m.	—
—	43	Redditch South	4. 0 a.m.	—	—	8.30 a.m. 6.40 p.m.	11.10 a.m. 9.10 p.m.	No.
3	6	Studley and Astwood	10.30 a.m. SX	—	2.50 p.m. SX	8.30 a.m. 6.40 p.m.	11. 0 a.m. 8.55 p.m.	Yes.
4	18	Alcester	4.30 a.m.	SO Open	as required.	—	—	—
2	67	Broom Junction North	4.50 a.m.	—	—	8.45 a.m. 6.45 p.m.	6. 0 a.m. B 8.55 p.m.	No.
—	42	Broom Junction West	8.45 p.m.	8.45 p.m. SX	4.45 a.m. B	9. 0 a.m. 7.10 p.m.	10.35 a.m. 8.45 p.m.	Yes.
2	59	Harvington	5. 0 a.m.	—	—	—	4.35 a.m. B 5.50 a.m. B	No.
3	46	Evesham	5.15 a.m.	—	—	9. 0 a.m. 7.15 p.m.	10.25 a.m. 8.35 p.m.	—
3	8	Hinton	3.55 p.m.	3.55 p.m. SX	4.10 p.m. SX	9. 0 a.m. 7.20 p.m.	5.50 a.m. B 10.25 a.m.	No.
3	69	Beckford	6.20 a.m.	6.20 a.m.	8.50 p.m.	—	8.25 p.m.	Yes.
3	73	Ashchurch	—	—	—	—	—	Yes.

A—From Barnt Green Main Line Junction Box.

B—Or until last train has cleared.

ENGINE LOADS FOR PASSENGER, PARCELS, MILK AND FISH TRAINS FOR ENGINE WORKING PURPOSES

The loads of all Passenger, Parcels, and Milk and Fish Trains are calculated on the tonnage system, and the tables given in the 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 another Region's vehicle not marked with the tare weight, being formed in a train, the weight of the vehicle must be counted as 10 tons for a horse box, carriage truck, or other such small vehicle; 20 tons for a four or six-wheeled passenger carrying vehicle or brake van; 30 tons for an eight-wheeled passenger-carrying vehicle or brake van other than 70-ft. stock; and 40 tons for a dining car, sleeping car, or 70-ft. passenger-carrying vehicle or brake van.

LOADED VANS CONTAINING OCEAN MAILS AND BAGGAGE

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

PARCELS AND FISH TRAINS

Owing to the difference in the weights of loaded and unloaded Parcels Vans and Fish Trucks, it will be necessary in the case of Parcels and Fish Trains, to add to the total of the tare weights shown on the vehicles an agreed figure representing the weight of the average load, for every loaded truck formed in the train. It has been decided that this fixed figure shall be 1 ton per vehicle for Parcels and 3 tons per vehicle for Fish, and, therefore, a guard in calculating the load of his train, must multiply the number of loaded trucks by these figures and add the resulting figure to the total of the tare weights marked upon the trucks.

MILK TRAFFIC

The weight of vehicles containing Milk traffic to be computed as follows, whether the vehicles are working on Passenger, Milk, Fish, or Perishable Trains:

Milk Tanks:

Fixed ("Miltas")

Road/Rail ("Rotanks")

Empty.

Tons.

14

18

Loaded.

Tons.

28

28

B Vehicles and Siphons, J:

BG Vehicles and Siphons, F, G & H:

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.

MIXED TRAINS

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.

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

Tonnage of Passenger Stock.

Tare Weight of Goods Brake Van (where provided).

Tonnage of Freight Vehicles to be calculated as under:

Class 1 Traffic—16 tons per wagon.

Class 3 Traffic—10 tons per wagon.

Class 2 Traffic—13 tons per wagon.

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

Notes.

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

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

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

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

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

Train C34 five late; one Plymouth, 34; five Penzance, 179; three Newquay, 100; two Kingsbridge, 61; Engine 4093; loading moderate.

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

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

The tonnage loads shown in the "Engine Loads Table" do not apply when Rail Motor services are being worked by engines of the 14XX, 54XX and 64XX Classes, the authorised loads for which are specially laid down separately, in accordance with the instruction in the General Appendix.

ENGINE LOADS FOR PASSENGER, PARCELS, MILK AND FISH K179 TRAINS FOR ENGINE WORKING PURPOSES—continued

OXFORD, WORCESTER AND WOLVERHAMPTON

SECTION		CLASS OF ENGINE			
		10XX 4037 4073-4099 50XX 70XX	49XX 59XX 69XX 79XX	78XX	45XX 55XX
				53XX, 63XX 73XX	36XX, 37XX 46XX, 57XX 77XX, 87XX 96XX, 97XX
				41XX, 51XX 61XX, 81XX	34XX, 84XX, 94XX
From	To	Tons	Tons	Tons	Tons
Oxford	Moreton-in-Marsh ..	455	420	420	336
Moreton-in-Marsh ..	Worcester	455	420	420	364
Worcester	Stourbridge Junction	427	392	364	336
Stourbridge Junction	Dudley†	392	336‡	308	252
Stourbridge Junction	Dudley*	364	308†	252	196
Dudley	Wolverhampton	455	420	420	392
Wolverhampton	Worcester	427	420	364	336
Worcester	Moreton-in-Marsh N	427	392	364	336
Moreton-in-Marsh ..	Oxford	455	420	420	392

SECTION		CLASS OF ENGINE			
		22XX 32XX	0-6-0 and 0-6-0T "A" Group	0-4-2T 14XX 58XX	
			90XX		
From	To	Tons	Tons	Tons	
Oxford	Moreton-in-Marsh ..	308	280	—	
Moreton-in-Marsh ..	Worcester	336	308	—	
Worcester	Stourbridge Junction	308	280	196	
Stourbridge Junction	Dudley†	238	224	—	
Stourbridge Junction	Dudley*	168	168	120	
Dudley	Wolverhampton	364	336	252	
Wolverhampton	Worcester	308	280	196	
Worcester	Moreton-in-Marsh N	308	280	—	
Moreton-in-Marsh ..	Oxford	364	336	—	

BIRMINGHAM, WORCESTER AND HEREFORD

SECTION		CLASS OF ENGINE				
		"King" 60XX	Ex L.M.R. 6P	10XX	49XX 59XX 69XX 79XX	78XX 53XX, 63XX 73XX
				4037 4073-4099 50XX 70XX	68XX	41XX, 51XX 61XX, 81XX
				B.R. Standard Class 7 70XXX		56XX, 66XX
From	To	Tons	Tons	Tons	Tons	Tons
Birmingham	Stourbridge Junction	—	—	455	420	392
Stourbridge Junction	Worcester	—	—	420	392	364
Worcester	Great Malvern	—	—	420	392	364
Great Malvern	Ledbury	—	—	420	392	336
Ledbury	Hereford	—	—	420	392	364
Hereford	Ledbury	—	—	420	392	364
Ledbury	Colwall	—	—	392	364	336
Colwall	Worcester	—	—	455	420	420
Worcester	Stourbridge Junction	—	—	420	392	364
Stourbridge Junction	Birmingham†	—	—	315	260†	252
Stourbridge Junction	Birmingham*	—	—	280	232†	224

*—Stopping Trains. †—Through Trains.

‡—Also applies to ex L.M.R. 5X.

†—49XX and 59XX Classes only. 68XX, 288† and 252* tons only.

§—Trains worked over diversionary route at Hereford via Barr's Court, Brecon Curve and Barton, also via Barr's Court Junction and Barton. Maximum load 500 tons. Maximum speed 20 m.p.h. The maximum load from Llantarnam Junction to Panteg and Griffithstown is 340 tons.

N—Also applies to trains from Stratford-upon-Avon Line to Moreton-in-Marsh via Honeybourne East and South Loop Junction.

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

BIRMINGHAM, WORCESTER AND HEREFORD—continued.

SECTION		CLASS OF ENGINE				
		45XX 55XX	22XX 32XX B.R. Class 2	90XX	0-4-2T 14XX 58XX	
		36XX, 37XX 46XX, 57XX 77XX, 87XX, 96XX 97XX		0-6-0 and 0-6-0T		
		34XX, 84XX, 94XX		"A" Group		
From	To	B.R. Standard Class 3	Tons	Tons	Tons	
Birmingham	Stourbridge Junction	336	308	280	196	
Stourbridge Junction	Worcester	336	308	280	196	
Worcester	Great Malvern	308	280	252	—	
Great Malvern	Ledbury	280	252	224	—	
Ledbury	Hereford	308	280	252	—	
Hereford	Ledbury	308	280	252	—	
Ledbury	Colwall	280	252	224	—	
Colwall	Worcester	364	336	308	—	
Worcester	Stourbridge Junction	336	308	280	196	
Stourbridge Junction	Birmingham†	196	182	182	125	
Stourbridge Junction	Birmingham*	168	150	150	110	

WORCESTER AND BROMYARD

SECTION		CLASS OF ENGINE				
		45XX 55XX	22XX 32XX B.R. Standard Class 2	90XX	0-4-2-T 14XX, 58XX	
		36XX, 37XX 46XX, 57XX 77XX, 87XX 96XX, 97XX		0-6-0 and 0-6-0T		
		34XX, 84XX, 94XX		"A" Group		
From	To	B.R. Class 3	Tons	Tons	Tons	
Worcester	Bromyard	250	220	200	140	
Bromyard	Worcester	250	220	200	140	

BIRMINGHAM AND BRISTOL SECTION

SECTION		CLASS OF ENGINE				
		60XX	B.R. Standard Class 7 70XXX	49XX 59XX 69XX 79XX	78XX 53XX, 63XX 73XX	
			10XX			
			4037 4073-4099 50XX 70XX			
From	To	Tons	Tons	Tons	Tons	
Birmingham	Stratford-upon-Avon	—	455	420	420	
Stratford-upon-Avon	Cheltenham (Mal. Rd.)	—	455	420	420	
Cheltenham (Mal. Rd.)	Bristol (T.M.)	—	455	420	420	
Bristol (T.M.)	Filton†	—	420	385	364	
Bristol (T.M.)	Filton§	—	392	364	336	
Filton	Cheltenham (Mal. Rd.)	—	455	420	420	
Cheltenham (Mal. Rd.)	Stratford-upon-Avon	—	455	420	420	
Stratford-upon-Avon	Birmingham||	—	420	392	364	
Stratford-upon-Avon	Birmingham y	—	364	336	308	
Bristol	Fishponds	—	415	345	300	
Fishponds	Yate	—	455	385	350	
Yate a	Bristol	—	455	385	350	

†—Through Trains.

§—Stopping at Ashley Hill.

||—Running through Stratford-upon-Avon.

a—Via Mangotsfield.

y—Stopping at Stratford-upon-Avon.

ENGINE LOADS FOR PASSENGER, PARCELS, MILK AND FISH K181 TRAINS FOR ENGINE WORKING PURPOSES—continued

BIRMINGHAM AND BRISTOL SECTION—continued

SECTION		CLASS OF ENGINE				
		45XX 55XX	22XX 32XX B.R. Standard Class 2	90XX	0-4-2T 14XX 58XX	
		36XX, 37XX 46XX, 57XX 77XX, 87XX 96XX, 97XX		0-6-0 and 0-6-0T		
		34XX, 84XX, 94XX		"A" Group		
		B.R. Standard Class 3				
From	To	Tons	Tons	Tons	Tons	
Birmingham	Stratford-upon-Avon	392	364	350	—	
Stratford-upon-Avon	Cheltenham (Mal. Rd.)	364	336	322	—	
Cheltenham (Mal. Rd.)	Bristol (T.M.)	364	336	322	—	
Bristol (T.M.)	Filton†	308	280	252	—	
Bristol (T.M.)	Filton‡	280	252	224	168	
Filton	Cheltenham (Mal. Rd.)	364	336	322	—	
Cheltenham (Mal. Rd.)	Stratford-upon-Avon	364	336	322	—	
Stratford-upon-Avon	Birmingham|| .....	308	280	266	—	
Stratford-upon-Avon	Birmingham y	252	224	210	—	
Bristol	Fishponds	270	225	—	—	
Fishponds	Yate	325	270	—	—	
Yate	Bristol	325	270	—	—	

For notes, see page 185.

SWINDON, GLOUCESTER AND SEVERN TUNNEL JUNCTION

SECTION		CLASS OF ENGINE				
		4037 4073-4099 50XX 70XX 10XX B.R. Standard Class 7 70XXX	49XX 59XX 69XX 79XX 68XX B.R. Standard Class 5 73XXX	78XX	45XX 55XX	
				53XX, 63XX 73XX	36XX, 37XX 46XX, 57XX 77XX, 87XX 96XX, 97XX	
				41XX, 51XX 61XX, 81XX		
				56XX, 66XX	34XX 84XX, 94XX	
From	To	Tons	Tons	Tons	Tons	Tons
Swindon	Gloucester	455	420	420	364	
Gloucester	Severn Tunnel Jct.	455	420	420	392	
Severn Tunnel Jct.	Gloucester	455	420	420	392	
Gloucester	Brimacombe	455	420	420	364	
Brimacombe	Kemble‡	371	336	308	247	
Brimacombe	Kemble†	342	308	280	221	
Kemble	Swindon	455	420	420	392	

SECTION		CLASS OF ENGINE				
		B.R. Standard Class 2	90XX	14XX 58XX		
			0-6-0 and 0-6-0T			
			"A" Group			
		22XX 32XX				
From	To	Tons	Tons	Tons		
Swindon	Gloucester	336	308	—		
Gloucester	Severn Tunnel Jct.	364	336	—		
Severn Tunnel Jct.	Gloucester	364	336	—		
Gloucester	Brimacombe	336	308	—		
Brimacombe	Kemble‡	234	208	—		
Brimacombe	Kemble†	195	195	—		
Kemble	Swindon	364	336	—		

†—Stopping at Chalford.

‡—Running through Chalford.

K182 ENGINE LOADS FOR PASSENGER, PARCELS, MILK AND FISH TRAINS FOR ENGINE WORKING PURPOSES—continued

HARTLEBURY, BRIDGNORTH AND SHREWSBURY

SECTION		CLASS OF ENGINE			
		10XX		78XX	45XX 55XX
		4037 4073-4099 50XX 70XX	49XX 59XX 69XX 79XX	53XX, 63XX 73XX	36XX, 37XX 46XX, 57XX 77XX, 87XX 96XX, 97XX
		B.R. Standard Class 7 70XXX	68XX	56XX, 66XX	34XX, 84XX, 94XX
From	To	Tons	B.R. Standard Class 5 73XXX Tons	B.R. Standard Class 4 75XXX 76XXX Tons	B.R. Standard Class 3 Tons
Hartlebury	Shrewsbury	—	420*	392	310
Shrewsbury	Hartlebury	—	420*	392	310
Each	direction	—	—	—	335‡

*—Between Bewdley and Hartlebury only in each direction.
‡—Applies only to trains liberally timed.

SECTION		CLASS OF ENGINE			
		22XX 32XX	90XX		
		B.R. Standard Class 2	0-6-0 and 0-6-0T "A" Group	0-4-2T 14XX 58XX	
		Tons	Tons	Tons	
Hartlebury	Shrewsbury	290	275	234	
Shrewsbury	Hartlebury	290	275	234	
Each	direction	315‡	300‡	—	

‡—Applies only to trains liberally timed.

KIDDERMINSTER, BEWDLEY, TENBURY WELLS AND WOOFFERTON

SECTION		CLASS OF ENGINE			
		10XX		78XX	45XX 55XX
		4037 4073-4099 50XX 70XX	49XX 59XX 69XX 79XX	53XX, 63XX 73XX	36XX, 37XX 46XX, 57XX 77XX, 87XX 96XX, 97XX
		B.R. Standard Class 7 70XXX	68XX	56XX, 66XX	34XX, 84XX, 94XX
From	To	Tons	B.R. Standard Class 5 73XXX Tons	B.R. Standard Class 4 75XXX 76XXX Tons	B.R. Standard Class 3 Tons
Kidderminster	Bewdley	—	—	—	400
Bewdley	Tenbury Wells	—	—	—	290
Tenbury Wells	Woofferton	—	—	—	400
Woofferton	Tenbury Wells	—	—	—	400
Tenbury Wells	Bewdley	—	—	—	290
Bewdley	Kidderminster	—	—	—	320

ENGINE LOADS FOR PASSENGER, PARCELS, MILK AND FISH K183 TRAINS FOR ENGINE WORKING PURPOSES—continued

KIDDERMINSTER, BEWDLEY, TENBURY WELLS AND WOOFFERTON—continued.

SECTION		CLASS OF ENGINE				
		22XX 32XX	90XX	0-4-2T 14XX 58XX		
		B.R. Standard Class 2	0-6-0 and 0-6-0T " A " Group			
From	To	Tons	Tons	Tons		
Kidderminster	Bewdley	350	350	308		
Bewdley	Tenbury Wells	280	280	200		
Tenbury Wells	Woofferton	343	343	308		
Woofferton	Tenbury Wells	343	343	308		
Tenbury Wells	Bewdley	280	280	200		
Bewdley	Kidderminster	300	300	240		

KINGHAM AND CHELTENHAM

SECTION		CLASS OF ENGINE				
		49XX 59XX 69XX 79XX	78XX 53XX, 63XX 73XX	45XX 55XX 36XX, 37XX 46XX, 57XX 77XX, 87XX 96XX, 97XX		
		68XX B.R. Standard Class 5 73XXX Tons	56XX, 66XX B.R. Standard Class 4 75XXX 76XXX Tons	34XX, 84XX 94XX B.R. Standard Class 3 Tons		
From	To	Tons	Tons	Tons		
Kingham	Bourton	—	336	308		
Bourton	Notgrove	See Note A	252	196		
Notgrove	Cheltenham	—	336	308		
Cheltenham	Notgrove	See Note A	252	196		
Notgrove	Kingham	—	336	308		

SECTION		CLASS OF ENGINE				
		22XX 32XX	90XX	0-4-2T 14XX 58XX		
		B.R. Standard Class 2	0-6-0 and 0-6-0T " A " Group			
From	To	Tons	Tons	Tons		
Kingham	Bourton	280	266	196		
Bourton	Notgrove	168	168	140		
Notgrove	Cheltenham	280	266	224		
Cheltenham	Notgrove	168	168	154		
Notgrove	Kingham	280	266	224		

A—Engines of the 49XX type can convey a load of 315 tons unassisted between Cheltenham and Kingham, subject to the point-to-point times shown on page 150 being observed when working special trains conveying troops. Excursion trains worked by 49XX Class engines can convey a load of 315 tons, between Lansdown Junction and Andoversford, subject to 20 minutes running time being allowed. A load of 382 tons can be conveyed by 49XX Class engines to Cheltenham-Leckhampton, running time Lansdown Junction pass to Leckhampton arrive, 6 minutes.

K184 ENGINE LOADS FOR PASSENGER, PARCELS, MILK AND FISH TRAINS FOR ENGINE WORKING PURPOSES—continued BANBURY GENERAL AND KINGHAM

BANBURY GENERAL AND KINGSHAM

SECTION		CLASS OF ENGINE				
		10XX		78XX		45XX 55XX
From	To	4037 4073-4099 50XX 70XX	49XX 59XX 69XX 79XX	53XX, 63XX 73XX	41XX, 51XX 61XX, 81XX	36XX, 37XX 46XX, 57XX 77XX, 87XX 96XX, 97XX
		B.R. Standard Class 7 70XXX	68XX	56XX, 66XX	B.R. Standard Class 4 75XXX 76XXX	34XX 84XX, 94XX B.R. Standard Class 3
		Tons	Tons	Tons		Tons
Banbury General ..	Kingham	—	—	336		308
Kingham	Banbury General	—	—	336		308

BANBURY GENERAL AND KINGSHAM

SECTION		CLASS OF ENGINE			
		22XX 32XX	90XX		0-4-2T 14XX 58XX
From	To	B.R. Standard Class 2	0-6-0 and 0-6-0T "A" Group		
		Tons	Tons		Tons
Banbury General ..	Kingham	280	266		196
Kingham	Banbury General ..	280	266		224

BANBURY GENERAL AND KINGSHAM

SECTION		CLASS OF ENGINE				
		4037 4073-4099 50XX 70XX		78XX	45XX 55XX	
From	To	10XX	49XX 59XX 69XX 79XX	53XX, 63XX 73XX	36XX, 37XX 46XX, 57XX 77XX, 87XX 96XX, 97XX	
		B.R. Standard Class 7 70XXX	68XX	56XX, 66XX	34XX 84XX, 94XX B.R. Standard Class 3	
		Tons	Tons	Tons	Tons	
Bristol	Filton|| .....	420	385Y	364	308	
Filton	Pontypool Road|| .....	455	420	406	336	
Pontypool Road	Severn Tunnel Jct.|| ..	455	420	420	392	
Severn Tunnel Jct.	Bristol	455	420	406	336	
Cheltenham Spa	Gloucester	455	420	420	364	
Gloucester	Cheltenham Spa	455	420	420	364	
Kemble	Cirencester	—	—	—	330W	
Cirencester	Kemble	—	—	—	350W	
Kemble	Tetbury	—	—	—	260D	
Tetbury	Kemble	—	—	—	270D	
Gloucester	Newent	—	—	—	336	
Newent	Dymock	—	—	—	308	
Dymock	Ledbury	—	—	—	252*	
Dymock	Ledbury C	—	—	—	228	
Ledbury	Dymock	—	—	—	336	
Dymock	Newent	—	—	—	308*	
Newent	Gloucester	—	—	—	336	
Grange Court	Hereford	364H	336J	308	252	
Hereford	Grange Court	364H	336J	308	252	
Newnham	Bilson Junction	—	—	—	180D	
Bilson Junction	Cinderford	—	—	—	220D	
Cinderford	Newnham	—	—	—	300D	
Berkeley Road	Lydney Junction ...	—	—	400M	—	
Lydney Junction	Coleford Junction ...	—	—	—	—	
Coleford Junction ...	Speech House Road..	—	—	—	—	
Speech House Road ..	Lydney Junction	—	—	—	—	
Lydney Junction	Berkeley Road	—	—	400M	—	
Coleford Junction	Coleford Town E ...	—	—	—	—	
Coleford Town	Coleford Junction E ..	—	—	—	—	

ENGINE LOADS FOR PASSENGER, PARCELS, MILK AND FISH K185 TRAINS FOR ENGINE WORKING PURPOSES—continued

SECTION		CLASS OF ENGINE				
		22XX 32XX	90XX			
		B.R. Standard Class 2	0-6-0 and 0-6-0T " A " Group	14XX 58XX		
From	To	Tons	Tons	Tons		
Bristol	Filton|| .....	280	252	196		
Filton	Pontypool Road|| .....	308	280	196		
Pontypool Road	Severn Tunnel Jct.|| ..	364	336	280		
Severn Tunnel Jct.	Bristol	308	280	170		
Cheltenham Spa	Gloucester	336	308	280		
Gloucester	Cheltenham Spa	336	308	280		
Kemble	Cirencester	—	280	252		
Cirencester	Kemble	—	300	270		
Kemble	Tetbury	—	190B	160		
Tetbury	Kemble	—	200B	170		
Gloucester	Newent	308	280	252		
Newent	Dymock	280	252	224		
Dymock	Ledbury	224	196	175		
Dymock	Ledbury C	202	178	158		
Ledbury	Dymock	308	280	252		
Dymock	Newent	280	252	224		
Newent	Gloucester	308	280	252		
Grange Court	Hereford	224	224	196		
Hereford	Grange Court	224	224	196		
Newnham	Bilson Junction	—	140	—		
Bilson Junction	Cinderford	—	196	—		
Cinderford	Newnham	—	252	—		
Berkeley Road	Lydney Junction	—	280	224		
Lydney Junction	Coleford Junction	—	308	252		
Coleford Junction	Speech House Road	—	264	196		
Speech House Road	Lydney Junction	—	308	252		
Lydney Junction	Berkeley Road	—	280	224		

B—16XX (0-6-0T) Class only.

C—For trains calling at Ledbury Halt.

D—For 45XX Class Engines only.

H—Engines of the 4073-4099, 5000-5099, 70XX, 10XX and B.R. Standard Class 7 types (maximum speed 20 m.p.h.).

J—Engines of the 49XX and 68XX types (maximum speed 20 m.p.h.).

M—53XX, 63XX, and 73XX only.

W—45XX and 55XX Class only.

Y—364 tons for trains calling at Ashley Hill.

y—When stopping at Stratford-upon-Avon.

*—Through loads between Gloucester and Ledbury. Provision to be made at Dymock and Newent for Crossing. This tonnage also applies to Mixed Trains.

||—Through Trains.

K186 ENGINE LOADS FOR PASSENGER, PARCELS, MILK AND FISH TRAINS FOR ENGINE WORKING PURPOSES—continued

BARNT GREEN AND BRISTOL AND BRANCHES

SECTION		CLASS OF ENGINE						
		4037 4073—4099 50XX, 70XX	BR Std. Cl. 6	49XX, 59XX 69XX, 79XX	78XX	45XX, 55XX	22XX 32XX Ex LMR Class 2	90XX 0-6-0 0-6-0T "A" Group
		10XX		68XX	53XX, 63XX 73XX	36XX, 37XX 46XX, 57XX 77XX, 87XX 96XX, 97XX		
		BR Std. Cl. 7 Ex LMR Cl. 7P	Ex LMR Cl. 6P	BR Std. Cl. 5 Ex LMR Std. Cl. 5	BR Std. Cl. 4	84XX, 94XX		
From	To				Ex LMR Std. Cl. 4	BR Std. Cl. 3 Ex LMR Cl. 3		
		Tons	Tons	Tons	Tons	Tons	Tons	Tons
Barnt Green	Bristol (T.M.)	455	420	385	350	325	270	—
Bristol (T.M.)	Fishponds	415	380	345*	300	270	225	—
Fishponds	Bromsgrove	455	420	385	350	325	270	—
Bromsgrove	Blackwell	230	200	190	90	90	90	—
Blackwell	Barnt Green	455	420	385	350	325	270	—
Mangotsfield	Bath Green Park	455	420	385	350	325	270	200
Bath Green Park	Mangotsfield	420	405	355	310	280	230	170
Ashchurch	Barnt Green	400	375	335	290	260	220	160
Barnt Green (via Evesham)	Ashchurch	400	375	335	290	260	220	160
Abbotts Wood	Worcester (S.H.)	455	420	385	350	325	270	—
Worcester (S.H.)	Stoke Works	455	420	385	350	325	270	—
Stoke Works	Worcester (S.H.)	455	420	385	350	325	270	—
Worcester (S.H.)	Abbotts Wood	455	420	385	350	325	270	—
							64XX, 74XX 16XX	
Coaley	Dursley	—	—	—	—	—	210	—
Dursley	Coaley	—	—	—	—	—	210	—
Ashchurch	Upton-on-Severn	—	350	310	270	245	200	150
Upton-on-Severn	Ashchurch	—	350	310	270	245	200	150

*—315 tons for Class 5 Engines fitted with Caprotti Valve Gear.

LOADS FOR SPECIAL TRAINS CONVEYING TROOPS—CHELTENHAM AND KINGHAM SECTION

A maximum load of 315 tons unassisted may be applied to these trains when worked by 49XX type engines, providing the following point-to-point running times as shown below are arranged:

	Mins.		Mins.		Mins.		Mins.
Lansdown Junction	—	Stow-on-Wold	7	Kingham Station	—	Andoversford Jct.	16
Andoversford Jct.	24	Kingham Station	20	Stow-on-Wold	20	Lansdown Jct.	22
Notgrove	15			Bourton-on-Water	7		
Bourton-on-Water	16			Notgrove	19		

STANDARD SPEED RESTRICTIONS

When trains are running late, drivers must endeavour to make up time, with due regard to the braking power of the engine and train and provided all speed restrictions are strictly complied with and the maximum speeds indicated are not exceeded.

Except where shown otherwise, trains must not exceed the speeds set out below

	Speed m.p.h.
(1) On double lines when passing through Junctions between parallel lines or through cross-over roads, or when entering or leaving Slow, Goods Lines or Loops, Engine, Carriage or Bay Lines	10
(2) When receiving, delivering or exchanging Train Staff or Electric Token by hand	10
(3) When receiving, delivering or exchanging Train Staff or Electric Token by means of lineside receiving or delivery apparatus	15
(4) When receiving, delivering or exchanging Train Staff or Electric Token by means of automatic exchange apparatus	40
(5) When passing over lines set apart for freight and empty coaching stock trains, also light engines, which are worked under the Permissive Block System :	
(a) During clear weather	10
(b) During fog or falling snow	4
(6) Locomotives running light :	
(a) Passenger and M.T. Tender Locomotives (Chimney leading)	55*
(b) Passenger and M.T. Tender Locomotives (Tender leading)	45*
(c) Passenger and M.T. Tank Locomotives	45*
(d) Freight Tender Locomotives	35*
(e) Freight Tank Locomotives	20*
(f) Main Line Diesel Locomotives	55*
(g) 350 h.p. Diesel Electric Shunting Locomotives	20*

*—Subject to any lower maximum speed laid down.

NOTES :

- (i) Where a lesser speed than mentioned above is laid down for light locomotives in the Working Time Table, the Weekly Speed and Engineering Notice or other special Notice, such speed restriction must be complied with.
 - (ii) Where two or more locomotives are coupled together, the speed must not exceed that laid down for the locomotive with the most severe restriction.
- (7) Tender locomotives, when running with the tender leading, whether attached to a train or running light
 - (8) When "Dead" locomotives are being conveyed

45

25

WORKING OF LIGHT ENGINES IN STEAM COUPLED TOGETHER—ROUTES OTHER THAN MAIN LINE ROUTES

Not more than two light engines, of the classes which are normally authorised, may work in steam coupled together over any Western Region Route. See also page 142 of the General Appendix for the Main Line instructions.

Permanent and temporary speed restrictions, also the instructions relating to the speed of light engines (as laid down on this page) must be observed.

Instances where the above authority is qualified are detailed below :

Route (a) over triangle, Worcester (Shrub Hill), Rainbow Hill, Tunnel Jct.

Route (b) over triangle, Worcester Loco. Shed to Goods Yard.

Route (c) between Kidderminster and Stourport via Bawdley or Hartlebury.

Up to and including five permitted engines may work in steam coupled together over routes (a), (b), and (c).

Cheltenham and Gloucester

Up to and including five permitted engines may work in steam coupled together between these points.

K188 SPEED OF TRAINS THROUGH JUNCTIONS AND AT OTHER SPECIFIED PLACES

IMPORTANT. THE SPEED OF TRAINS MUST NOT EXCEED 75 MILES PER HOUR AT ANY PLACE EXCEPT WHERE SPECIALLY AUTHORISED

Inspectors, Signalmen, and others must report to their superior officer every case in which trains run in excess of speed limits shown below, and full particulars must be forwarded at once to the District Operating Superintendent.

NAME OF PLACE	DIRECTION OF TRAINS		Miles per Hour
	From	To	
BARNT GREEN ML JUNCTION AND CHARFIELD			
DOWN LINE			
Blackwell Station	Through Station		10
Lickey Incline	Trains not to exceed 27 m.p.h. between Blackwell and Bromsgrove Station		
	Signal Box Down Home Signal.		
Bromsgrove Station	Down Fast and Down Slow Lines between Bromsgrove Station Down Home		
	Signals and Bromsgrove South Box		10
Stoke Works Junction	Through Junction to Spetchley on fast lines.		60
	Through Junction to Worcester on fast lines		40
	Down slow to Down Main for Spetchley		30
	Through Junction from Down slow to Down fast for Worcester		25
Cheltenham Spa (High Street)	When passing over connections at High Street Sidings when working from Gas Works Sidings		10
Cheltenham Spa (Lansdown Station)	Over curves North of Station, 85½ and 85½ m.p.		60
	Over curve through Station		20
Lansdown Junction	Through Junction—All lines		40
Hatherley Junction	Relief	Main	40
Churchdown Station	Relief line 89½ M.P.	90 m.p.	50
Churchdown Station	Main	Relief	40
Churchdown Station	Relief	Main	40
Gloucester (Engine Shed Junction)	Through Junction	Gloucester Eastgate	35
	Through Junction	Gloucester South Junction	35
	Goods Line	Avoiding Line	10
Tramway Junction	Main line through Tramway Junction and Barton Street Junction and between these Junctions		20
	Goods line through Tramway Junction and Barton Street Junction and between these Junctions		15
Barton Street Junction	Through Junction	Southgate Street	15
	Over curves south of Gloucester Eastgate Passenger Station 93½ and 94½ m.p.		50
Tuffley Junction	Through Junction	Tuffley Branch	15
Standish Junction	Gloucester South Junction	Stonehouse (Bristol Road)	35
Berkeley Road Junction	Through Junction	Sharpness	20
Berkeley Road South Junction	Berkeley Loop	Through Junction	15
UP LINE			
Berkeley Road South Junction	Through Junction	Berkeley Loop	15
Berkeley Road Junction	Sharpness	Through Junction	20
Standish Junction	Stonehouse (Bristol Road)	Gloucester South Junction	35
Tuffley Junction	Tuffley Branch	Through Junction	15
Tuffley Junction 94½ and 93½ m.p.	Over Curves south of Gloucester (Eastgate Station)		50
Barton Street Junction	Southgate Street Crossing	Through Junction	15
Barton Street Junction	Goods Lines through Barton Street Junction and Tramway Junction and between these Junctions		15
Barton Street Junction	Main line through Barton Street Junction and Tramway Junction and between these Junctions		20
Engine Shed Junction	Gloucester South Junction	Cheltenham	35
Engine Shed Junction	Gloucester (Eastgate)	Cheltenham (Through Junction)	35
Churchdown	Main	Relief	40
Churchdown	Relief	Main	40
Churchdown Relief Line, 90 m.p. and 89½ m.p.	Gloucester	Cheltenham	50
Hatherley Junction	Relief	Main	40
Lansdown Junction	Through Junction	Cheltenham Lansdown. All lines	40
Cheltenham Lansdown	Over curves through Station		20
Cheltenham Lansdown	Over curves North of Station, 85½ to 85½ m.p.		60
Cheltenham (High Street)	When passing over connections at High Street Sidings when working from Gas Works Sidings		10
Ashchurch	Through Junction	Tewkesbury	10
Ashchurch	Through Junction	Evesham	20
Abbotts Wood Junction	Through Junction	To and from Worcester	30
Stoke Works Junction	Through Junction. From Up Main to Up Slow from Spetchley		25
Stoke Works Junction	Spetchley	Through Junction on fast lines	60
Bromsgrove	Through Station		30

UPTON-ON-SEVERN AND ASHCHURCH

The speed of trains over this Branch must not exceed 40 miles per hour in either direction, and must be further restricted to lower speeds as shown.

Upton-on-Severn and Tewkesbury	Between these points on 'dead' road, All Down and Up trains	15
Tewkesbury	Tewkesbury Ripple	15
	(between 1m. 72ch. and 1m. 69ch. over curve in single line)	
Tewkesbury and Ashchurch	Between 0m. 79ch. and 1m. 14ch. All Down and Up Trains	15
Ashchurch	Through Junction—All trains	10

NAILSWORTH BRANCH

The speed of trains over this Branch must not exceed 40 miles per hour, and must be further restricted to lower speeds as shown.

Stonehouse (Bristol Road)	Between Stonehouse and 102½ m.p.	All Down and Up trains	25
Dudbridge Station	Through Junction and up to end of	Down Loop. All Down and Up trains	15
Birds Crossing	Dudbridge	Nailsworth	25
	All Down trains.		
Nailsworth Station	Nailsworth	Dudbridge	25
	All Up trains.		

STROUD BRANCH

The speed of trains over this Branch MUST NOT EXCEED 25 miles per hour and must be further restricted as shown below.

At Dudbridge	All Up trains through Junction	15
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DURSLEY BRANCH

The speed of trains over this Branch MUST NOT EXCEED 25 miles per hour.

SPEED OF TRAINS THROUGH JUNCTIONS AND AT OTHER SPECIFIED PLACES—continued K189

NAME OF PLACE	DIRECTION OF TRAINS		Miles per Hour
	From	To	
OXFORD AND STOURBRIDGE JUNCTION			
DOWN LINE			
Oxford Station South	Main Line	Down Platform	15
Oxford Station	All Trains passing from one line to another through Scissors Crossing		
	Crossover Roads between Platform		10
Oxford Station North	Down Platform	Main Line	15
Wolvercot Junction	Oxford	Worcester	40
Yarnton Junction (Oxford Road Junction)	L.M.R. Line	W.R. Line	15
Yarnton—Witney Junction	Oxford	Fairford	15
Kingham	Main Line	Cheltenham Branch	15
Aston Magna	93m. 50ch.	94m. 2ch.	50
Honeybourne South Loop Junction	Main Line	Branch Line	25
Honeybourne Station South	Main Line	Relief (101m. 43½ch.)	20
Honeybourne Station South	Branch Line (101m. 55½ch.)	Main Line	15
Honeybourne Station North	Relief Line (102m. 2½ch.)	Main Line	20
Evesham Station	106m. 40ch.	106m. 60ch.	60
Evesham	River Avon Bridge at 107m. 0ch. Three or more light engines coupled together		5
Evesham	Over Goods Loop to and from Ashchurch Line		10
Norton Junction	L.M.R. Line	Main Line	15
Worcester (Wyld's Lane Junction)	Main Line	Goods Yard	15
Worcester (Shrub Hill Station)	Through Middle Line		10
Worcester (Shrub Hill Station)	Through Scissors Crossovers between Platforms		10
Worcester (Shrub Hill Junction)	Down Line	Wolverhampton Line	25
Worcester (Shrub Hill Junction)	Down Line	Hereford Line	20
Worcester (Rainbow Hill Junction)	Tunnel Junction	Hereford Line	15
Worcester (Rainbow Hill Junction)	Shrub Hill Junction	Hereford Line	10
Worcester Tunnel Junction	Shrub Hill Junction	Droitwich	15
Worcester Tunnel Junction	Hereford Line	Droitwich	25
Droitwich Junction	Worcester	Hartlebury	40
Droitwich Junction	Worcester	Stoke Works	20
	(Down Main to Down Branch, 126m. 21ch. to 126m. 50ch.)		
Hartlebury Junction	Main Line	Branch Line	10
Kidderminster Junction	Branch Line	Main Line	15
Stourbridge Junction	Main Line (142m. to 142m. 15ch.)		40
Stourbridge Junction	Main	Relief Platform	15
UP LINE			
Stourbridge Junction	Relief Platform	Main	15
Stourbridge Junction	Main Line (142m. 15ch. to 142m.)		40
Kidderminster Junction	Main Line	Branch Line	15
Hartlebury Junction	Branch Line	Main Line	10
Droitwich Junction	Hartlebury	Worcester	40
Droitwich Junction	Stoke Works	Worcester	20
	(Up Branch to Up Main, 126m. 50 ch. to 126m. 21ch.)		
Worcester Tunnel Junction	Droitwich	Shrub Hill Junction	15
Worcester Tunnel Junction	Droitwich	Hereford Line	25
Worcester (Rainbow Hill Junction)	Hereford Line	Tunnel Junction	15
Worcester (Rainbow Hill Junction)	Hereford Line	Shrub Hill Junction	10
Worcester (Shrub Hill Junction)	Hereford Line	Up Line	20
Worcester (Shrub Hill Junction)	Wolverhampton Line	Up Line	25
Worcester (Shrub Hill Station)	Through Scissors Crossover between Platforms		10
Worcester (Shrub Hill Station)	Through Middle Line		10
Worcester (Wyld's Lane Junction)	Goods Yard	Main Line	15
Norton Junction	Main Line	L.M.R. Line	15
Evesham	Over Goods Loop to and from Ashchurch Line		10
Evesham	River Avon Bridge at 107m. 0ch. Three or more light engines coupled together		5
Evesham Station	106m. 60ch.	106m. 40ch.	60
Honeybourne Station North	Main Line	Relief Line (102m. 2½ch.)	20
Honeybourne Station South	Main Line	Branch Line (101m. 55½ch.)	15
Honeybourne Station South	Relief Line (101m. 43½ch.)	Main Line	20
Honeybourne Station South	Relief Line (101m. 30ch.)	Main Line	20
Honeybourne South Loop	Branch Line	Main Line	25
Aston Magna	94m. 2ch.	93m. 50ch.	50
Kingham	Banbury Branch	Main Line	15
Kingham	Cheltenham Branch	Main Line	15
Yarnton—Witney Junction	Fairford	Oxford	15
Yarnton Junction (Oxford Road Junction)	W.R. Line	L.M.R. Line	15
Wolvercot Junction	Worcester	Oxford	40
Oxford Station North	Main Line	Up Platform	10
Oxford Station	All Trains passing from one line to another through Scissors Crossing Crossover		
	Roads between Platform		
Oxford Station South	Up Platform	Main Line	15

DROITWICH AND STOKE WORKS

The speed of all Up and Down Trains between Droitwich Spa and Stoke Works must not exceed 50 m.p.h. and must be further restricted to lower speeds as shown below.

DOWN LINE			
Droitwich Junction	Worcester	Stoke Works	20
	(Down Main to Down Branch, 126m. 21ch. to 126m. 50ch.)		
Stoke Works Junction	Through Junction to Up Bromsgrove Fast Line		40
Stoke Works Junction	Through Junction to Up Bromsgrove Slow Line		30
UP LINE			
Droitwich Junction	Stoke Works	Worcester	20
	(Up Branch to Up Main, 126m. 50 ch. to 126m. 21ch.)		

K190 SPEED OF TRAINS THROUGH JUNCTIONS AND AT OTHER SPECIFIED PLACES—continued

NAME OF PLACE	DIRECTION OF TRAINS		Miles per Hour
	From	To	

WORCESTER AND HEREFORD

Until further notice, the maximum permissible speed of trains on the Down and Up Main Lines between Worcester and Hereford, must not exceed 90 m.p.h., subject to the observance of all permanent and temporary speed restrictions :

DOWN LINE			
Worcester (Shrub Hill Station)	Through Scissors Crossovers between Platforms .. ..	.. ..	10
Worcester (Shrub Hill Station)	Through Middle Line .. ..	.. ..	10
Worcester (Shrub Hill Junction)	Worcester (Shrub Hill)	Hereford Line	20
Worcester (Rainbow Hill Junction)	Worcester Tunnel Junction	Hereford Line	15
Worcester (Rainbow Hill Junction)	Worcester (Shrub Hill)	Hereford Line	10
Worcester Tunnel Junction	Droitwich	Hereford Line	25
Between Worcester (Foregate Street) and Henwick (121m. 30ch. and 121m. 50ch.) ..	Worcester	Hereford	55
Bransford Road Junction	Henwick	Bromyard	15
Malvern Wells	Down Main	Single Line	25
Colwall	Single Line	Down Main	55
Ledbury North End	Down Main	Single Line	25*
Ledbury Station	Single Line	Down Main	15
Between Stoke Edith and Withington (145 m.p. and 145m. 20ch.)	Worcester	Hereford	60
Shelwick Junction	Worcester	Hereford	20
Brecon Curve Junction	From Barton .. ..	.. ..	10
Barton Curve	Barr's Court, Worcester, or Shrewsbury	Brecon Line	10
Hereford, Barr's Court Junction and Ayleston Hill	Speed over all running lines between these points except through Junctions specially mentioned .. ..	.. ..	20
UP LINE			
Hereford, Ayleston Hill and Barr's Court Junction	Speed over all Passenger lines between these points except through Junctions specially mentioned .. ..	.. ..	20
Barton Curve	Brecon Line	Barr's Court, Worcester, or Shrewsbury	10
Brecon Curve Junction	Barton .. ..	.. ..	10
Shelwick Junction	To Barton .. ..	.. ..	10
Between Withington and Stoke Edith (145m. 20ch. and 145 m.p.)	Hereford	Worcester	20
Ledbury Station	Up Main	Single Line	60
Ledbury North End	Single Line	Up Main	55
Colwall	Up Main	Single Line	40
Bransford Road Junction	Bromyard	Henwick	25*
Between Henwick and Worcester (Foregate Street) (121m. 50ch. and 121m. 30ch.) ..	Hereford	Worcester	15
Worcester Tunnel Junction	Hereford Line	Droitwich	55
Worcester (Rainbow Hill Junction)	Hereford Line	Worcester (Shrub Hill)	25
Worcester (Rainbow Hill Junction)	Hereford Line	Worcester Tunnel Junction	10
Worcester (Shrub Hill Junction)	Hereford Line	Worcester (Shrub Hill Station)	15
Worcester (Shrub Hill Station)	Through Middle Line .. ..	.. ..	20
Worcester (Shrub Hill Station)	Through Scissors Crossovers between Platforms .. ..	.. ..	10

*—Permanent Speed Restriction Indicator provided.

BRANSFORD ROAD JUNCTION AND BROMYARD

DOWN LINE			
Bransford Road Junction	Henwick	Bromyard	15
Suckley	Down Loop	Single Line	10
UP LINE			
Suckley	Up Loop	Single Line	10
Bransford Road Junction	Bromyard	Henwick	15

Note.—In addition to the foregoing restrictions, no train must exceed a speed of 35 miles per hour at any point in either direction between Bransford Road Junction and Bromyard.

STRATFORD-UPON-AVON AND CHELTENHAM (MALVERN ROAD)

Until further notice, the maximum permissible speed of trains on the Down and Up Main Lines between Honeybourne and Stratford-upon-Avon, must not exceed 90 m.p.h., subject to the observance of all permanent and temporary speed restrictions :

DOWN LINE			
Stratford-upon-Avon East, 8m. 63ch. and 9m. 25ch.	Over Reverse Curves .. ..	.. ..	35
Stratford-upon-Avon East	Main	Goods Yard	15
Stratford-upon-Avon (L.M.R. Junction) ..	Main Line	L.M.R. Line	5
Stratford-upon-Avon and Milcote	Through New Junction .. ..	.. ..	60
Honeybourne Station South	Down Relief	Main Line	15
Honeybourne Station South	Cheltenham to Honeybourne Trains ..	.. ..	20
Honeybourne West Junction	Honeybourne to Cheltenham Trains ..	.. ..	20
Honeybourne South Loop Junction	Branch Line	Main Line	25
Honeybourne East Junction	Down Main	South Loop Junction ..	.. ..
Honeybourne East Junction	All Down Trains to Cheltenham Line ..	and Honeybourne Station ..	40
Toddington and Bishops Cleeve 11m. 40ch. and 13 m.p.	All Down Trains .. ..	.. ..	60
Cheltenham (Malvern Road East)	Honeybourne	Gloucester	25
UP LINE			
Cheltenham (Malvern Road East)	Gloucester	Honeybourne	25
Bishops Cleeve and Toddington, 13 m.p. and 11m. 40ch.	All Up Trains .. ..	.. ..	60
Honeybourne Station South	Main Line	Branch Line	15
Honeybourne Station South	Honeybourne to Cheltenham Trains ..	.. ..	20
Honeybourne Station South	Relief (101m. 48ch.)	Main	20
Honeybourne Station South	Relief (101m. 25ch.)	Main	20
Honeybourne West Junction	Cheltenham to Honeybourne Trains ..	.. ..	20
Honeybourne South Loop Junction	Main Line	Branch Line	25
Honeybourne East Junction	South Loop Junction Trains .. ..	.. ..	25
Honeybourne East Junction	All Up Trains from Cheltenham Line ..	and Honeybourne Station ..	40
Milcote and Stratford-upon-Avon	Through New Junction .. ..	.. ..	60
Stratford-upon-Avon (L.M.R. Junction) ..	L.M.R. Line	Main Line	5
Stratford-upon-Avon West	Main	Platform Loop	5
Stratford-upon-Avon East	Platform Loop	Main	15
Stratford-upon-Avon East	Goods Yard	Main	15
Stratford-upon-Avon East, 9m. 25ch. and 8m. 63ch.	Over Reverse Curves .. ..	.. ..	35

SPEED OF TRAINS THROUGH JUNCTIONS AND AT OTHER K191 SPECIFIED PLACES—continued

NAME OF PLACE	DIRECTION OF TRAINS		Miles per Hour
	From	To	

SWINDON AND BEACHLEY JUNCTION

Until further notice, the maximum permissible speed of trains on the Down and Up Main Lines between Swindon and Chepstow, via Gloucester, must not exceed 90 m.p.h., subject to the observance of all permanent and temporary speed restrictions.

DOWN LINE			
Swindon West	Down Through Line	Down Gloucester Line	10
Swindon Station West Box	Down Platform or Down Gloucester Platform Line	Down Main or to 77m. 40ch. on Down Gloucester Line	15
	Between 77m. 40ch. and 77m. 60ch.		30
Swindon (Gloucester Line)			
Brimscombe Incline. Between Sapperton Tunnel			
West End and Brimscombe Station	All Trains over the reverse curves		40*
Brimscombe Station and Stroud	All Trains over the reverse curves		45
Standish Junction	Bristol	Gloucester South Junction	35
Gloucester South Junction	Stonehouse	Cheltenham	40
Gloucester South Junction Box, between 113m. 12ch. and 113m. 15ch. (over curves in Main Line)			
Tramway Junction, between 113m. 49ch. and 113m. 59ch.	Swindon	Gloucester	20
	Swindon	Gloucester	10
	Cheltenham	Gloucester	10
Gloucester Central Station	Main Line	Platform Line	15
Gloucester Central Station	Platform Line	Main Line	15
Gloucester Central Station	When passing from one line to another between Platforms	through Scissors Crossover Roads	5
Gloucester Central Station	Middle Roads through Station		40
Gloucester East and Over Junction between 114m. 0ch. and 114m. 40ch.	Gloucester	Chepstow	40
Gloucester West and Over Junction between 114m. 40ch. and 115m. 70ch.	Gloucester		
Over Junction	Gloucester	Chepstow	60
Over Junction	Gloucester	Ledbury	10
Over Junction	Between Main Line and Docks Branch		10
Bullo Pill West Box	Main Line and Forest Branch		15
Awre Junction and Lydney Junction, 129 m.p. and 133m. 60ch.			
*—Permanent Speed Restriction Indicator provided.	Gloucester	Newport	60
UP LINE			
Lydney Junction.	Main Line	Otters Pool Junction	15
Lydney Junction and Awre Junction, 133m. 60ch. to 129 m.p.			
Bullo Pill West Box	Newport	Gloucester	60
Over Junction and Gloucester East, between 114m. 40 ch. and 114m. 0ch.	Forest Branch	Main Line	10
Over Junction			
Over Junction	Chepstow	Gloucester	40
Over Junction	Ledbury	Gloucester	10
Over Junction and Gloucester West between 115m. 70ch. and 114m. 40ch.	Between Main Line and Docks Branch		10
Gloucester Central Station			
Gloucester Central Station	Chepstow	Gloucester	60
Gloucester Central Station	Main Line	Platform Line	15
Gloucester Central Station	Platform Line	Main Line	15
Gloucester Central Station	When passing from one line to another between Platforms	through Scissors Crossover Roads	5
Gloucester Central Station	Middle Roads through Station		40
Tramway Junction, between 113m. 59ch. and 113m. 49ch.	Gloucester	Swindon	10
Gloucester South Junction Box, between 113m. 15ch. and 113m. 12ch. (over curves in Main Line)	Gloucester	Cheltenham	10
Gloucester South Junction			
Standish Junction	Gloucester	Swindon	20
Stroud and Sapperton Tunnel	Cheltenham	Stonehouse	40
Swindon Station West Box	Gloucester South Junction	Bristol	35
Swindon Station West Box	All Up Trains between 102m. 13ch. and 95m. 74ch.		50
Swindon :	Up Main	Up Main Platform	20
From 77m. 60ch. to 77m. 40ch.	Up Gloucester Line	Up Main or Up Main Platform	15
From 77m. 40ch. to 77m. 25ch.			
	Gloucester	Swindon	30
	All Up Gloucester trains between 77m. 40ch. and Up Gloucester Platform Line		20

HARTLEBURY JUNCTION, BRIDGNORTH AND SHREWSBURY

Speed of all trains, Up and Down, between Hartlebury Junction and Shrewsbury, must not exceed 50 miles per hour and must be further restricted to lower speeds as shown below :

Hartlebury Junction	Main	Branch	10
Hartlebury Junction	Branch	Main	10
Stourport-on-Severn	All Up and Down Trains over connection at 134m. 26ch.		25
Stourport-on-Severn	Single Line to Down Platform Line (134m. 45ch.)		15
Stourport-on-Severn	Single Line to Up Platform Line (134m. 60ch.)		15
Bewdley South Junction	All Trains		15
Bewdley North Junction			15
Bewdley and Arley	All Up and Down Trains between 139 m. 30ch. and 140½ m.p.		40
Bridge over River Severn and to Arley Station	Between 140½ m.p. and Arley Station		30
Arley	To and from Loop		10
Between Arley and Hampton Loade	All Up and Down Trains between 141 ½ m.p. and 144m. 70ch.		35
Hampton Loade	To and from Loop		10
Bridgnorth	To and from Loop		15
Between Bridgnorth and Iron Bridge	All Up and Down Trains between 153m. 67ch. and 156m. 74ch.		40
Coalport and Iron Bridge	All Up and Down Trains between 156m. 74ch. and 158m. 50ch.		25*
Iron Bridge and Broseley	To and from Loop		15
Buildwas Junction	Iron Bridge	Cressage	15
Buildwas Junction	Cressage	Iron Bridge	15
Between Buildwas and Cressage	All Up and Down Trains between 161 m. 66ch. and 162m. 35ch.		25*
Cressage	All Up and Down Trains through Station		15
Berrington			15
Sutton Bridge Junction			15
Shrewsbury	All Trains entering or leaving Station		10

*—Permanent Speed Restriction Indicator provided.

K192 SPEED OF TRAINS THROUGH JUNCTIONS AND AT OTHER SPECIFIED PLACES—continued

NAME OF PLACE	DIRECTION OF TRAINS		Miles per Hour
	From	To	
WOOLFERTON JUNCTION AND KIDDERMINSTER JUNCTION			
The speed of all Up and Down trains between Woolferton and Kidderminster Junction must not exceed 45 m.p.h. and must be further restricted to lower speeds shown below.			
DOWN LINE			
Woolferton Junction	S. and H. Line	Bewdley	15
Tenbury Wells	All Trains leaving Down Loop .. .. .	.. .. .	25
Between Tenbury Wells and Neen Sollars	All Trains between 151m. 20ch. and 149m. 27ch. .. .. .	.. .. .	35
Between Neen Sollars and Cleobury Mortimer	All Trains between 146m. 78ch. and 146m. 38ch. .. .. .	.. .. .	35
Bewdley	Curve over River Severn Bridge, between 138m. 35ch. and 138m. 14ch. .. .. .	.. .. .	15*
Bewdley North Junction	Bewdley Station	Bridgnorth	15
Bewdley North Junction	Cleobury Mortimer	Bewdley Station	15
Bewdley South Junction	Bewdley Station	Kidderminster	15
Bewdley South Junction	Stourport	Bewdley Station	15
Kidderminster Junction	Bewdley	Kidderminster Station	15
UP LINE			
Kidderminster Junction	Kidderminster Station	Bewdley	15
Bewdley South Junction	Bewdley Station	Stourport	15
Bewdley South Junction	Kidderminster	Bewdley Station	15
Bewdley North Junction	Bewdley Station	Cleobury Mortimer	15
Bewdley North Junction	Bridgnorth	Bewdley Station	15
Bewdley	Curve over River Severn Bridge, 138 m. 14ch. to 138m. 35ch. .. .. .	.. .. .	15*
Cleobury Mortimer (through Station and Yard)	Bewdley	Neen Sollars	15
Between Cleobury Mortimer and Neen Sollars	All Trains between 146m 38ch. and 146m. 78ch. .. .. .	.. .. .	35
Neen Sollars (through Station and Yard)	Cleobury Mortimer	Woolferton	15
Between Neen Sollars and Tenbury Wells	All Trains between 149m. 27ch. and 151m. 21ch., .. .. .	.. .. .	35
Tenbury Wells	All Trains entering and leaving Up Loop .. .. .	.. .. .	20

*—Permanent Speed Restriction Indicator provided.

BERKELEY ROAD AND LYDNEY TOWN			
Berkeley Road Junction	Main line to Branch (Through Junction)	All Down and Up Trains	20
Berkeley Road Junction	Through Branch Platforms to Junction	with Single line. All Down and Up trains	40
Berkeley Road Junction	Junction from Double to Single Line .. .. .	.. .. .	15
Berkeley Road to Sharpness (Single Line)	All Down and Up trains .. .. .	.. .. .	40
Berkeley Loop	Berkeley Road South Junction to Berkeley Loop Junction .. .. .	.. .. .	15*
Berkeley Loop Junction	All Down and Up trains, .. .. .	.. .. .	15
Sharpness South : 3m. 38ch. to 3m. 42ch. and 3m. 69ch. to 3m. 73ch.	To and from the Loop Line .. .. .	.. .. .	15
Severn Bridge	All Down and Up trains entering or leaving Loop .. .. .	.. .. .	15
Severn Bridge Station	No engine or train must cross the iron portion of the Severn Bridge in less than 3 minutes .. .. .	.. .. .	15
Severn Bridge to Otters Pool Junction	Entering or leaving Loops .. .. .	.. .. .	25
Lydney Junction	All Down and Up trains .. .. .	.. .. .	15
Lydney Junction	Otters Pool Junction to South Wales Main Line .. .. .	.. .. .	15
Lydney Junction	South Wales Main Line to Otters Pool Junction .. .. .	.. .. .	10
Lydney Town	Otters Pool Junction to Lydney Engine Shed Box .. .. .	.. .. .	15
Lydney Town	All Down and Up trains, .. .. .	.. .. .	10
Lydney Town	Junction from Double to Single Line .. .. .	.. .. .	10
Lydney Town	Up Line to Up Goods Line .. .. .	.. .. .	10
Lydney Town	Trains passing over the Goods Line must not exceed a speed of 10 m.p.h. .. .. .	.. .. .	10

*—Permanent Speed Restriction Indicator provided.

KING'S SUTTON JUNCTION, KINGHAM AND CHELTENHAM SPA			
King's Sutton Junction (82m. 65ch.)	Between Main Line and B. and C. Line in each direction .. .. .	.. .. .	20
Adderbury	Double Line	Single Line	25
Bloxham	All Up and Down Trains, Single Line to Loops .. .. .	.. .. .	25
Hook Norton	All Up and Down Trains, Single Line to Loops .. .. .	.. .. .	25
Hook Norton Viaducts	All Up and Down Trains, 91½ m.p. to 92½ m.p. .. .. .	.. .. .	20*
Chipping Norton	(Trains to be brought under proper control so that the brakes shall not be applied while passing over the viaducts unless unforeseen circumstances demand this.) .. .. .	.. .. .	20
Chipping Norton	All Up and Down Trains, Single Line to Loops .. .. .	.. .. .	15
Kingham	Main Line and Cheltenham Branch. All Up and Down Trains .. .. .	.. .. .	15
Kingham	Banbury Branch	Main Line	15
Kingham	Cheltenham	Kingham Station	20
Stow-on-the-Wold and Kingham	(Single Line to Up Branch Line) .. .. .	.. .. .	15*
Bourton-on-the-Water	Cheltenham at 85½ m.p.	Kingham	25
Notgrove (Down Loop)	Cheltenham	Kingham	25
Andoversford Junction	Kingham	Cheltenham	25
Andoversford Junction	Andover Line	Cheltenham	15
Andoversford Junction	Cheltenham	Andover Line	15
Gloucester Loop Junction (107m. 39ch.)	Leckhampton	Cheltenham	30
Gloucester Loop Junction (107m. 39ch.)	Cheltenham	Leckhampton	35
Lansdown Junction	Leckhampton	Cheltenham (Malvern Road)	40
Lansdown Junction	Cheltenham (Malvern Road)	Leckhampton	40

The speed of trains between Kingham and Lansdown Junction over the single and double lines, must not exceed 40 m.p.h. and must be further restricted to lower speeds as shown above.

*—Permanent Speed Restriction Indicator provided.

SPEED OF TRAINS THROUGH JUNCTIONS AND AT OTHER SPECIFIED PLACES—continued K193

NAME OF PLACE	DIRECTION OF TRAINS		Miles per Hour
	From	To	

GLOUCESTER AND HEREFORD BRANCH (Grange Court to Rotherwas Junction)

The speed of trains between Grange Court and Rotherwas Junction must not exceed 35 m.p.h. and must be further restricted to lower speeds as shown:

Grange Court	All Up and Down Trains .. .. .	.. .. .	15
Longhope	All Up and Down Trains .. .. .	.. .. .	10
Mitcheldean Road	All Up and Down Trains .. .. .	.. .. .	15
Ross-on-Wye	Gloucester	Hereford	10
Ross-on-Wye	Hereford	Gloucester	10
Ross-on-Wye	All Trains to or from Monmouth Branch .. .. .	.. .. .	10
Fawley	Gloucester	Hereford	10
Fawley	Hereford	Gloucester	15
Rotherwas Junction	Gloucester	Hereford	15
Rotherwas Junction	Hereford	Gloucester	15
Rotherwas Junction	Up Branch Line	Single Line	25

CIRENCESTER BRANCH

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

TETBURY BRANCH

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

Between Kemble and Culkerton between 1½ m.p. and 1½ m.p.	All Down and Up Trains .. .. .	.. .. .	20
Kemble and Culkerton, between 0.0ch. and 0.20 ch.	All Down and Up Trains .. .. .	.. .. .	15
Kemble and Culkerton, between 0.20ch. and 0.40ch.	All Down and Up Trains .. .. .	.. .. .	25
Culkerton and Tetbury, between 5m. 50ch. and 6m. 75ch.	All Down and Up Trains .. .. .	.. .. .	25
Culkerton and Tetbury, between 6m. 75ch. and 7m. 14ch.	All Down and Up Trains .. .. .	.. .. .	15

K194 SPEED OF TRAINS THROUGH JUNCTIONS AND AT OTHER SPECIFIED PLACES—continued

NAME OF PLACE	DIRECTION OF TRAINS		Miles per Hour
	From	To	
‡—CHELTENHAM (ST. JAMES) AND GLOUCESTER CENTRAL			
UP LINES			
Tramway Junction, 0m. 0ch. to 0m. 6ch.	Gloucester	Cheltenham	10
All Crossovers between Tramway Junction and ½ m.p.	All Up Trains	Cheltenham	15
Engine Shed Junction UP Main and UP Relief	Gloucester	Cheltenham	35
Engine Shed Junction	Stonehouse (Burdett Road) ..	Cheltenham	35
Churchdown	Up Main	Up Relief	40
Churchdown	Up Relief	Up Main	40
Churchdown UP Relief, 3m. 0ch. to 3m. 20ch.	Gloucester	Cheltenham	50
Hatherley Junction	Up Relief	Up Main	40
Lansdown Junction	Up Relief	Up Main	40
Lansdown Junction	Gloucester	Cheltenham (Malvern Rd.) All Lines ..	40
Lansdown Junction	Up Main	Cheltenham (Lansdown) ..	40
Malvern Road East	Gloucester	Honeybourne	25
DOWN LINES			
Malvern Road East	Honeybourne	Gloucester	25
Lansdown Junction	Down Main	Down Relief	40
Lansdown Junction	Down Main	(Commencement of Relief Line) Down Relief	40
Lansdown Junction	Cheltenham (Malvern Road) ..	(Through Crossover Road) All Lines	40
Lansdown Junction	Cheltenham (Lansdown) ..	Down Main	40
Hatherley Junction	Down Relief	Down Main	40
Churchdown	Down Main	Down Relief	40
Churchdown	Down Relief	Down Main	40
Churchdown (Down Relief), 3m. 25ch. to 2m. 70ch.	Cheltenham	Gloucester	50
Engine Shed Junction Down Main and Down Relief	Cheltenham	Gloucester	35
All Crossovers between ½ m.p. and Tramway Junction	All Down Trains	Stonehouse (Burdett Road) ..	15
Engine Shed Junction	Down Main	Stonehouse (Burdett Road) ..	35
Engine Shed Junction	Down Relief	Stonehouse (Burdett Road) ..	35
Tramway Junction, 0m. 6ch. to 0m. 0ch.	Cheltenham	Gloucester	10

‡—For restrictions in force at Gloucester Central Station, see Swindon—Beachley Junction Section.

BARNT GREEN SINGLE LINE JUNCTION TO ASHCURCH JUNCTION (VIA REDDITCH)

The speed of Red Group Engines over this Branch must not exceed 20 m.p.h.

DOWN LINES			
Barnt Green	Over curves between Main Line and Single Line Junction	Alcester 60 m.p. to 64 m.p. ..	15
52 m.p. to 53½ m.p.	All Down Trains .. .. .	.. .. .	30
53½ m.p. to 56 m.p.	All Down Trains .. .. .	.. .. .	35
56 m.p. to 57½ m.p.	All Down Trains .. .. .	.. .. .	20
57½ m.p. to 60 m.p.	All Down Trains .. .. .	.. .. .	40
Redditch	Single Line to and from Loops .. .. .	.. .. .	15
Studley and Astwood Bank	Studley .. .. .	.. .. .	45
Alcester	Single Line to and from Loops .. .. .	.. .. .	15
Broom Junction North	Through Junction to Stratford-upon-Avon ..	.. .. .	15
Broom Junction North	Single Line to and from Loops .. .. .	.. .. .	15
Harvington Station	73 m.p. to 73½ m.p. .. .. .	.. .. .	20
Evesham	Over curves to Hinton 73½ m.p. to 74½ m.p. ..	.. .. .	15
Evesham	Over curves to Hinton, 74½ m.p. to 75m. 30ch. ..	.. .. .	30
Evesham	Over Goods Loop to and from Honeybourne Line ..	.. .. .	10
Evesham	Single Line to Double Line .. .. .	.. .. .	15
Ashchurch Level Crossing	Over Junction to Ashchurch Junction .. .. .	.. .. .	20
Ashchurch	Through Junction .. .. .	.. .. .	20
UP LINES			
Ashchurch Level Crossing	Over curve from Ashchurch Junction .. .. .	.. .. .	20
Hinton	Over curves to Evesham, 75m. 30ch. to 74½ m.p. ..	.. .. .	30
Hinton	Over curves to Evesham, 74½ m.p. to 73½ m.p. ..	.. .. .	15
Evesham	Over Goods Loop to and from Honeybourne Line ..	.. .. .	10
Evesham	Double Line to Single Line .. .. .	.. .. .	15
Harvington Station	73½ m.p. to 73 m.p. .. .. .	.. .. .	20
Broom Junction North	Single Line to and from Loops .. .. .	.. .. .	15
Broom West Junction	Through Junction to Stratford-upon-Avon ..	.. .. .	15
Alcester	Single Line to and from Loops .. .. .	.. .. .	15
Alcester	Alcester (64½ m.p. to 60 m.p.)	Studley and Astwood Bank ..	45
Studley and Astwood Bank	Studley	Redditch, 60 m.p. to 57½ m.p. ..	40
Redditch	Single Line to and from Loops .. .. .	.. .. .	15
Redditch South	Up passenger trains approaching occupation level crossing situated about 400 yards on the Studley side of Redditch Tunnel, between 57½ m.p. and 57½ m.p. .. .. .	.. .. .	10
Redditch North	57½ m.p. to 56 m.p. .. .. .	.. .. .	20
56 m.p. to 53½ m.p.	All Up Trains .. .. .	.. .. .	35
53½ m.p. to 52 m.p.	All Up Trains .. .. .	.. .. .	30
Barnt Green	Over curves between Single Junction and Main Line .. .. .	.. .. .	15

BROOM JUNCTION EAST TO BROOM JUNCTION WEST

Broom Junction East	Broom Junction East	Broom Junction West	15
Broom Junction West	Broom Junction West	Broom Junction East	15
Broom Junction East	Through Junction		15
Broom Junction West	Through Junction		5

ENGINE RESTRICTIONS

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OXFORD TO STOURBRIDGE JUNCTION (EXCLUSIVE)

Engines of all descriptions (with the exception of the " King " Class) may work between Oxford and Stourbridge Junction (exclusive), subject to the following prohibitions:

STATION	CONNECTIONS AND SIDINGS	CLASS OF ENGINE PROHIBITED
Oxford Yarnton .. .. .	.. .. .	For particulars of prohibitions, see " A " Section of the Service Time Tables.
Handborough	Crossover, Down Main to Goods Shed, Worcester end of Goods Shed Crossover, Up Main to Goods Shed, London end of Goods Shed Loading Dock, Up Sidings, Worcester end of Goods Shed Back Road, Down Sidings, London end of Station Short Siding and Loading Dock, Up Sidings, Worcester end of Station Crossover, Up Platform to Up Siding, Worcester end of Station Up Side, Loading Dock, Station end, from top of ramp of Passenger Platform to Stop Block	47XX, " 1000 " Class. Diesel Cars Nos. 19 to 33, inclusive.
Charlbury	Pump House Siding, Down Side Cattle Pen Siding, Up Sidings (past Cattle Pens) Back Road, Up Siding Back Road, Up Siding Crossover, Up Platform to Loading Dock, Worcester end of Up Platform	47XX, " 1000 " Class. To be negotiated by 94XX Class Engines at dead slow speed. Diesel Cars Nos. 19-33, inclusive.
Ascott-under-Wychwood ..	Crossover, Down Platform to Down Siding, London end of Station	Diesel Cars Nos. 19 to 33, inclusive.
Shipton-under-Wychwood ..	Crossover from Up Platform to Goods Shed	Diesel Cars Nos. 19 to 33, inclusive.
Kingham	Dead end connection to Horse Dock (Up Side), London end of Dock Connection against Down Main Platform Dead end of Horse Box Dock, Up Side, London end of Station From Down Main, No. 1 and No. 2 to Horse Box Dock, Up Side, London end of Station Up Main to Front Road, Worcester end of Station Up Main to Down Refuge, Worcester end of Station Coal Road, Down Sidings Back Road, Down Sidings Connection from Banbury Branch to Banbury Branch Siding Up Bay Platform (arrival side) Horse Loading Dock Siding (Up Side), London end of Station Road from Up Sidings to Locomotive Turntable Little Dock Road from Down Main Inner Home Signal to Stop Block No. 2 Siding, Up Side, from Cheltenham Branch Down Refuge Siding Triangle	"Castle " and "Austerity." "Castle." 47XX, " 1000 " Class, L.M.R. Class 4. 2-6-0 Freight Tender Engines. 47XX, " 1000 " Class. 68XX, 78XX, " 1000 " Class. To be negotiated by 94XX Class engines at dead slow speed. All 4-6-0 engines must traverse this line at walking pace. The lines forming this triangle are classified "dotted Red " with the exception of the loop from Kingham towards Chipping Norton, which is "full Blue." "Red " group engines may use this side of the triangle for turning purposes, provided the speed does not exceed 5 miles per hour.
Adlestrop	Short Dock, from end of Passenger Platform to Stop Block (London end) Crossover from Up Platform to Goods Shed	68XX, 78XX, " 1000 " Class. Diesel Cars Nos. 19 to 33, inclusive.
Moreton-in-Marsh	No. 1 and 2 Coal Siding, Down Side (Worcester end of Station) Down Side Loading Dock (back of Platform), Worcester end of Station Crossover Road, Down Main to Goods Shed, London end of Passenger Station Shed Road (through Goods Shed) Shed Road (from crossing in lead at London end to Stop Block) Milk Siding, Up Side Crossover from Down Platform to Goods Shed Shipton Branch No. 1 Siding	47XX, 68XX, 78XX, 94XX, " 1,000," " Castle," "Austerity," and L.M.R. Class 4 2-6-0 Freight Tender Engines. 47XX, 68XX, 78XX, " 1,000 " Class. 47XX. 68XX, 78XX, " 1000 " Class. 94XX and "Austerity " Class. Diesel Cars Nos. 19-33, inclusive. L.M.R. Class 4 2-6-0 Freight Tender Engines.
Aston Magna	Brickworks Sidings	" Castle," 47XX, 68XX, 78XX, " 1,000 " Class.
Blockley	Goods Shed Loading Dock, London end of Shed Connection leading from Shed to Brickworks Sidings, Down Side Shed Road Loading Dock (outside Shed, London end) Brickworks Siding (back and front) beyond gate	47XX. 68XX, 78XX, " 1000 " Class. 68XX, 78XX, " 1000 " Class, "Austerity " and L.M.R. Class 4 2-6-0 Freight Tender Engines.
Chipping Campden	Connection leading from Down Main to Down Siding and Gas Works Siding, London end of Station Cattle Dock Siding, Down Side Clark's Siding, Up Side Crossover from Down Platform to Goods Shed	47XX. Diesel Cars Nos. 19 to 33, inclusive.

STATION	CONNECTIONS AND SIDINGS	CLASS OF ENGINE PROHIBITED
Honeybourne	Cattle Dock Siding from Verandah covering to Stop Block. Up Goods Siding, No. 7 Cattle Dock Siding from Cattle Pens to Stop Block.. Over Junction, Honeybourne Station South to East Loop Junction	68XX, 78XX, "1000" Class, also L.M.R. Class 3 and 4 0-6-0 Freight Tender, Class 4 and 5 2-6-0 Mixed Traffic Tender, Class 5 4-6-0 Mixed Traffic Tender and Class 8 2-8-0 Freight Tender Engines, 94XX, "Austerity," and L.M.R. Class 4 and 5 2-6-0 Freight Tender Engines. Diesel Cars Nos. 19 to 33, inclusive. Class 9F, 92XXX, B.R. 2-10-0.
Evesham	Connection leading from Down Main to Goods Shed Goods Shed Dock, at rear of Goods Shed Dock (Down Side) nearest London on Back Road Loading Dock, Down Side, London end of Station Crossover Road from Down Main to Goods Shed Road, Worcester end of Shed Cattle Pens and Passenger Loading Dock (back of Signal Box, London end of Station) Past Carriage Cleaning Stage (Down Side Carriage Sidings, London end of Station) Cattle Dock (Down Side) from a point 90-ft on London side of Goods Offices to Stop Block Crossover, Down Passenger Platform to Down Sidings (London end of Down Platform) Bulmer's Sidings Nos. 1, 2, 3, 4, 5, and 6 Sidings No. 1 Siding No. 5 Siding No. 6 Siding Note. —L.M.R. Class 3 and 4 0-6-0 Freight Tender and Class 5 4-6-0 Mixed Traffic Tender Engines may use this Siding at dead slow speed Nos. 1, 5 and 6 Sidings No. 3 Siding from Level Crossing to Stop Block. Fittings leading to Nos. 1 and 2 Sidings from opposite storage shed to stage in Canner's Siding.	"Castle." 47XX. 68XX, 78XX, "1000" Class; also L.M.R. Class 3 and 4 0-6-0 Freight Tender and Class 5 4-6-0 Mixed Traffic Tender Engines. 68XX, 78XX, "1000" Class. 68XX, 78XX, "1000" Class; also L.M.R. Class 3 and 4 0-6-0 Freight Tender and Class 5 4-6-0 Mixed Traffic Tender Engines. Diesel Cars Nos. 19 to 33, inclusive. 47XX. "Austerity" and L.M.R. Class 4 and 5 2-6-0 Freight Tender Engines; also L.M.R. Class 3 and 4 0-6-0 Freight Tender and Class 5 4-6-0 Mixed Traffic Tender Engines. To be negotiated by "Austerity" Class engines at slow speed "Austerity" and L.M.R. Class 4 and 5 2-6-0 Freight Tender Engines. To be negotiated by 94XX Class engines at dead slow speed . 68XX, 78XX, "1000" Class. All 4-6-0 engines must traverse these lines at walking pace. W.R. Engines working over L.M.R. Lines. All types of engines in all groups are prohibited from entering the Goods Shed. Engines with outside cylinders to work with caution on the part of the Siding adjoining Landing Wall. 49XX, 4073, 42XX, 52XX, 53XX, 28XX, 51XX, 90XX 45XX, 55XX, "1000" Class, B.R. Standard Class 4, 2-6-4T (80XXX). 49XX, 4073, 42XX, 52XX, 53XX, 28XX, 51XX, "1000" Class. 90XX, 45XX, 55XX, may work with caution . L.M.R. Engines working into W.R. Yard.
Evesham New Yard (Up Side)	No. 3 Siding from Level Crossing to Stop Block. Fittings leading to Nos. 1 and 2 Sidings from opposite storage shed to stage in Canner's Siding. Goods Shed Exchange Siding (adjacent to Dock) Cattle Dock Fruit Shed Landing (Back Road) Fruit Shed Landing (Back Road)	To be negotiated by 94XX Class engines at dead slow speed . 68XX, 78XX, "1000" Class. All 4-6-0 engines must traverse these lines at walking pace. W.R. Engines working over L.M.R. Lines. All types of engines in all groups are prohibited from entering the Goods Shed. Engines with outside cylinders to work with caution on the part of the Siding adjoining Landing Wall. 49XX, 4073, 42XX, 52XX, 53XX, 28XX, 51XX, 90XX 45XX, 55XX, "1000" Class, B.R. Standard Class 4, 2-6-4T (80XXX). 49XX, 4073, 42XX, 52XX, 53XX, 28XX, 51XX, "1000" Class. 90XX, 45XX, 55XX, may work with caution . L.M.R. Engines working into W.R. Yard.
L.M.R. Yard	Goods Shed Exchange Siding (adjacent to Dock) Cattle Dock Fruit Shed Landing (Back Road) Fruit Shed Landing (Back Road)	To be negotiated by 94XX Class engines at dead slow speed . 68XX, 78XX, "1000" Class. All 4-6-0 engines must traverse these lines at walking pace. W.R. Engines working over L.M.R. Lines. All types of engines in all groups are prohibited from entering the Goods Shed. Engines with outside cylinders to work with caution on the part of the Siding adjoining Landing Wall. 49XX, 4073, 42XX, 52XX, 53XX, 28XX, 51XX, 90XX 45XX, 55XX, "1000" Class, B.R. Standard Class 4, 2-6-4T (80XXX). 49XX, 4073, 42XX, 52XX, 53XX, 28XX, 51XX, "1000" Class. 90XX, 45XX, 55XX, may work with caution . L.M.R. Engines working into W.R. Yard.
W.R. Goods Yard	Connection leading from Down Main to Goods Shed Siding through Goods Shed Siding alongside Dock at rear of Goods Shed Siding alongside Cattle Pen Dock, Down Side Siding alongside Warehouse, Up Side Nos. 1, 5 and 6 Sidings (Up Side)	2-6-0 "Mixed Traffic" Diagram 43, Cross-section 18677. L.M.R. 0-6-0 engines, tender type, may work over these Sidings at dead slow speed .
W.R. New Yard	Nos. 1, 5 and 6 Sidings (Up Side)	L.M.R. 0-6-0 engines, tender type, may work over these Sidings at dead slow speed .
Fladbury	Bomford's Sidings, beyond gate	68XX, 78XX, "1000" Class; also L.M.R. Class 3 and 4 0-6-0 Freight Tender and Class 5 4-6-0 Mixed Traffic Tender Engines.
Pershore	Cattle Pens Sidings Down Side Loading Dock at Oxford end of Station, including connections from Down Main to Dock and from Dock to Main Goods Shed to Dock, Down Side Goods Shed Road, through Goods Shed Crossover from Down Main to Down Side Loading Dock, London Side of Goods Shed Crossover from Up Main to Down Side Loading Dock, London Side of Goods Shed Down Side Loading Dock Siding (London side of Shed) on London side of connection from Up Main	"Castle." 47XX. 68XX, 78XX, "1000" Class. 68XX, 78XX and "1000" Class locomotives must under no circumstances, use the connection Down Main to Down Side Loading Dock, near 112m., 42ch., i.e., all movements from Down Main to Loading Dock with these types of engines must be made through the Goods Shed. Engines of the above type may be allowed to work from the Down Main line through the Goods Shed and alongside the Down Side Loading Dock. They may also use the Crossover from Up Main to the Down Side Loading Dock at 112m. 31ch. The clearance for both these movements are less than the normal minimum and are subject to the rigid enforcement of a speed restriction of 3 miles per hour.
Stoulton	Back Road, Down Side Back Road, from Level Crossing to Stop Block. Connection from Down Platform to Down Sidings	47XX. 68XX 78XX "1000" Class. Diesel Cars Nos. 19 to 33 inclusive.

ENGINE RESTRICTIONS—continued

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OXFORD TO STOURBRIDGE JUNCTION (EXCLUSIVE)—continued.

STATION	CONNECTIONS AND SIDINGS	CLASS OF ENGINE PROHIBITED
Worcester (Shrub Hill) Passenger Station	Down Bay Worcester (SH) Jcn. to Rainbow Hill Jc. Long Dock Down Side, South end of Station From Loop to McNaught's Dock, North end of Station Ex-G.W. type Diesel Cars Nos. 1-38 may work subject to the following restrictions : McNaught's Dock	92XXX 47XX, " 1000 " Class. into Sidings at Worcester (Shrub Hill) Station , Nos. 1-38 prohibited. N.B. —Nos. 1-18 may be permitted when telephone cable has been removed. Nos. 1-18 may work at 5 m.p.h. Nos. 19-38 may work at 5 m.p.h. for a distance of 74 feet from the top of the platform ramp. Nos. 1-38 prohibited. N.B. —When telephone cable has been removed, Nos. 1-18 may be permitted, and Nos. 19-33 may be permitted at 5 m.p.h. Nos. 1-38 prohibited.
	Down Bay	
	Down Loading Dock	
	Short Dock	
Worcester Motive Power Depot	Short Road, Passenger Engine Shed, through connection at Shrub Hill end Factory Sidings, Road next to Lift Road (on right hand side of Lift Road going in)	47XX, " 1000 " Class, " Austerity " and L.M.R. Class 4 and 5 2-6-0 Freight Tender Engines. 47XX and all 4-6-0 Classes. 94XX, " Austerity " and L.M.R. Class 4 and 5 2-6-0 Freight Tender Engines.
Worcester Motive Power Shops	Siding next to Time Office and Engineering Department Shop, Up Side	
Worcester Goods Yard ..	Outside Siding, North Sidings Hereford Sidings, Nos. 1, 2 and 4 Roads Hereford Sidings—No. 2 Road	47XX, " 1000 " Class. Owing to the severe curve ($4\frac{1}{2}$ ch. radius) large engines are prohibited from working over this Siding. The only classes of engines which can be permitted to work over the Siding in question are 41XX, 56XX, 57XX, 36XX, 14XX, 58XX, 94XX and L.M.R. 0-6-0.
Between Worcester and Fernhill Heath	Blackpole Private Sidings	The following engines are at present authorised to work over the Private Siding at Blackpole as far as the engine Stop Board : 0-6-0 2251 type, " Yellow." 0-4-2T 14XX type, " Uncoloured " 0-6-0T 54XX type, " Yellow " 0-6-0T 64XX type, " Yellow " 0-6-0T 57XX type, " Blue." 2-6-2T 45XX type, " Yellow." To meet existing needs in regard to shunting in these Sidings, it has been agreed to the above types of engine being so employed, subject to the following prohibitions : 1.—Loading Dock Road, in Shed East Side— Absolute. 2.—Crossover Road between Sidings in Shed— Absolute. 3.—Turn-out Curves on either side of the straight road at both ends (W.R. engines can only use the straight road to the Stop Block near the Firm's Engine Shed). Engine Stop Boards are provided as under : A.—At the toe of switches (numbered 2 by the Firm) leading to the Canal Siding, this board reads—" W.R. Engines to work over straight road only, to and from Stop Block." B.—Adjacent to the siding leading to the East Side Loading Dock, this board reads—" W.R. Engines not to pass this Board." C.—In proximity to the facing end of Crossover Road in Loading Dock, West Side, this board reads—" W.R. Engines must not use Crossover Road."
Fernhill Heath	Down Main to Down Refuge, London end of Station Front Road to Back Siding leading to Cattle Dock, Down Side	47XX, " 1000 " Class.
Droitwich Spa	Up Branch to Up Branch Refuge Up Sidings to Nos. 2 and 3 Coal Drops Sidings Spur and Coal Siding, Up Sidings	47XX, " 1000 " Class.
Cutnall Green	Up Main to Mileage Siding	47XX, " 1000 " Class.
Hartlebury	Down Sidings to Down Dock, London end of Station Up Main to Up Siding, London end of Station Horse Loading Dock (Down Side), from heel of Crossing to Stop Block Brickworks Loading Dock Sidings	47XX, " 1000 " Class. 78XX, B.R. Standard Class 4, 2-6-4T (80XXX). 51XX, 78XX, B.R. Standard Class 4, 2-6-4T.
Kidderminster	No. 1 Siding and No. 2 Siding to Mileage Yard, North end of Kidderminster Yard Down Main to Yard, through Points 50 or 50 and 52 Up Main to Down Yard, through Crossover No. 40 Through Crossover No. 40 between Up and Down Main Lines Down Main to Manchester Siding and Goods Shed Platform Road	47XX, " 1000 " Class. 47XX, " 1000 " Class, " Austerity " Class and L.M.R. Class 4 2-6-0 Freight Tender Engines. 41XX, 51XX, 61XX, 81XX, 53XX, 63XX, 73XX. The following are the only types of engines permitted to work into the Loading Dock : 0-6-0, 2251. 0-6-0T, 54XX, 64XX, 74XX.
Hagley	Cattle Pen Siding Crossover Road, Down Main to Cattle Pens Front Road into Loading Dock	

ENGINE RESTRICTIONS—continued

WORCESTER TO HEREFORD (EXCLUSIVE)

Engines of all descriptions (with the exception of the "King" Class and 2-8-0 47XX Class) may work between Worcester and Hereford (exclusive), subject to the following prohibitions:
(For prohibitions at Hereford, see "J" Section Book.)

STATION	CONNECTIONS AND SIDINGS	CLASS OF ENGINE PROHIBITED
WORCESTER	Tunnel Jcn. to Rainbow Hill Jcn.	92XXX
Malvern Link	Up Side—Front and Back Stone Sidings, alongside Pyx Granite Loading Dock	28XX, "Castle," 49XX, 59XX, 68XX, 69XX, 78XX and "1000" Class.
Malvern Link	Down Side—Garden Siding	"Castle," 49XX, 50XX, 59XX, 68XX, 69XX, 78XX and "1000" Class.
Ledbury	Over connection between the Goods Shed Siding and the Yard	
	Over connection—West end of Coal Stage Siding ..	

WORCESTER AND BROMYARD BRANCH

Engines in the "Yellow" Group only may work between Bransford Road Junction and Bromyard subject to the following restrictions:

STATION	CONNECTIONS AND SIDINGS	CLASS OF ENGINE PROHIBITED
Suckley	Not to enter or leave Sidings via connection to Down Loop at Worcester end of Down Platform	45XX and 55XX.

CHELTENHAM AND STRATFORD-UPON-AVON

Engines of all descriptions (with the exception of the "King" Class and 2-8-0 47XX Class) may work between Cheltenham (Malvern Road) and Stratford-upon-Avon, subject to the following prohibition:

STATION	CONNECTION AND SIDING	CLASS OF ENGINE PROHIBITED
Toddington	Over connection, North end of Fruit Packing Shed Platform Siding	78XX and "1000" Class.
Honeybourne	Over Junction, Honeybourne Station South to East Loop Junction	Class 9F, 92XXX, B.R. 2-10-0.

CHARFIELD AND CHELTENHAM LANSDOWN (INCLUDING GLOUCESTER EASTGATE)

ENGINES AUTHORISED				Remarks
Western Region	B.R. Standard	Diesel	L.M. Region	
All Except : 4-6-0 60XX 2-8-0 47XX*	All except : 4-6-2 71XXX‡	All : ‡ (The Fell Diesel Mech. No. 10100 must travel with caution through Crossover Roads at Frocester and Gloucester (Eastgate).)	All except : 4-6-2 46200-46212 46220-46257 2-8-0 53801-53810 0-6-0 2E and 3H 0-4-4T 2K and 2L 0-6-0T 2R and 3Y } Ex Cal.	W.R. and B.R. Standard Engines must not pass under Old M.R. Load Gauges.

SIDING RESTRICTIONS ON W.R. AND B.R. STANDARD ENGINES

PLACE	CONNECTIONS AND SIDINGS	ENGINES PROHIBITED
Charfield	Coal Shutes Siding Wagon Turntable	All.
Berkeley Road	Goods Shed Road from the Down Main Line (Gloucester end of Down Platform) N.B.—If any of the engines listed in the "Engines Prohibited" column are required to pick up or set down traffic in the Loading Dock from off the Up Main Line there must be a raft of vehicles of sufficient length to enable the vehicles standing in the Loading Dock to be coupled up or uncoupled without the engine passing along side the Loading Dock Wall.	4-6-0 50XX, 49XX, 10XX, 68XX and 78XX. 2-6-0 53XX, 465XX. 2-8-0 28XX, 48XXX, and W.D. Austerity. 2-8-0 42XX. 2-8-2T 72XX. 2-6-2T 45XX, 55XX, 41XX, 51XX, 61XX, 81XX. B.R. Standard Classes 9 (2-10-0), 7 (4-6-2), 6 (4-6-2), 5 (4-6-0), 4 (4-6-0), 4 (2-6-0), 4 (2-6-4T), 3 (2-6-0), and 3 (2-6-2T).
Gloucester Eastgate ..	Wagon Shed outer Sidings. Coal Wharf Sidings	4-6-0 50XX, 49XX, 10XX, 68XX and 78XX. 2-6-0 465XX. 2-8-0 28XX, 48XXX, and W.D. Austerity. 2-8-0T 42XX. 2-8-2T 72XX. 2-6-2T 45XX, 55XX, 41XX, 51XX, 61XX, 81XX. 0-6-0T 15XX. All B.R. Standard Classes.

*—47XX Class engines are authorised between Cheltenham (St. James) and Standish Junction, via Gloucester South Junction. For local restrictions, see below. The shoe of the A.T.C. apparatus on all permitted engines may be left in the operative position between Cheltenham Lansdown and Bristol (T.M.), via Mangotsfield.

‡—See also page 206.

DURSLEY AND COALEY

ENGINES AUTHORISED				Remarks
Western Region	B.R. Standard	Diesel	L.M. Region	
‡ 0-6-0T 64XX 74XX 16XX	2-6-2T 82XXXX 84XXXX 2-6-0 77XXX	200 h.p. B.R. 204 h.p. B.R. 350 h.p. B.R.	0-4-4T 58086 0-6-0T 41702-41879 51336-51524 0-6-0 52089-52526 58115-58305 2-6-0 46400-46527 2-6-2T 40001-40209	

‡—NOTE—W.R. Engines of the 14XX Class are prohibited.

ENGINE RESTRICTIONS—continued

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STROUD AND DUDBRIDGE JUNCTION

ENGINES AUTHORISED				Remarks
Western Region	B.R. Standard	Diesel	L.M. Region	
None	2-6-2T 82XXX 84XXX 2-6-0 76XXX 77XXX 2-6-4T 80XXX	8200-8209 200 h.p. B.R. 204 h.p. B.R.	0-4-4T 41900 58086 0-6-0T 41702-41879 47200-47681 51336-51524 4-4-0 40396-40700 0-6-0 43178-44600 52089-52526 58115-58305 2-4-2T 50721-50850 2-6-2T 40001-40209 2-6-0 43000-43161 2-8-0 46400-46521 2-6-4T 42050-42299 42425-42499 42537-42686	

NAILSWORTH AND STONEHOUSE (BRISTOL ROAD)

0-6-0 22XX. Running Lines only— except to Stopboard on Ryeford Oil Cake Store Siding.	2-6-2T 82XXX 84XXX 2-6-0 76XXX 77XXX 2-6-4T 80XXX	8200-8209 8400-8409 200 h.p. B.R. 204 h.p. B.R.	0-4-4T 41900 58086 0-6-0T 41702-41879 47200-47681 51336-51524 4-4-0 40396-40700 0-6-0 43178-44606 52089-52526 58115-58305 2-4-2T 50721-50850 2-6-2T 40001-40209 2-6-0 43000-43161 46400-46527 2-6-4T 42050-42299 42425-42499 42537-26864	
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TUFFLEY BRANCH (GLOUCESTER)

None.	All except : 4-6-2 70XXX 71XXX	All except : 5500-5579 10000-10001 10201, 10202, 10203 (As single and double units)	All except : 4-4-0 40907, 40936, 41063, 41157, 41162, 41168 2-6-4T 42500-42536 2-6-0 42700-42984 4-6-0 45500-45742 46100-46170 4-6-2 46200-46212 46220-46257 2-8-0 53801-53810 0-6-0 2E and 3H 0-4-4T 2K and 2L 0-6-0T 2R and 3Y	Ex Cal.
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CHELTENHAM (LANSDOWN) AND ABBOTTS WOOD JUNCTION

4-6-0 10XX, 40XX, 49XX, 50XX, 59XX, 68XX, 69XX, 70XX, 78XX 79XX. 2-6-0 53XX, 63XX, 73XX, 4-4-0 90XX 2-8-0 28XX, 38XX 0-6-0 22XX, 32XX 2-8-2T 72XX 2-8-0T 42XX, 52XX* 0-6-2T 56XX, 66XX 0-6-0T 57XX group†.	All except : 4-6-2 71XXX	All	All except : 4-6-2 46200-46212 46220-46257 0-6-0 2E and 3H 0-4-4T 2K and 2L 0-6-0T 2R and 3Y	Ex. Cal.
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LANSDOWN JUNCTION AND CHELTENHAM (HIGH ST.) ROUTE COLOUR—"RED"

The following engines may work into the Sidings at Cheltenham (High Street) without restriction :

2-6-0 W.R. 53XX—73XX
2-6-2T W.R. 45XX and 55XX
0-6-0T W.R. 57XX—77XX
2-8-0 W.D. Austerity
2-6-0 S.R. "N" and "U" Classes.

W.R. engines of the 90XX (4-4-0) class may work into the Sidings at Cheltenham (High Street), subject to the following prohibitions :

Crossover Road from front of Shed Road to Camp Hill Siding and Cattle Pen Road, Birmingham end.

Through lead from Up Lye-By Siding to Main Line, Birmingham end.
Through Slip from front road to Shed.

W.R. 49XX, 68XX, 78XX, B.R. Standard Class 4 (75XXX) and B.R. Standard Class 5 (73XXX) engines may use Up and Down Lines through Station and Up Lye-By Siding at Cheltenham (Lansdown) but must not use Cross-over Roads between Platforms.

W.R. engines of the 28XX Class and 2-8-0 "Austerity" Class may use Up and Down Lines through Cheltenham (Lansdown) but must not use Up Lye-By Siding or Cross-over between Platforms.

*—A.T.C. shoe may be left in operating position.

†—Should 0-6-0T engines be fitted with Trip Cock apparatus operating trigger must be fixed in raised position.

SIDING RESTRICTIONS ON WESTERN REGION ENGINES

PLACE	CONNECTIONS AND SIDINGS	W.R. ENGINES PROHIBITED
Cheltenham (Lansdown) ..	Crossover Road between Platforms	28XX, 38XX, 40XX, 49XX, 50XX, 59XX, 68XX, 69XX, 70XX, 78XX, 79XX.
Bredon	Up Lye-By Siding	28XX, 38XX, 72XX, 42XX, 52XX.
	Crossover Road between Platforms	28XX, 38XX, 40XX, 49XX, 50XX, 59XX, 68XX, 69XX, 70XX, 78XX, 79XX, 72XX, 42XX, 52XX, 56XX, 66XX.
	Crossover Roads situated between Platforms at other Stations en route, to be used with caution.	

GLOUCESTER DOCKS BRANCH (INCLUDING HIGH ORCHARD GOODS LINE)

ENGINES AUTHORISED				Remarks
Western Region	B.R. Standard	Diesel	L.M. Region	
None.	All except : 4-6-2 71XXX 2-6-0 77XXX	All except : 10000-10001 10201, 10202, 10203 } *—As single and double Units. The following are not to work beyond the level crossing at Canal end of High Orchard Yard : 5000-5019/5300-5319 5500-5519/5700-5719 5900-5909/6100-6109 8000-8019/8200-8209 8400-8409	All except : 4-6-2 46200-46212 46220-46257 2-8-0 53801-53810 4-6-0 No. 46170. 0-6-0 2E and 3H 0-4-4T 2K and 2L 0-6-0T 2R and 3Y } Ex Cal.	

ASHCHURCH AND UPTON-ON-SEVERN

57XX.	2-6-2T 82XXX 84XXX 2-6-0 77XXX 2-6-4T 80XXX	8200-8209 200 h.p. B.R. 204 h.p. B.R. 10800	0-4-4T 41900 58086 0-6-0T 41702-41879 47200-47651 51336-51524 4-4-0 40396-40700 0-6-0 43178-44606 52089-52526 58115-58305 2-4-2T 50721-50850 2-6-2T 40001-40209 2-6-0 46400-46527 2-6-4T 42050-42499 42537-42686	The following L.M.R. 2-6-0 class engines are authorised between Ashchurch Junction and Tewkesbury. 42700-42944/43000-43161
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TEWKESBURY QUAY BRANCH

ENGINES AUTHORISED				Remarks
Western Region	B.R. Standard	Diesel	L.M. Region	
57XX.	2-6-2T 82XXX 84XXX 2-6-0 73XXX 2-6-4T 80XXX	5000-5019/5300-5319 5400-5909/6100-6109 8000-8019/8200-8209 8400-8409 200 and 204 h.p. B.R. 10800	0-4-4T 41900 58086 0-6-0T 41702-41879 47200-47681 51336-51524 4-4-0 40396-40700 0-6-0 43178-44606 52089-52526 58115-58302 2-4-2T 50721-50850 2-6-2T 40001-40209 2-6-0 42700-42944 43000-43161 46400-46527 2-6-4T 42050-42499 42537-42686	

ABBOTTS WOOD JUNCTION AND STOKE WORKS JUNCTION (VIA DUNHAMSTEAD)

All except : 60XX and 47XX.	All except : 4-6-2 71XXX	All.	All except : 4-6-2 46200-46212 46220-46257 0-6-0 2E and 3H 0-4-4T 2K and 2L 0-6-0T 2R and 3Y } Ex Cal.	
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ABBOTTS WOOD JUNCTION AND STOKE WORKS JUNCTION (VIA WORCESTER)

All except : 60XX and 47XX.	All except : 4-6-2 71XXX	All.	All except : 4-6-2 46200-46212 46220-46257 0-6-0 2E and 3H 0-4-4T 2K and 2L 0-6-0T 2R and 3Y } Ex Cal.	
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ENGINE RESTRICTIONS—continued

K201

STOKE WORKS JUNCTION AND BARNT GREEN

ENGINES AUTHORISED				Remarks
Western Region	B.R. Standard	Diesel	L.M. Region	
All except : 60XX and 47XX	All except : 4-6-2 71XXX	All.	All except : 4-6-2 46200-46212 46220-46257 0-6-0 2E and 3H 0-4-4T 2K and 2L 0-6-0T 2R and 3Y } Ex Cal.	

4-6-0 40XX, 50XX, 70XX, 10XX, 68XX, 78XX, 49XX, 59XX, 69XX, 79XX not to exceed 5 m.p.h. over Crossover between Up and Down Main Lines at **Bromsgrove Station** and these engines are prohibited from using the Crossover Up Main to Down Main between Platforms at **Blackwell Station**.

ASHCHURCH AND BARNT GREEN (VIA EVESHAM)

	All except : 4-6-2 71XXX	All except : 10000, 10001 10201, 10202, 10203, (As Single/Double Units)	All except : 4-6-2 46200-46212 46220-46257 4-6-0 No. 46170. 2-8-0 53801-53810 0-6-0 2E and 3H 0-4-4T 2K and 2L 0-6-0T 2R and 3Y } Ex. Cal.	The following L.M.R. and B.R. Standard engines are restric- ted to 25 m.p.h. throughout. 2-6-0 42700-42984 4-6-0 44658-45742 46100-46170 B.R. Std. 73XXXX 4-6-2 B.R. Std. 70XXXX and 72XXXX. 0-8-0 48895-49454 49505-49674 2-8-0 48000-48772 90002-90774 2-10-0 B.R. Std. 92XXXX Diesel Locos. : 600-604/5700-5719 350 h.p. B.R. 500 h.p. E.E.
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The following engines are permitted to work over the Section, Ashchurch to Evesham :

4-6-0 Castle
4-6-0 County
4-6-0 Grange
4-6-0 Hall
4-6-2 B.R. Std. 7
4-6-0 B.R. Std. 5
42XX
52XX
72XX

Subject to a maximum
speed of 25 m.p.h. throughout.

4-6-0 B.R. Standard 4.
4-6-0 78XX.
2-8-0 28XX.
2-8-0 W.D. Austerity.
2-8-0 ex L.M.R. Class 8F.
2-6-0 53XX.
2-6-2T 41XX, 51XX.

Inter-City Diesels—Subject to a maximum speed of 40 m.p.h. throughout.

NOTE—The speed of 10 m.p.h. must not be exceeded when running over the Goods Loops at Evesham (between the Ashchurch and Honeybourne Lines).

MAXIMUM LOADS FOR RAIL MOTOR ENGINES

	Gradient	Rail Motor Engines	
		0-4-2T	0-6-0T 2-6-2T
		Tons	Tons
The tonnage loads shown in the "Engine Loads Table" do not apply when Rail Motor Services are being worked by engines of the 14XX, 54XX, 64XX Classes, the authorised loads for which are specially laid down separately, in accordance with the instruction in the General Appendix, viz :	1-40	72	90
	1-50	96	120
	1-60	120	150
	1-80	144	180
	1-100	168	210

SECTION OF LINE

PROHIBITIONS

Swindon (exclusive) to Beachley Junction
(via Gloucester), excluding Gloucester
Docks, also Gloucester to Cheltenham
St. James' (excluding Webb's Sidings)
Route Colour—RED.
Types of Engines authorised :
All except 60XX.

‡—Also applies to 72XX Class.

*—Also applies to 47XX Class.

Chalford—Crossovers between Up Main and Sidings.
Goods Yard Sidings.
Old Coal Sidings.

4-6-0

4-6-0 (49XX) "Hall" and "1000" Class
Must not enter Sidings at which Stop Boards are exhibited.

Gloucester Station : Goods Shed.
Siding alongside Cattle Pens.
Over Weighbridge.

Grange Court—Down Dock Siding behind Passenger Platform.

Cheltenham Spa (St. James')—Through lead on Cattle Pen Siding.

2-8-0T (42XX) Class

Kemble—Pump House Coal Road.

*—Loading Dock—Up Side.

‡**Chalford**—All Sidings.

Gloucester—Lines at Engineer's Depot.

***Grange Court**—Down Dock behind Passenger Platform. Crossover from Down Siding to
Centre of Back Siding Down Side.

***Lydney Junction**—Connection leading to Shunting Neck and Severn and Wye Transfer
Sidings Up Side.

72XX and 28XX

Kemble—Tetbury Down Sidings to Pump House Road.

Loading Dock, Up Side.

Up and Down Main Lines to Tetbury Branch Platform and Back Road.

2-8-0 (47XX)

Brimscombe—Outer Up Sidings.

Gloucester—Up and Down Relief Lines. Nos. 1 and 2 Down Sidings at East End of Platform
and Transfer Road.

Docks Branch—All Sidings.

Cheltenham Spa (St. James') :

All Sidings in Goods Yard, including Shunting Spur.

All Sidings in New Street Yard. Siding leading to Old Cattle Pen.

*50XX, 49XX and "1000" Class

Kemble—Leads from Tetbury Down Sidings to Pump House Road and Tetbury Branch.
*—These engines may work over the curves from the **Down Main Line** to Tetbury
Branch Platform and Back Road, subject to a speed restriction of 5 m.p.h.

Gloucester Station—"Castle" Class Engines may use the Horse Box Siding at slow speed.

DROITWICH SPA AND STOKE WORKS JUNCTION

All Western Region engines, except 4-6-0 60XX ("King") and 2-8-0 47XX, may be permitted to work between Droitwich
Spa Junction and Stoke Works Junction.

HARTLEBURY, BRIDGNORTH AND SHREWSBURY

(Severn Valley Branch)

DOTTED "RED" ROUTE—HARTLEBURY AND BEWDLEY

Engines in the "Red" group (with the exception of the "King" Class and 2-8-0 47XX Class) may work between Hartlebury
and Bewdley, subject to the maximum speed not exceeding 20 miles per hour at any point, also to strict adherence to the following
prohibitions and restrictions.

DOTTED "BLUE" ROUTE—BEWDLEY AND BUILDWAS

Engines in the "Blue" group (with the exception of the 2-8-0 types) may work between Bewdley and Iron Bridge and Broseley,
inclusive, at a maximum overall speed not exceeding 25 miles per hour at any point, subject to the following prohibitions and
restrictions.

51XX and 81XX Class engines are not restricted between Bewdley and the River Bridge at 140m. 35ch. (near Arley) and
between Linley and Ironbridge and Broseley but the speed of these classes of engines must not exceed 25 miles per hour between
140m. 35ch. and Linley.

"BLUE" ROUTE—BUILDWAS AND SHREWSBURY

Engines in the "Red" group (excluding the "King" Class and 2-8-0 47XX Class) may work over the running lines only
between Buildwas and Shrewsbury, provided the speed does not exceed 20 miles per hour at any point and subject to service
restrictions.

STATION	CONNECTIONS AND SIDINGS	CLASS OF ENGINE PROHIBITED
Hartlebury .. .. .	.. .. .	For particulars of prohibitions, see "Oxford, Worcester and Wolverhampton" Section.
Stourport-on-Severn : Basin	Over weighing machine	"Red" and "Blue" group engines.
South End	Crane Road	"Red" and "Blue" group engines.
North End	Through Slip Road, leading from Down Line to Down Sidings	"Red" group and 78XX Class engines. B.R. Standard Class 4, 2-6-4T.
Staatite Works	Private Sidings	W.R. engines, other than those in the Yellow (or Uncoloured) classification, must not proceed beyond the Private Siding Gates.
Arley	Victoria Bridge at 140m. 35ch.	Permitted engines in the "Blue" group must not be coupled to any other engine. 0-6-0 and 2-6-2 tank engines in the "Yellow" group may only be coupled to a tender engine in the "Uncoloured" group. 4-4-0 and 0-6-0 tender engines in the "Yellow" group may work, coupled together or coupled to an engine in the "Uncoloured" group. When a tender engine and a tank engine are coupled together, the tank engine must be coupled to the tender of the tender engine. Not more than two engines may work coupled together.
Jackfield Siding	Doughty and Prestage's Wharf Exley's Wharf W. P. Jones' Wharf	"Blue" group engines and all engines with outside cylinders.
Buildwas	W.R. Loop and Siding at Buildwas Power Station Sidings	"Red" engines may use the W.R. Loop and Siding.

Note—Engines of the 94XX Class may use the Sidings at the undermentioned places :
Cressage—"Straight" Road only. Berrington—All Sidings.

KIDDERMINSTER, BEWDLEY, TENBURY WELLS AND WOOFFERTON

Kidderminster and Bewdley.

Any engine in the "Red" group (excluding the "King" Class and the 2-8-0 47XX Class) may work between Kidderminster and Bewdley, subject to the maximum overall speed not exceeding 20 miles per hour.

Bewdley and Woofferton (Dotted Blue).

Engines in the "Yellow" group may work between Bewdley and Woofferton, subject to service and special speed restrictions. Engines in the "Blue" group are authorised to work between Bewdley and Woofferton at a maximum speed of 25 miles per hour, subject to the following prohibitions and service speed restrictions.

STATION	CONNECTIONS AND SIDINGS	CLASS OF ENGINE PROHIBITED
Wyre Forest	Sidings alongside Wharf	78XX and "Austerity." B.R. Standard Class 4, 2-6-4T (75XXX and 76XXX). Speed of 78XX, B.R. Standard Class 4, 2-6-4T, and "Austerity" Class engines must not exceed 5 miles per hour over this connection.
Cleobury Mortimer	No. 3 Outer Yard Siding	
	Dicton Priors Branch Sidings	
	Alongside Back Platform	
Newnham Bridge	Cattle Pen Wharf	
	Through scissors connection from running lines to Siding	

2-6-2T, 45XX and 55XX Class Engines.

In addition to the observance of permanent speed restrictions applicable to the above section shown on page 132, engines of the 2-6-2T, 45XX and 55XX Class must not exceed the speed shown between the points indicated :

STATIONS	MILEAGE	SPEED NOT TO EXCEED
Between Kidderminster and Foley Park Halt	All Up and Down trains between : 135½ m.p. and 136 m.p.	30 miles per hour
Between Foley Park Halt and Bewdley	All Up and Down Trains between : 136 m.p. and 138½ m.p.	50 " " "
Between Bewdley and Wyre Forest	All Up and Down trains between : 137m. 42ch. and 138m. 14ch.	40 " " "
	138m. 35ch. and 139m. 50ch.	40 " " "
	139m. 50ch. and 140m. 60ch.	45 " " "
	140m. 60ch. and 141m. 58ch.	40 " " "
	141m. 58ch. and 143m. 46ch.	45 " " "
Between Wyre Forest and Cleobury Mortimer	All Up and Down Trains between : 143m. 68ch. and 144m. 47ch.	40 " " "
Between Cleobury Mortimer and Neen Sollars	144m. 47ch. and 146m. 60ch.	45 " " "
	146m. 60ch. and 147m. 20ch.	40 " " "
Between Neen Sollars and Tenbury Wells	All Up trains between 147m. 41ch. and 151m. 54ch. All Down trains between 147m. 20ch. and 151m. 54ch. All Up and Down trains between 151m. 54ch. and 5m. 10ch. (Tenbury Wells Station)	40 " " "
Between Tenbury Wells and Woofferton Junction	All Up and Down trains between : 4m. 63ch. and 3m. 72ch.	50 " " "
	3m. 72ch. and 3m. 27ch.	40 " " "
	3m. 27ch. and 1m. 10ch.	50 " " "
	1m. 10ch. and 0m. 40ch.	40 " " "
	0m. 40ch. and 0m. 12ch.	35 " " "

FOREST OF DEAN BRANCHES

Route Colour—Dotted Blue.

*Types of Engines authorised : Blue, Yellow and Uncoloured groups. Blue group engines are subject to a speed restriction of 25 miles per hour.

0-6-0T 57XX and 2-8-0 Austerity types.—These engines may work over the undermentioned sections of Line, subject to the observance of service restrictions and the following prohibitions :

ROUTES.

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

PROHIBITIONS.

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

BERKELEY ROAD AND SHARPNESS

In addition to types of engines authorised to work over this Section, as shown on page K204, 78XX Class engines may work between Berkeley Road South Junction and Sharpness via Berkeley Loop or via Berkeley Road Junction, also over Sharpness North and South Dock Branches, subject to the following restrictions :

- (1) Not to use Crossover Road between Sharpness Branch Platforms at Berkeley Road Station.
- (2) On Sharpness North Dock Branch may work up to but not over Swing Bridge No. 3 over Gloucester and Berkeley Canal (4½ m.p. and 4½ m.p.).
- (3) On Sharpness South Dock Branch may work up to but not beyond gate.
- (4) Not to work into No. 2 Inwards Siding at Sharpness.
- (5) Turntable at Sharpness not to be utilised.

The following restrictions also apply :

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

2251 Class (2200 to 2299 and 3200 to 3219) may work over the Sharpness North Docks Branch up to, but not over, the first connection beyond Swing Bridge No. 3, 4½ m.p.—4½ m.p.

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

2-8-0 Engines of the 28XX and 38XX Classes may work between Berkeley Road and Sharpness over the under-mentioned lines, subject to the observance of service restrictions :

Berkeley Road Junction to Sharpness South (Down Advanced Starting Signal)	Running Lines.
Sharpness South	Goods Lines.
South Docks Branch (South Junction to Docks Gates)	Up and Down Lines.
Berkeley Loop (Berkeley Road South Junction to Berkeley Loop Junction)	Up and Down Lines.
Crossovers at Berkeley Road, Sharpness and on Docks Branch.	

Note.—All Lines, Sidings, Crossovers, etc., other than those specified—PROHIBITED.

THE SEVERN BRIDGE

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

Western Region Engines.

Yellow and Uncoloured Groups.

Class 53XX (2-6-0) Tender (Blue Group). Subject to the strict observance of all Service Restrictions.

London Midland Region Engines.

Class 2 (2-6-2) Tank (Standard).

Class 2 (2-6-0) Tender (Standard).

Class 2F (0-6-0) Tender (Midland) bearing numbers 58115 to 58305.

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

In the event of the failure of an engine at either end of the bridge, and it is necessary for such engine to be taken to the opposite end, or if an engine fails on the bridge, arrangements must be made for the engine to be worked specially, and 4 wagons must be placed between the assisting engine and the disabled engine. A competent man must in all cases ride upon the disabled engine.

SEVERN AND WYE LINE

(Section—Lydney Junction to Berkeley Road, including Severn Bridge).

Route Colour—Yellow.

Types of Engines authorised—Yellow and Uncoloured Groups. 53XX (Blue Group). B.R. Standard 75XXX\$, 76XXX\$.

Restrictions—53XX Class and B.R. Standard 75XXX, 76XXX, are permitted to work over running lines only, including the Berkeley Loop.

§—With "light" tender.

Attention is directed to the instructions above and on page K203 relative to the working of engines over the Severn Bridge and between Berkeley Road and Sharpness only.

Section—Lydney Junction to Coleford Junction and Coleford Branch.

Uncoloured Route :

Types of Engines authorised—Uncoloured Group, also 74XX and 57XX (Yellow Group).

Restrictions.—74XX are subject to the following prohibitions :

Sling Branch—Sand Siding alongside loading bank. Colour Works Siding alongside loading bank.

Coleford (ex W.R.)—Loading Bank, Back Siding, Station Platform.

53XX Engines are permitted to work between Lydney Junction and Lydney Town, subject to the following prohibitions :

(1) Over weighbridge at 8½ m.p. (2) Crossover between Up and Down Platforms at Lydney Town.

Section—Coleford Junction to Serridge G.F.

Uncoloured Route.

Types of Engines authorised : Uncoloured Group.

Note.—Only UNCOLOURED engines are permitted to work over Pillowell Sidings, Oakwood and Wimberry Branches.

KEMBLE AND TETBURY BRANCH

Uncoloured Route.

Types of Engines authorised.—Uncoloured Group, also 45XX 2-6-2T (Yellow Group).

KEMBLE AND CIRENCESTER TOWN BRANCH

Route Colour—Yellow

Types of Engines authorised.—"Yellow" and "Uncoloured" Groups.

Engines of the 2-6-2T (45XX and 55XX) may work over the Cirencester Branch, subject to the following restriction :

Not to work into Engine Shed on account of the smoke shoots being too low.

KINGHAM AND KING'S SUTTON (INCLUSIVE)

Engines in the "Blue" group or a lower category may work between Kingham and King's Sutton, subject to the following prohibitions.

STATION	CONNECTIONS AND SIDINGS	CLASS OF ENGINE PROHIBITED
Kingham.		For particulars of prohibitions, see "Oxford and Wolverhampton" Section.
Chipping Norton	Fittings near Loading Dock leading to Shed Side Road, Banbury end. Slip Road of Compound in Down Line, Kingham end of Platform. Bliss and Company's Private Sidings to works and to site of old Loading Dock. Coal Road beyond old Engine Shed. Cattle Pen Siding from Cattle Pens to Stop Block. From Up Line to Goods Shed (Banbury end). Messrs. Bliss and Co., Ltd., Private Sidings.	78XX. 78XX Engines must traverse this connection at walking pace. 78XX.

CHELTENHAM SPA (LANSDOWN JUNCTION) AND KINGHAM (EXCLUSIVE)

Route Colour—Dotted Red.

Permitted Engines—All Classes except "King," "Castle," and 47XX Classes, subject to a speed restriction of 20 miles per hour for all "Red" Group Engines and the following prohibitions. See also "B" Section Working Time Table.

STATION	CONNECTIONS AND SIDINGS	CLASS OF ENGINE PROHIBITED
Cheltenham Leckhampton.	Loading Dock Siding at back of Up Platform.	28XX, 38XX, 45XX, 49XX, 51XX, 53XX, 55XX, 68XX, 1000 Class, and 2-8-0 Austerity. 49XX, 68XX, and 1,000 Class.
Andoversford. Notgrove.	Alongside Goods Shed on Cattle Dock Siding. Cattle Dock Siding.	

NOTE.—Engines of the 78XX Class are permitted to work over the running lines only between Kingham and Cheltenham Spa (Lansdown Junction).

GLOUCESTER, OVER JUNCTION AND LEDBURY

Route Colour—Dotted Blue.

Types of Engines Authorised—Blue, Yellow and Uncoloured Groups. Blue Group Engines are subject to a speed restriction of 25 miles per hour.

4-6-0 ENGINES, 78XX "MANOR" CLASS

May work over the Section at a speed not exceeding 25 miles per hour, subject to following prohibitions and restrictions:

Newent.—Connection in Up Main Line between platforms leading to Goods Shed. Through connection to Back Siding off Goods Shed Road. Speed not to exceed 4 miles per hour.

Dymock.—Connection in Down Line between platforms leading to Goods Shed.

CHELTENHAM (ST. JAMES—NEW ST. YARD)

Webb's Sidings—Engines of the undermentioned Classes only are permitted to work into this Siding :

14XX, 2251, 58XX, 94XX, 54XX, 64XX, 74XX, 36XX, 37XX, 46XX, 57XX, 67XX, 77XX, 87XX, 96XX and 97XX.

GRANGE COURT AND ROTHERWAS JUNCTION

Route Colour—Dotted Red.

Types of Engines Authorised.—All except 60XX and 47XX. Red Group engines are subject to a speed restriction of 20 miles per hour.

2-8-0T (42XX) and 2-8-2T (72XX Classes).—These engines may work between Grange Court and Rotherwas Junction, subject to the following prohibitions :

Ross-on-Wye :

Connection from No. 1 Down Siding to Main Line.
No. 2 Down Siding.
Engine Shed Siding.
Main Line Crossover.
Connections from Up Main Line to Goods Shed.
Goods Shed.
Crane Siding.

Backney Siding.—Cattle Pen Siding.
Fawley.—Loading Bank Siding.
Holme Lacy.—Loading Bank Siding.
Longhope.—Back Mileage Siding.
Mitcheldean Road.—Coal Siding.

2-6-0 (53XX Class).

These engines may work over this route, subject to the following prohibitions :

Ross-on-Wye :

Road through Goods Shed.
Over connection from No. 1 Down Siding leading to the
Main Line.

Backney Siding.—Cattle Pen Road.
Fawley Station.—Loading Bank Road.
Holme Lacy Station.—Loading Bank Road.

4-6-0 Engines (including "1,000" Class).

The above engines (except "King" Class) are authorised to work over the running lines and sidings between Grange Court Junction and Rotherwas Junction, subject to the following prohibitions :

Longhope.—Back Mileage Siding.

Mitcheldean Road.—Coal Siding.

Ross-on-Wye.—Connection from No. 1 Down Siding to Main Line. No. 2 Down Siding. Engine Shed Siding. Main Line Crossover. Connections from Up Main Line to Goods Shed. Goods Shed. Mileage Sidings. Crane Siding.

Backney Siding.—Cattle Pen Siding.

Fawley.—Loading Bank Siding.

Holme Lacy.—Loading Bank Siding.

2-6-2T (41XX*), (45XX), (55XX) and 2-8-0 "Austerity" Classes. These Engines may work over this section subject to the following prohibitions :

* 41XX Class prohibited from using the connection from Up Main to Goods Shed at Ross-on-Wye.

Ross-on-Wye :

Connections from No. 1 Down Siding to Main Line
Engine Shed Siding.
Goods Shed.
Cattle Pens and Loading Bank Siding, Up Side.

Backney Siding.—Cattle Pen Siding
Fawley.—Loading Bank Siding.
Holme Lacy.—Loading Bank Siding.

0-6-0T (94XX) Class.—These engines may work over this section subject to the following prohibition

Ross-on-Wye.—Engine Shed Siding.

EX L.M.S. ENGINES

PADDINGTON AND NEWPORT VIA GLOUCESTER

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

SWINDON AND GLOUCESTER SOUTH JUNCTION VIA KEMBLE

Standard Class 4 2-6-0 Mixed Traffic Tender Engines (Diagram E.D. 274), Standard Class 4F 0-6-0 Tender Engines (Diagram E.D. 167B), and Standard Class 5 4-6-0 Engines are permitted to work between the above points subject to the observance of Service restrictions.

CHELTENHAM (LANDSOWN JUNCTION) AND NORTON JUNCTION VIA HONEYBOURNE AND EVESHAM

The following classes of ex L.M.S. engines may work between Cheltenham (Landsown Junction) and Norton Junction, via Honeybourne and Evesham, subject to the observance of Service restrictions :

B.R. Standard Class 5 (73XXX).
Ex L.M.R. 6P/5F (4-6-0) (Parallel Boiler).
Ex L.M.R. 6P/5F (4-6-0) (Taper Boiler).
Ex L.M.R. 3F (0-6-0).
Ex L.M.R. 4F (0-6-0).
Ex L.M.R. 5 (4-6-0).
Ex L.M.R. 6P/5F (2-6-0).

All ex L.M.S. engines working over this section of line are subject to a speed restriction of 20 m.p.h. over the Canal Bridge at 126m. 27ch. at Droitwich Spa.

CHELTENHAM (LANDSOWN JUNCTION) AND ANDOVERSFORD JUNCTION

Standard Class 4 (2-6-0) Mixed Traffic Engines are permitted to work between the above points.

W.R. LINE BETWEEN GLOUCESTER (TRAMWAY JUNCTION) AND BRISTOL, VIA THE SEVERN TUNNEL

The undermentioned types of ex L.M.S. Engines may be allowed to work, in cases of emergency, over running lines between Gloucester and Bristol, via Severn Tunnel Junction, subject to the observance of the usual speed restrictions :

Standard Class 6 4-6-0 Passenger.
Standard Class 4 4-4-0 Passenger (Compound).
Standard Class 2 4-4-0 Passenger.
Standard Class 5 4-6-0 Mixed Traffic.
Standard Class 8 2-8-0 Freight Tender.

Standard Class 5 2-6-0 Freight.
Standard Class 7 0-8-0 Freight Tender.
Standard Class 4 0-6-0 Freight Tender.
Standard Class 5 2-6-0 Freight Tender.
Ex Mid. Class 3 0-6-0 Freight Tender.

CHELTENHAM AND CHURCHDOWN

Two engines of the L.M.R. 4-4-0 Passenger Tender and Standard 4-4-0 Class 4 Compound Passenger Tender types may work coupled together over the section of line between Cheltenham and Churchdown, subject to the speed not exceeding 45 m.p.h.

GLOUCESTER TRAMWAY JUNCTION AND GLOUCESTER SOUTH JUNCTION

All Standard Class types permitted, except Class 8P (4-6-2) Tender subject to observance of Service restrictions.

EX L.M.S. ENGINES—continued.

GLOUCESTER (ENGINE SHED JUNCTION) AND STANDISH JUNCTION, VIA GLOUCESTER SOUTH JUNCTION

The following engines are permitted to work over this section subject to the observance of Service restrictions :

CLASS	TYPE	DIAGRAM
5	4-6-0 M.T. Tender.	E.D. 178, 276, 277, 280, 283, 284.
6	4-6-0 (Parallel and Taper Boiler Type).	E.D. 173, 176.

BORDESLEY JUNCTION, LONG MARSTON, HONEYBOURNE AND CHELTENHAM (LANSDOWN JCT.)

The following classes of ex L.M.S. engines may work between Bordesley Junction and Cheltenham (Lansdown Junction) via Long Marston and Honeybourne, subject to the observance of Service restrictions :

Ex L.M.R. 4F (0-6-0).
Ex L.M.R. 6P/5F (2-6-0).

SOUTHERN REGION ENGINES

S.R. 2-6-0 Engines of the "N" and "U" Classes are permitted to work between Cheltenham (St. James') and Swindon Junction, subject to the observance of Service restrictions, also between Andoversford Junction and Lansdown Junction.

For working restrictions between Cheltenham (High Street) and Andoversford Junction, see Section "B" Working Time Table.

B.R. STANDARD ENGINES

Route Availability

Class 8 (4-6-2) (71XXX)—As for "KING" Class.
Class 7 (4-6-2) (70XXX)—As for "CASTLE" Class.
Class 5 (4-6-0) (73XXX)—Prohibited on all "BLUE," "YELLOW," and "UNCOLOURED" Routes. Restrictions—As for W.R. 4-6-0 (49XX) ("HALL") Class engines.
Class 4 (75XXX and 76XXX)—As for "MANOR" Class.
Class 4 (2-6-4T) (80XXX)—Prohibited on all "YELLOW" and "UNCOLOURED" Routes. Restrictions—As for "BLUE" engines.
Class 3 (2-6-2T) (82XXX)—Prohibited on all "UNCOLOURED" Routes.

B.R. STANDARD ENGINES—CLASS 3 (2-6-2T) (82XXX)

Engine Numbers 82030, 82035, 82036, 82037, 82038, 82039, 82040, 82041, 82042, 82043, and 82044, when working over "Yellow" routes must not be coupled to another engine of the same class.

B.R. STANDARD CLASS 9 (2-10-0) LOCOMOTIVES

These locomotives are subject to the following restrictions and may not work between :

- Stourbridge Engine Shed Box and Stourbridge Junction North Box in the Up direction.
- Stourbridge North Junction and Lye in the Up direction.
- Old Hill Station and Stourbridge North Junction in the Down direction.
- Worcester (Foregate Street) Station and Rainbow Hill Junction in the Down direction.
- Worcester (Foregate Street) Station and Tunnel Junction in the Down direction.
- Tunnel Junction and Rainbow Hill Junction in the Up direction.
- Worcester (Foregate Street) and Norton Junction in the Up direction.
- Wellington and Stafford in the Down direction.
- From Up Wellington to Stafford line to Coalport Branch.

These locomotives are prohibited from working from Down Platform and Down Middle Line at Worcester (Shrub Hill Junction) to the Hereford Line.

ABBOTTS WOOD JUNCTION AND YATE SOUTH JUNCTION

B.R. Standard Class 7 (4-6-2) engines are permitted to work between Abbots Wood Junction and Yate South Junction, subject to the following restrictions :

Berkeley Road—Prohibited through crossover road from Down Main Line into Goods Shed Road (Gloucester end of Down Platform).

Class 9F (2-10-0) (92XXX), including those fitted with Franco Crosi Boiler :

"DOUBLE RED" and "RED" Routes—As for 2-8-0 28XX and 47XX Class engines.
"BLUE" Routes—As for 2-8-0 28XX Class engines. Speed not to exceed 50 m.p.h.
"DOTTED BLUE" Routes—As for 2-8-0 28XX Class engines. Speed not to exceed 25 m.p.h.
"YELLOW" and "UNCOLOURED" Routes—Prohibited.

EX L.N.E. B.I CLASS 4-6-0 TENDER TYPE—KING'S NORTON AND BRISTOL (T.M.), MANGOTSFIELD AND BATH (GREEN PARK)

The above class of engine may work between King's Norton and Bristol (T.M.), via Worcester and Yate, also between Mangotsfield and Bath (Green Park), subject to the observance of Service restrictions and the following restrictions :

Speed not to exceed 20 m.p.h. over the Canal Bridge at Droitwich Spa, 126m. 27ch.
Crossover Roads between platforms to be used at Dead Slow Speed.

L.M.R. CLASS 2 2-6-0 (464XX) ENGINES

The route availability of the above engines is the same as that for B.R. Standard Class 2 2-6-0 (78XXX) engines.

L.M.R. DIESEL MECHANICAL LOCOMOTIVES

L.M.R. Diesel Mechanical Locomotive No. 10100 "Fell System" is permitted to work over the Main Line between Birmingham and Bristol (T.M.) (ex L.M.R. Line), subject to the observance of Service restrictions and the following prohibition :

Main Line crossovers situated between platforms between Ashchurch and Yate must not be used.

This engine is also permitted to work between Stoke Works and Abbots Wood Junction, via Worcester, subject to the observance of Service restrictions and the following stipulation :

Speed not to exceed 20 m.p.h. over the canal bridge at 126m. 27ch., Droitwich.

WORKING OF DIESEL CARS

May be permitted to work over the routes shown below, and subject to the prohibitions listed :

Nos. 19 to 33, inclusive—Worcester and Hereford, subject to Service restrictions and the following prohibitions :

Hereford (Barra Court). Leominster and Brecon Bay Platform.

Stoke Edith Goods Shed Siding beyond Engine Stop Board.

Nos. 4 to 17, inclusive—Lydney Junction and Berkeley Road.

Nos. 4 to 38, inclusive—Swindon and Newport ; Kingham and Cheltenham ; Cheltenham and Honeybourne ; Grange Court and Hereford ; Ross and Little Mill ; Gloucester and Ledbury. Abbots Wood Junction to Bristol, via Cheltenham (Lansdown), except : Cheltenham (Lansdown) not to work through connection in Up Main Line into Up Siding.

6-Car Inter-City Express Sets (Drawings 140327 and 140543).

3-Car Cross Country Sets (Drawing 140607C).

3-Car Suburban Sets (Drawing DE/1825 and DE/1931C).

Single-Car Diesel Units—(Drawings DE/56762A, DE/56762B and 140709B).

The above may work over all lines and sidings normally used by Coaching stock, subject to the observance of Service restrictions.

High Density Diesel Multiple Sets fitted with Trip Cock Gear can only work this district when trip gear clipped up to afford normal route availability.

DIESEL SHUNTING ENGINES

350 h.p. Diesel Electric Shunting Engines—13XXX (D.3XXX).

Engine Route Classification	Yellow.
Maximum permissible speed	20 m.p.h.
Average speed for timing purposes	15 m.p.h.

The following restrictions and prohibitions on the working of 350 h.p. B.R. Standard Diesel Electric Shunting Engines will apply :

STATION OR PLACE	PROHIBITIONS OR RESTRICTIONS
Hereford (Show Yard)	Not to work past gate into Groom's Siding. Not to work past gates leading to Stevco Emulsion Co.'s Sidings and loading bank, Painter Bros. Sidings and W. Midlands Gas Board Siding.
Hereford (Worcester Siding)	Not to work in Edgar Street Cattle Pens, Messrs. Wagon Repairs Siding or into B.T.C. Wagon Repairing Depot.
Moreton-on-Lugg	Not to work past end of B.T.C. Maintenance W.D. Sidings.
Hereford (Barrs Court)	Not to work into loading docks Up side Shrewsbury end of Station. Not to work alongside Messrs. Thynnes Tileworks or into Corporation Siding.
Gloucester (Eastgate)	Not to work in C. and W. Depot or Bridge Depot Taylor's Siding.
Quedgeley	Not to work over any Siding not at present used by B.T.C. locomotives.
Eardisley	Not to work past gates, Thames Timber Co.'s Siding.
Hay-on-Wye	Not to work in Saw Mills Sidings.
Workman's Siding (Cam)	Not to be used.
Cam	Not to work in Coal Yard Siding or Messrs. Hunt and Winterbottom's Siding.
Dursley	Not to work beyond limits of B.T.C. Maintenance in Gas Board's Sidings or any of Messrs. Lister's Sidings.
Gloucester Docks Branch (High Orchard)	Not to work on any Private Sidings, High Orchard Yard or on line to Gloucester Dock (Albion Crossing).
Hempstead Branch	Not to work into Collett's Siding or past end of B.T.C. Maintenance, Gas Board's Siding.
Ryeford	Not to work beyond limit of B.T.C. Maintenance, Workmen's Siding.
Lane's Siding (near Dudbridge)	Not to be used.
Woodchester	Not to work into Timber Co.'s Siding.
Newman Hender's Siding (near Nailsworth)	Not to be used.
Nailsworth	Not to work on Siding behind Store at bottom end of Goods Yard.
Tewkesbury Quay Branch	To work to Loco. Depot only ; care to be exercised when working past Messrs. Dowty's Works.

350 h.p. Diesel Electric Shunting Engines—13XXX (D.3XXX).

(When used for Engineering Department purposes at site of work.)

- (1) When towed must be restricted to a speed of 10 m.p.h. unless they are demeshed.
- (2) They may be permitted to work in conjunction with the Mobile Track Relaying Unit.
- (3) They may be permitted to pull or propel vehicles for Engineering Department purposes provided the laid down speed limits are not exceeded.
- (4) They must NOT in any circumstances be coupled to a steam engine or train worked by a steam engine, except as indicated in item (1).

200 h.p. Diesel Mechanical Shunting Locomotives—111XX and 112XX (D.2XXX).

Engine Route Classification Uncoloured.

2,000 h.p. DIESEL HYDRAULIC LOCOMOTIVES—TYPE 4

2,000 h.p. DIESEL HYDRAULIC LOCOMOTIVES—NORTH BRITISH CO.†

" RED " Route Classification.

Prohibitions :

- All " BLUE," " YELLOW," and " UNCOLOURED " Routes.
Nailsworth Branch.
Stroud Branch.
Ashchurch to Upton-on-Severn.

†These locomotives may work coupled together or coupled to a North British 1,000 h.p. Diesel Hydraulic locomotive, including passage over the River Wye Bridge at Chepstow.

STOKE WORKS JUNCTION AND WATER ORTON OR LAWLEY STREET VIA CAMP HILL OR SELLY OAK

G.W. " Hall " Class 4-6-0 locomotives are permitted to work over running lines between Abbots Wood Junction and Water Orton or Lawley Street via Camp Hill or via Selly Oak, subject to the following :

- (1) The A.T.C. Shoe to be clipped up in the inoperative position via the Camp Hill Line.
- (2) Bromsgrove Station—5 miles per hour over Crossover between the Up and Down Main Lines.
- (3) Blackwell Station—Crossover Up Main to Down Main between platforms prohibited.
- (4) King's Norton Station—15 miles per hour over Up and Down West Suburban lines. Crossover between Up and Down West Suburban lines prohibited.
- (5) Lifford Curve—10 miles per hour throughout.
- (6) Moseley Tunnel—25 miles per hour in each direction.
- (7) Birmingham (New Street)—Platform Lines Nos. 1, 1A, 2, 2A, 3, 4, 6 Bay, 8, 10 and 11 prohibited. Crossover road from No. 7 Platform to No. 3 Siding prohibited. Platform lines Nos. 5, 6, 7 and 9 permitted. Sidings Nos. 1, 2, 3 and 4 permitted.

G.W. 53XX Class 2-6-0 are not permitted to work into Birmingham (New St.) either via Selly Oak or Camp Hill.

RUNNING TIMES FOR LOCAL PASSENGER TRAINS BETWEEN CHELTENHAM AND KINGHAM WHEN LOAD EXCEEDS 100 TONS

The times shown on pages K134 and K135 for the local passenger trains between Cheltenham and Kingham are for loads not exceeding 100 tons. If the load is over 100 tons, but does not exceed 150 tons, the following point-to-point times are allowed :

Charlton Kings to Andoversford	9 minutes instead of 7
Andoversford to Notgrove	10½ " " " 8
Notgrove to Bourton	8 " " " 7
Bourton to Stow-on-Wold	5 " " " 4
Stow-on-Wold to Kingham	7½ " " " 7
Kingham to Stow-on-Wold	9 " " " 8
Stow-on-Wold to Bourton	6 " " " 4
Bourton to Notgrove	12 " " " 11
Notgrove to Andoversford	8 " " " 7
Andoversford to Charlton Kings	No alteration
Leckhampton to Malvern Road	6 minutes instead of 5

The following point-to-point times are allowed for loads in excess of 150 tons :

Charlton Kings to Andoversford	10 minutes
Andoversford to Notgrove	12½ " " "
Notgrove to Bourton	9 " " "
Bourton to Stow-on-Wold	6 " " "
Stow-on-Wold to Kingham	8 " " "
Kingham to Stow-on-Wold	9½ " " "
Stow-on-Wold to Bourton	7 " " "
Bourton to Notgrove	12½ " " "
Notgrove to Andoversford	9 " " "
Andoversford to Charlton Kings	7 " " "
Leckhampton to Malvern Road	6 " " "

STATIONS	En- gine No.	Starting Times	AUTHORISED HOURS							Total hours per week	PARTICULARS OF WORK AND REMARKS
			Mon.	Tues.	Wed.	Thur.	Fri.	Sat.	Sun.		
Droitwich Kingham	1	3. 0 p.m.	6	6	6	6	6	—	—	30	Station Shunting engine. Works 7.10 a.m. Kingham to Chip- ping Norton. 8.10 a.m. Chipping Norton to Kingham. Thence to Moreton-in-Marsh at 8.38 a.m. SX, shunt as required at Kingham SO to 9.45 a.m., thence passenger working.
	1	6. 10 a.m.	1	1	1	1	1	1	—	6	
Kidderminster	1	6.30 a.m.	4	4	4	4	4	4	—	24	Passenger Shunting.
Worcester (Shrub Hill)	1	2. 0 a.m.	22	24	24	24	24	24	—	142	Station Shunting engine.
	2	6.45 a.m.	1½	1½	1½	1½	1½	1½	—	9	Station Shunting engine.
	3	8. 0 a.m.	4	4	4	4	4	4	—	4½	Engine of 6.30 a.m. Hereford.
	4	8.40 a.m.	4	4	4	4	4	4	—	24	Engine off 7.44 a.m. Bromyard.
	5	10.15 a.m.	2½	2½	2½	2½	2½	2½	—	13½	Engine of 9.10 a.m. SX, 9.30 a.m. SO Ledbury.
	6	4.30 p.m.	5½	5½	5½	5½	5½	7½	1	36	Station Shunting engine.
	7	7. 5 a.m.	—	—	—	—	—	—	7½	7½	Shops Shunting engine.
	8	5.45 p.m.	—	—	—	—	—	—	4½	4½	Station Shunting engine. Station Shunting engine.
Gloucester Central Passenger	1	12.15 a.m.	¾	¾	¾	¾	¾	¾	—	4½	Arrives off 11.55 p.m. (Sun.) 12.5 a.m. MX ex Cheltenham.
	2	4.45 a.m.	¾	¾	¾	¾	¾	¾	—	4½	Works 5.45 a.m. to Cardiff.
	3	8.30 a.m.	2	2	2	2	2	2	—	12	Works 10.50 a.m. to Cheltenham.
	4	9.25 a.m.	¼	¼	¼	¼	¼	¼	—	1½	Off 7.58 a.m. Swindon, then to Shed.
	5	10.30 a.m.	1	1	1	1	1	1	—	6	Works 11.55 a.m. to Cheltenham.
	6	11.30 a.m.	21	21	21	21	21	21	—	126	Station Pilot.
	7	4.45 p.m.	1	1	1	1	1	1	—	6	Works 6.5 p.m. to Hereford.
	8	7.10 p.m.	2	2	2	2	2	2	—	12	Arrives off 6.33 p.m. ex Cheltenham, then to Shed.
	(Sunday)	1	9.45 a.m.	—	—	—	—	—	3	3	Off 8.50 a.m. Cheltenham, works 1.15 p.m. to Cheltenham.
	2	12.50 p.m.	—	—	—	—	—	—	1	1	Engine off 12.35 p.m. Cheltenham.
	3	5.30 p.m.	—	—	—	—	—	—	14½	14½	Station Pilot. Assists 5.45 p.m. and 7.0 p.m. Passenger trains from Gloucester as required.
	4	5.40 p.m.	—	—	—	—	—	—	1	1	Engine off 5.20 p.m. Cheltenham then 6.55 p.m. to Cheltenham.
	5	6.55 p.m.	—	—	—	—	—	—	¾	¾	Off 6.35 p.m. Cheltenham.
Cheltenham Spa (St. James and Malvern Road) Passenger	1	5.45 a.m.	4	4	4	4	4	4	—	24	Station Pilot. (Subject to availability of Auto engines and Trailers. Used for steam heating when required).
	2	5.50 a.m.	½	½	½	½	½	½	—	1½	Works 6.43 a.m. Cheltenham to Cardiff.
	3	9. 0 a.m.	1½	1½	1½	1½	1½	1½	—	7½	Engine off 8.25 a.m. Gloucester.
	4	12.15 p.m.	¾	¾	¾	¾	¾	¾	—	4½	Engine off 11.55 a.m. Gloucester.
	5	2.15 p.m.	1	1	1	1	1	1	—	6	Works 2.40 p.m. to Gloucester SO.
	6	4.20 p.m.	1	1	1	1	1	1	—	6	Off Shed. Works 4.0 p.m. to Glou- cester.
	7	8.45 p.m.	1	1	1	1	1	1	—	6	Engine off 4.0 p.m. ex Gloucester.
	8	9.55 p.m.	1½	1½	1½	1½	1½	1½	—	10½	Works 5.38 p.m. to Gloucester.
	1	7.30 a.m.	—	—	—	—	—	—	½	½	Engine off 7.40 p.m. Kingham.
	2	{ 12.0 noon 9.0 a.m. †	—	—	—	—	—	—	3½	3½	Engine off 9.24 p.m. Gloucester.
	3	1.40 p.m.	—	—	—	—	—	—	1	1	Works 8.50 a.m. to Gloucester.
	4	3.50 p.m.	—	—	—	—	—	—	1	1	Works 12.35 p.m. to Gloucester.
	5	5.30 p.m.	—	—	—	—	—	—	¾	¾	Buck-eye Coach test every fourth Sunday.
	6	7.15 p.m.	—	—	—	—	—	—	2	2	Engine off 1.15 p.m. Gloucester.
	7	10.20 p.m.	—	—	—	—	—	—	1	1	Off Shed. Works 5.20 p.m. to Gloucester.

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

STATIONS	En- gine No.	Starting Times	AUTHORISED HOURS							Total hours per week	PARTICULARS OF WORK AND REMARKS
			Mon.	Tues.	Wed.	Thur.	Fri.	Sat.	Sun.		
Gloucester Eastgate (Sunday)	1	12. 1 a.m.	H.M.	H.M.	H.M.	H.M.	H.M.	H.M.	H.M.	H.M.	Station Pilot
	—	4.55 a.m.	—	10 40	10 40	10 40	10 40	11 0	—	53 40	
	—	12.30 p.m.	5 45	—	—	—	—	—	—	5 45	
	1	12.45 p.m.	11 30	11 30	11 30	11 30	11 30	11 15	—	68 45	Station Pilot.
	2	7. 15 a.m.	—	—	—	—	—	—	—	4 25	
	2	4. 5 p.m.	—	—	—	—	—	—	—	4 30	
Bromsgrove ..	1	8. 5 a.m.	8 55	8 55	8 55	8 55	8 55	—	—	44 35	Shunts C. and W. Dept. 8.5 a.m.—5.0 p.m. SX . Yard shunting, 6.30 p.m.—2.30 a.m. SX , 5.0 p.m.—7.15 p.m. SO . (On Saturdays performs banking 1.5 p.m. to 5.0 p.m. No. 7 Engine). Shunts C. and W. Dept. 8.5 a.m.—11.30 a.m. SO , then B.E. No. 8, 12.0 noon to 7.0 p.m. SO .
	1	6.30 p.m. SX 5. 0 p.m. SO (late)	8 0	8 0	8 0	8 0	8 0	—	2 15	42 15	
	2	8. 5 a.m. SO	—	—	—	—	—	3 25	—	3 25	
Evesham	—	6.50 a.m.	13 10	13 10	13 10	13 10	13 10	7 10	—	73 0	Shunting. Off shed 6.45 a.m. To Shed 8.0 p.m. SX , 2.0 p.m. SO .
Redditch	1	6. 5 a.m.	15 25	15 25	15 25	15 25	15 25	10 55	—	88 0	Goods Yard and Passenger Station shunting. 6.5 a.m.—9.30 p.m. SX , 6.5 a.m.—5.0 p.m. SO .
Stoke Works ..	1	4.25 p.m. SX	3 0	3 0	3 0	3 0	3 0	—	—	15 0	Engine of 12.50 p.m. Worcester.

BANKING ENGINES

STATIONS	En- gine No.	Starting Times	AUTHORISED HOURS							Total hours per week	PARTICULARS OF WORK AND REMARKS
			Mon.	Tues.	Wed.	Thur.	Fri.	Sat.	Sun.		
Brimscombe	1	12. 1 a.m.	H.M.	H.M.	H.M.	H.M.	H.M.	H.M.	H.M.	H.M.	Extended to 4.45 p.m. on Sundays during Engineers' occupation of Severn Tunnel. Assists 8.0 a.m. Cheltenham to Paddington from Stroud to Kemble, when required.
	1a	6.20 a.m.	24 0	24 0	24 0	24 0	24 0	24 0	06 0	150 0	
Bromsgrove ..	1	—	24 0	24 0	24 0	24 0	24 0	24 0	24 0	168 0	Class 9F 2-10-0: 9.10 a.m.—10.0 a.m. (Loco. duties) 5.20 p.m.—6.5 p.m. 1.20 a.m.—2.5 a.m. Class 4F Tank 0-6-0: 6.15 a.m.—7.0 a.m. 2.15 p.m.—3.0 p.m. 10.15 p.m.—11.0 p.m. Class 4F Tank 0-6-0: 3.0 a.m.—3.45 a.m. MX . To Shed 2.0 a.m. Sun. 11.0 a.m.—11.45 a.m. 7.0 p.m.—7.45 p.m. Class 4F Tank 0-6-0. To Shed 2.0 a.m. Sunday. 5.30 a.m.—6.15 a.m. 1.30 p.m.—2.15 p.m. 9.30 p.m.—10.15 p.m. Class 4 F Tank 0-6-0. To Shed 4.5 a.m. Sunday. 7.0 a.m.—7.45 a.m. 3.0 p.m.—3.45 p.m. 11.0 p.m.—11.45 p.m. Class 4F Tank 0-6-0. To Shed 5.0 a.m. Sunday. 7.45 a.m.—8.30 a.m. MX . 3.45 p.m.—4.30 p.m. 11.45 p.m.—12.30 a.m. Bromsgrove Shunt Engine No. 1 (late.) Class 4F Tank 0-6-0. To Shed 7.0 p.m.
	2	—	24 0	24 0	24 0	24 0	24 0	24 0	24 0	168 0	
	3	6.30 a.m.	17 30	24 0	24 0	24 0	24 0	24 0	24 0	144 30	
	4	6. 0 p.m. (Sunday) 4.30 a.m.	—	—	—	—	—	—	5 0	145 20	
	4	7.50 p.m. (Sunday)	19 30	24 0	24 0	24 0	24 0	24 0	2 0	145 20	
	5	7. 5 a.m.	16 55	24 0	24 0	24 0	24 0	24 0	4 5	143 0	
	6	9. 0 p.m. (Sunday) 7.30 a.m.	—	—	—	—	—	—	2 0	141 30	
	6		16 30	24 0	24 0	24 0	24 0	24 0	5 0	141 30	
	7	1. 5 p.m. SO	—	—	—	—	—	3 55	—	3 55	
	8	12.0 noon SO	—	—	—	—	—	7 0	—	7 0	

REFUGE SIDINGS AND LOOPS

STATIONS	Refuge Sidings	Running Loops	No. of Wagons Siding or Loop Holds
DOWN			
Oxford .. .. .	—	|	71
Oxford North Junction to Wolvercot Junction .. .. .	—	|	455
Handborough .. .. .	|	—	26
Kingham .. .. .	|	—	30
Moreton-in-Marsh .. .. .	—	|	65
Moreton-in-Marsh .. .. .	|	—	65
Honeybourne South .. .. .	—	|	70
Honeybourne South .. .. .	|	—	60
Evesham .. .. .	|	—	50
Worcester (Wyld's Lane) to Worcester (Tunnel Junction) .. .. .	—	|	150
Fernhill Heath .. .. .	|	—	46
Droitwich Spa .. .. .	—	|	44
Cutnall Green .. .. .	|	—	37
Kidderminster Junction .. .. .	—	|	60
Woofterton .. .. .	—	|	65
Tenbury Wells .. .. .	|	—	40
Churchill and B. .. .. .	|	—	46
Hagley .. .. .	—	|	60
Stourbridge Junction .. .. .	—	|	52
Kingswinford South Branch Line .. .. .	—	|	41
UP			
Stourbridge Engine Shed .. .. .	—	|	52
Stourbridge Junction .. .. .	—	|	52
Stourbridge Junction South .. .. .	—	|	60
Churchill and B. .. .. .	|	—	41
Woofterton .. .. .	|	—	32
Woofterton .. .. .	—	|	65
Tenbury Wells .. .. .	|	—	34
Kidderminster Junction .. .. .	—	|	60
Elmley Lovett .. .. .	—	|	66
Cutnall Green .. .. .	|	—	45
Droitwich Spa .. .. .	—	|	68
Droitwich Spa .. .. .	|	—	55
Worcester (Tunnel Junction) to Worcester (Wyld's Lane) .. .. .	—	|	150
Norton Junction .. .. .	|	—	42
Pershore .. .. .	—	|	65
Evesham .. .. .	—	|	88
Honeybourne North .. .. .	—	|	100
Honeybourne South .. .. .	—	|	65
Kingham .. .. .	|	—	24
Handborough .. .. .	—	|	60
Wolvercot .. .. .	—	|	333
Oxford .. .. .	—	|	65

DOWN			
Hereford (Barr's Court Junction) to Brecon Curve Junction .. .. .	—	|	65
Hereford (Brecon Curve Junction) to Ayleston Hill	—	Several	trains.
Hereford (Barton Curve) to Hereford (Barton)	—	1 1/2	41
Hereford (Barton Curve) to Hereford (Barton)	—	1 1/2	38
UP			
Hereford (Ayleston Hill) to Brecon Curve Junction	—	Several	trains.
Hereford (Barton Curve) to Hereford (Barton)	—	1 1/2	41
Hereford (Barton Curve) to Hereford (Barton)	—	1 1/2	38
Hereford (Brecon Curve Junction) to Barr's Court Junction .. .. .	—	|	71

WORCESTER AND HEREFORD

DOWN			
Newland .. .. .	|	—	45
Malvern Wells .. .. .	—	|	57
Colwall .. .. .	|	—	60
Stoke Edith .. .. .	|	—	43
Withington .. .. .	|	—	34
UP			
Withington .. .. .	|	—	34
Stoke Edith .. .. .	—	|	45
Ashperton .. .. .	|	—	36
Colwall .. .. .	|	—	64
Malvern Wells .. .. .	—	|	60
Malvern Link .. .. .	|	—	45
Newland West to Newland East .. .. .	—	|	67
Henwick .. .. .	—	|	83

See notes on page 212.

BARNT GREEN AND CHARFIELD

STATIONS	Refuge Sidings	Running Loops	No. of Wagons Siding or Loop Holds
DOWN			
Blackwell .....	—	|	56
Spetchley ..	—	|	46
Abbotts Wood Junction ..	—	|	48
Bredon ..	|	—	32
Ashchurch ..	—	|	70
Cheltenham (High Street) ..	—	|	54
Cheltenham (Alston Junction) ..	—	|	57
Tuffley Junction ..	—	|	47
Stonehouse (Bristol Road) ..	|	—	52
Berkeley Road ..	|	—	38
Charfield ..	—	|	69

STATIONS	Refuge Sidings	Running Loops	No. of Wagons Siding or Loop Holds
UP			
Charfield ..	—	|	70
Coaley Junction ..	|	—	41
Tuffley Junction ..	—	|	60
Cheltenham (Alston Junction) ..	—	|	86
Cheltenham (High Street) ..	|	—	45
Eckington ..	—	|	61
Abbotts Wood Junction ..	|	—	32
Spetchley ..	|	—	58
Blackwell ..	|	—	21

See notes on page 212.

STATIONS	Refuge Sidings	Running Loops	No. of Wagons Sidings or Loop Holds (a)
DOWN			
Purton	—	—	44
Minety	—	—	68
Coates	—	—	38
Sapperton Sidings	—	—	65
Brimscombe	—	—	39H
Stonehouse (Burdett Road)	—	—	44
Gloucester "T" Yard	—	—	73
Long Marston	—	—	53
Cheltenham (Malvern Road)	—	1†	58
Over Sidings	—	—	140
Grange Court	—	—	71
Bullo Pill	—	—	70
Lydney Junction	—	—	68
Beachley Junction	—	1C	71
UP			
Beachley Junction	1C	—	71
Lydney Junction	—	—	64
Bullo Pill	—	—	120D
Grange Court	—	—	65
Over Sidings to Over Junction :			
No. 1 Loop	—	—	140X
No. 2 Loop	—	—	140Y
Gloucester "T" Yard	—	—	67
Standish Junction	—	2	70 each
Stonehouse (Burdett Road)	—	—	42
Cheltenham (Malvern Road)	—	1†	58
Winchcombe	—	—	42
Broadway	—	—	36
Long Marston	—	—	52
Long Marston	—	—	97
Stroud	—	1†	52
Brimscombe	—	—	30W
Sapperton Sidings	—	—	71
Coates	—	—	30
Minety	—	—	70
Purton	—	—	70
Swindon Loco. Yard	—	—	63

C—Down Loop available as Refuge Siding for Up trains.

D—Will hold two 60-wagon trains, including Engines and Vans—An intermediate exit is provided in the centre of the Loop adjacent to Bullo Pill West Signal Box.

H—Also available for Up Trains but will only hold 35 wagons.

X—Good prior advice to be given to Brimscombe by Control when this number is exceeded in case regulation is necessary

Y—Will hold two 70-wagon trains in addition to 2 Engines and 2 Vans. An intermediate exit to the Main Line is provided in the centre of the Loop, adjacent to Over Sidings Signal Box.

†—No. 2 Loop 58-wagons, Engine and Van, at the Over Sidings end and 82 wagons, Engine and Van, at the Over Junction end with an intermediate exit to Up Main Line adjacent to Over Sidings Signal Box.

a—Capacity based on length of wagons as 21 feet, in addition to Engine and Van.

*—No. 1 Siding, Berry Hill.

†—Available for Up or Down Trains.

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

Codes of Vehicles	Maximum length over buffers	Codes of Vehicles	Maximum length over buffers	Codes of Vehicles	Maximum length over buffers
	ft. in.		ft. in.		ft. in.
B	43 1	CCT	31 0½	Parcel Vans	31 1
B	51 1	CCT	32 1	Pasfruits C	25 5
B	51 7	CCT	33 11	Pasfruits D	31 11
BG	43 1	Giants	53 7	SCV	29 5
BG	60 0	Hymac WK	34 4	Siphons	31 0½
BG	60 1	Insixfish	34 5	Siphons C	32 1
BG	60 6½	Lowmac WT	28 11	Siphons F	43 7
BG	63 4½	Lowmac WV	31 11	Siphons G	53 7
BG	63 6½	Monsters	53 7	Siphons H	53 7
BG	73 1	Monsters	53 8	Siphons J	53 7
Bloaters	31 11				