

K148

WEEKDAYS

KEMBLE AND CIRENCESTER

SINGLE LINE, worked by Electric Train Token and Block Telegraph.

Mile Post Mileage from Paddington		DOWN		K	K		K	UP		K	K		K
				9B11	9B11		9B11			9B09	9B09		9B09
M	C				SO		SX				SO		SX
91	0	KEMBLE	dep	am	9 55	.....	PM	CIRENCESTER TN. ...	dep	am	11 7	.....	PM
95	16	CIRENCESTER TN. ...	arr	7 8	10 8	..	12 50	KEMBLE	arr	9 11	11 20	..	4 6
							1 3						4 19

KEMBLE AND TETBURY

Worked by Train Staff (one engine in steam).

CULKERTON STATION—The Sidings at Culkerton are locked by a key fixed in end of the Train Staff.

Mileage		DOWN	Ruling Gradient 1 in		K		Mileage	UP		K	
					9B10					9B09	
M	C				SX		M	C		SX	
—	—	KEMBLE	dep	—	am	9 42	—	—	TETBURY	dep	am
4	31	Culkerton	arr	L	..	R	2	68	Culkerton ... ..	..	10 50
		Stop Board	dep	—	..	R	6	57	Stop Board	P	..
7	19	TETBURY	arr	264 F	10 8	P	7	19	KEMBLE	arr	11 20

WEEKDAYS

GLOUCESTER AND DYMOCK

SINGLE LINE—Over Junction to Dymock—worked by Train Staff (one engine in steam).

STAFF STATIONS:—Over Junction, Newent.

Mileage from Gloucester		Mile Post Mileage from Over Jn.		DOWN	Ruling Gradient 1 in					K				
M	C	M	C											
—	—	—	—	GLOUCESTER CEN. dep	—					SX				
1	39	—	—	Over Junction	95 F					PM				
5	37	3	78	Barber's Bridge..... arr	594 R					1 10				
				... .. dep						N				
9	73	8	34	Newent arr	330 R					1 24				
				... .. dep						1 31				
13	66	12	27	DYMOCK arr	80 F					1 45				
										1 55				
										2 10				
										N—Stairs from Docks Branch Sidings				

DYMOCK AND GLOUCESTER

UP				Ruling Gradient 1 in						K							
										9B02							
										SX							
DYMOCK				dep	—						PM						
Newent				arr	80 F	..	..	..	..	..	2 40						
				dep							2 55		..	..	..	..	..
Barber's Bridge				arr	230 F	..	..	..	..	..	3 35						
				dep							R		..	..	..	..	..
Over Junction				594 F	..	..	..	..	..	..	4 7 N		..	..	..	..	..
GLOUCESTER CEN.				arr	95 R	.....	.....	.....	.....	.....		
							</										

K150
WEEKDAYS
BERKELEY ROAD, SPEECH HOUSE ROAD AND WIMBERRY BRANCH

DOUBLE LINE		SINGLE LINE		WORKED BY	CROSSING STATIONS	STAFF STATIONS
From	To	From	To	Electric Train Tablet or Token	Sharpness South	Berkeley Rd. and Berkeley Loop Jn.
Berkeley Rd. Sth Jn.	Berkeley Loop Jn.	Berkeley Road	Otters Pool Jn.		Severn Bridge	Sharpness South, Severn Bridge.
Otters Pool Jn.	Lydney Town	Lydney Town	Parkend	Train Staff (one engine in steam)	—	Otters Pool Jn., Lydney Town, Tufts Jn. & Parkend
Parkend	Coleford Jn.	Coleford Jn.	Speech House Rd.		—	Coleford Jn., Speech House Road
—	—	Tufts Jn.	Princess Royal Sdgs. Branch	—	—	—
—	—	(Oakwood Branch)	Cannop Sdgs. Branch	—	—	—
—	—	Speech House Rd. (Wimberry Branch)	—	—	—	—

Mile Post Mileage from Berkeley Road		Mileage from Coleford Junction		DOWN		Ruling Gradient 1 in	K	K	K	G	K	K	K	K
M	C	M	C				4.35 am Gloucester	4.45 am 5.0 Gloucester	5.0 am Gloucester	Light Engine and Guard				
—	—	—	—	BERKELEY ROAD ... dep	1	—	9B79	9B79	9B79	0B77	9B87H		9B80	9B82
—	—	—	—	Berkeley Road South Jn.	2	150 F	MSX	SO	MO					SX
—	—	—	—	Berkeley Loop Junction	3	200 F	am 6*15	am 6*25	am 6 50	am	am		am	am
1	26	—	—	Berkeley ...	4	200 F								
2	24	—	—	Sharpness South	5	132 R	6 30	6 40	7 5	7|35				
3	44	—	—	Sharpness ... dep	6									
4	15	—	—	Severn Bridge	7	132 R								
5	40	—	—	Otters Pool Junction	8	132 R								
7	71	—	—	Lydney (Main Line)	9	132 F								
N	—	—	—	Lydney Junction	11	—								
8	15	—	—	Engine Shed	12	132 F				7|48	M		8 0	7 55
8	32	—	—	Lydney Town	13	160 R					7 30		8 5	
8	73	—	—	Tufts Junction	14	160 R								
10	60	—	—	Princess Royal Sidings	15	117 R								8 9
—	—	—	—	Whitecroft	16	—								
—	—	—	—	Parkend	17	—								
—	—	—	—	Coleford Junction	18	—								
—	—	—	—	Milkwall	19	173 R								
—	—	—	—	Sling	20	173 R								
—	—	—	—	Stop Board	21	106 R								
15	79	3	8	Coleford	22	—								
16	49	3	58	Whitecliffe Siding	23	31 R								
—	—	—	—	Bicladie Siding	24	—								
—	—	—	—	Speech House Road	25	—								
13	62	—	—	Cannop Sidings	26	31 R								
14	67	—	—	—	27	—								
—	—	—	—	—	28	47 F								
—	—	—	—	—	29	—								
—	—	—	—	—	30	—								
—	—	—	—	—	31	96 R								
—	—	—	—	—	32	132 R								
—	—	—	—	—	33	—								
—	—	—	—	—	34	—								

WEEKDAYS

BERKELEY ROAD, SPEECH HOUSE ROAD AND WIMBERRY BRANCH

SINGLE LINE worked by Train Staff (one engine in steam) between Coleford Junction and Coleford and between Coleford and Whitecliff.

SUNDAYS

	K		K		K	K	K	K		K	F		F						
			10.10 am Gloucester				1.45 pm Cannop Sidings to Lydney				6.35 pm SX, 7.0 pm SO Stoke Gifford to Cardiff		7.35 pm Bristol (East Depot) to Rogersstone						
	9B87N		9B79		9B89	9B89	9B77	9B77		9B77	7F72		7T59						
			SX		SX		SX			SX	SX SO		SX						
1	am		am 11*58		am		PM	PM		PM	PM PM		PM						
2	..	..	..	..	..	..	..	..	..	..	7 32 7 40	..	10 10	..	..	..	..	..	..
3	..	..	..	..	..	..	..	..	..	..	7 35 7 43	..	10 13	..	..	..	..	..	..
4	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
5	..	..	12 13	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
6	..	..	..	..	..	..	..	1 35	..	6 5	..	..	..	..	..	..	..	..	..
7	..	..	..	..	..	..	..	..	..	..	7NW50 7NW58	..	10NW27	..	..	..	..	..	..
8	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
9	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
10	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
11	..	..	..	..	..	..	..	..	..	..	8 9 8*20	..	11*29	..	..	..	..	..	..
12	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
13	..	..	..	..	11 5	..	..	..	1 57	..	6 27	..	..	..	..	..	..	..	..
14	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
15	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
16	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
17	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
18	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
19	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
20	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
21	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
22	11 45	..	..	..	11W47 11W52	..	..	..	..	..	..	..	..	..	..	..	..	..	..
23	12 0	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
24	12 30	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
25	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
26	12P34	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
27	12 39	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
28	12 45	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
29	1N 0	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
30	1N 5	..	..	..	PM	..	..	..	..	..	..	..	..	..	..	..	..	..	..
31	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
32	..	..	..	..	12 8	2 58	..	..	..	..	..	..	..	..	..	..	..	..	..
33	..	..	..	..	12 40	3 3	..	..	..	..	..	..	..	..	..	..	..	..	..
34	..	..	..	..	12 45	3 8	..	..	..	..	..	..	..	..	..	..	..	..	..

N—Coleford to
Whitecliff Sidings
(No. 9B81)

From
page
153

To
page
153

K152

WEEKDAYS

WIMBERRY BRANCH, SPEECH HOUSE ROAD
AND BERKELEY ROAD

Mileage from Speech House Road		Mileage from Coleford		UP	Ruling Gradient 1 in	K	K	K	G	K	K		G	K
						To Gloucester			LE			LE	To Gloucester	
						9B79	9B14	9B77	0B79	9B77	9B86		0B77	9B02
M	C	M	C			am	am	am	am	SX	am		am	SX
—	—	—	—	Cannop Sidings... .. dep	1	—	..	..	..	..	..	..	..	..
—	—	—	—	Speech House Road arr	2	40 F	..	..	..	..	..	..	..	..
I	5	—	—	Bicladie Siding..... dep	3	132 F	..	..	..	..	M	..	..	..
—	—	—	—	Whitecliffe Siding	4	—	..	..	..	..	10 10N	..	..	..
—	—	—	—	Coleford..... arr	5	—	..	..	..	..	10 15N	..	..	..
—	—	—	49	Stop Board..... dep	6	—	..	..	..	..	10 50	..	..	..
—	—	—	—	Stop Board..... arr	7	47 R	..	..	..	..	10P58	..	..	..
—	—	—	—	Stop Board..... dep	8	—	..	..	..	..	11 1	..	..	..
—	—	—	—	Sling.....	9	—	..	..	..	..	11 1	..	..	..
—	—	—	77	Milkwall arr	10	—	..	..	..	..	11 1	..	..	..
—	—	—	—	Milkwall dep	11	31 F	..	..	..	..	11 1	..	..	..
I	76	3	53	Coleford Junction... .. arr	12	—	..	..	..	..	11 23	..	11 54	..
2	42	—	—	Parkend dep	13	296 F	..	..	..	..	11 23	..	11 54	..
3	46	—	—	Whitecroft.....	14	106 F	..	..	..	..	11 23	..	11 54	..
—	—	—	—	Princess Royal Sidings ...	15	173 F	..	..	..	..	11 23	..	11 54	..
—	—	—	—	Princess Royal Sidings ...	16	—	..	..	..	..	11 23	..	11 54	..
4	7	—	—	Tufts Junction arr	17	—	..	..	..	8 55	..	..	..	..
5	74	—	—	Tufts Junction dep	18	173 F	..	..	..	9 0	..	..	..	..
6	35	—	—	Lydney Town arr	19	—	..	..	8 45	9 5	..	..	PM	..
6	52	—	—	Engine Shed dep	20	117 F	..	..	..	..	..	..	..	..
—	—	—	—	Lydney Junction arr	21	160 F	..	..	8 50	9 20	..	..	12 5	..
—	—	—	—	Lydney Junction dep	22	160 F	6 45	..	9 0	..	..	..	..	..
—	—	—	—	Lydney (Main Line)	23	—	..	..	..	..	..	..	..	..
6	76	—	—	Otters Pool Junction	24	—	..	..	..	..	..	..	..	..
9	27	—	—	Severn Bridge arr	25	132 R	..	..	..	..	..	..	..	..
10	52	—	—	Severn Bridge dep	26	132 R	..	..	..	..	..	..	..	..
10	67	—	—	Sharpness arr	27	—	..	..	..	..	..	..	..	..
—	—	—	—	Sharpness South dep	28	132 F	7 6	..	9 13	..	..	..	..	..
12	43	—	—	Berkeley... .. arr	29	132 F	7 55	..	..	..	..	..	12 40	..
13	41	—	—	Berkeley... .. dep	30	132 F	..	..	..	..	..	..	1N 2	..
—	—	—	—	Berkeley Loop Junction	31	200 R	..	..	..	..	..	..	..	..
—	—	—	—	Berkeley Road South Jn. ...	32	200 R	..	..	..	..	..	..	..	..
14	67	—	—	BERKELEY ROAD arr	33	150 R	..	..	..	..	..	..	..	..
—	—	—	—	BERKELEY ROAD dep	34	200 R	8 10	..	..	..	..	..	..	1 12

K154

WEEKDAYS

FOREST OF DEAN BRANCH

SINGLE LINE, worked by Electric Train Token between Bullo Pill West, Eastern United Colliery and Bilson, and by Train Staff only (one engine in steam) between Bilson and Churchway, Bilson and Whimsey, and between Bilson and Cinderford. The only intermediate crossing place is Eastern United Colliery. Worked by Electric Train Token between Bullo Pill West and Bilson when Eastern United Colliery is closed.

The length of the Loop at Eastern United Colliery is 380 yards, capable of holding engine, 50 wagons, and van.

Mile Post Mileage from Forest of Dean Branch Junction		DOWN	Ruling Gradient 1 in	K	K	K	K	K	K	G		K	G
				9B73	9B75	9B74	9B75	9B72	9B72	0B73		9B74	0B73
M	C												
—	—	Bullo Pill..... dep	—	am 7 5	am	am	am	am	am	PM		PM	PM
2	7	Soudley Sidings... ..	48 R	..	..	..	..	10 45	11 30	..	..	2 20	..
3	31	Eastern United Colliery	71 R	..	..	..	..	..	..	..	..	..	..
4	74	Bilson	99 R	7 35	7 50	9 10	9 10	10 20	11 15	12 0	..	2 50	4 25
5	57	CINDERFORD	—	7 55	..	..	..	..	..	12+15 12+20	..	3 10	4+30
6	17	Northern United Sidings ... arr	41 R	..	..	9 20	..	..	Conveys E.M. Wagons	..	..	3 20	..
5	60	Cinderford (Whimsey) arr	82 R	.....	9 15	.....	10 25	.....	Conveys E.M. Wagons	.....	.....	.....	.....

Mileage		UP	Ruling Gradient 1 in	K	K	K	K		K	K		K	K	K		
				9B72	9B72	9B72	9B70		9B70	9B70		9B72	9B72	9B70		
M.	C.						SX	SX	SX		SO	SO		SX	SX	SX
1	44	Cinderford (Whimsey) dep	—	am	am	am 11 15	.....		am 10 5	PM		PM	PM	PM	
—	—	Northern United Sidings	41 F	..	9 50	..	..	..	..	..	..	3 50	..	..
—	—	Brick Works Siding.....	—	..	P	..	..	..	..	..	..	R	..	..
—	—	Stop Board ... ..	—	..	..	..	..	..	..	..	..	P	..	..
—	—	CINDERFORD	—	8 25	..	..	..	..	..	12 55	..	..	5 0	..
—	—	Stop Board.....	51 F	P	..	..	..	..	..	P	..	..	P	..
2	30	Bilson	76 F	8 30	10 5	11 20	..	..	10 10	1 0	..	4 5	5 5	5 20
3	18	Stop Board... ..	178 F	..	..	..	11 40	P	P	P	..	..	..	P
3	73	Eastern United Colliery	58 F	..	..	..	..	..	..	..	..	..	..	..
5	5	Stop Board.....	49 F	..	..	..	P	..	P	P	..	..	..	P
5	17	Soudley Sidings.....	48 F	..	..	..	..	..	..	..	..	..	..	..
7	33	Bullo Pill	54 F	..	..	..	12 31	..	10 58	1 48	..	..	..	6 11

GLOUCESTER, GRANGE COURT AND HEREFORD

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 instrument exists at Holme Lacy North Ground Frame situated between Fawley and Rotherwas Junction. An auxiliary Electric Token Instrument exists in Hut, 48 yards in advance of Up Main Starting Signal at Rotherwas Junction.

CROSSING ARRANGEMENTS—MITCHELDEAN ROAD.—The Loop at Mitcheldean Road will hold engine, 49 wagons and Brake Van.

BANKING FREIGHT TRAINS FROM HEREFORD TO MITCHELDEAN ROAD.—When a Freight Train is assisted from Hereford the Assistant Engine must be attached in front to Ross-on-Wye, where it must be changed to the rear of the train to Mitcheldean Road.

CROSSING ARRANGEMENTS WITH FREIGHT TRAINS AT LONGHOPE.—The following are the number of wagons with which Freight Trains can cross at Longhope, according to the class of engine:—Tank Engine—28 Ordinary Wagons and Brake Van. Ordinary Tender Engine—27 Ordinary Wagons and Brake Van. Large Tender Engine—26 Ordinary Wagons and Brake Van.

[illegible]

K156
WEEKDAYS
UPTON-ON-SEVERN AND ASHCHURCH

SINGLE LINE between Ashchurch and Upton-on-Severn, worked by Electric Train Token between Ashchurch and Tewkesbury and by Train Staff, only one engine in steam or two or more coupled together between Tewkesbury and Upton-on-Severn.

Mileage		DOWN	G		G		G		G		G	K		G	
			LE		LE		LE		LE		LE			LE	
			0B18		0B18		0F59		0B18		0F59	9B18		0B18	
M	C		SX		SO			SX		SX	SX		SX		
—	—	UPTON-ON-SEVERN dep	am		am		am	am		PM	PM		PM		
		Lode's Siding arr	..	..	..	..	..	..	..	..	1 20	..	..	..
		..... dep	..	..	..	..	..	..	..	..	1 27	..	..	..
2	2	Ripple arr	..	..	..	..	..	..	..	..	1 37	..	..	..
		..... dep	..	..	..	..	..	..	..	..	1 44	..	..	..
		Tewkesbury M.P. Depot ...	5||35	..	5||50	..	6|| 0	..	..	..	1 54	..	..	..
5	35	Tewkesbury arr	..	..	..	..	..	..	..	..	2 7	..	..	..
		..... dep	5 45	..	6 0	..	6 10	..	10||40	..	2||35	3 15	..	4 30
7	9	ASHCHURCH arr	5||50	..	6|| 5	..	6||15	..	10||45	..	2||40	3 25	..	4 37	

WEEKDAYS
ASHCHURCH AND UPTON-ON-SEVERN

Mileage		UP	K			K		G		G	G			G	G
								LE		LE	1.2 pm LE from Evesham			LE	LE
			9B19			9B20		0F59		0F59	0B19			0F59	0F59
M	C				SX		WX		WO				SX	SX Q	
—	—	ASHCHURCH	am		am		am		PM		PM		PM	PM	
1	54	Tewkesbury	6 50		11 15		11|| 0		12|| 1		1*30		6||15	7||56	
		... .. dep	7 0		11 25									
		... .. dep			11 55		11 10		12 10		.. 39		6 25	8 0
5	7	Tewkesbury M.P. Depot ...	..		..		11||15		12||15		1||44		6||30	8||10
		Ripple .....	..		..		..		..		..		..	..
		... .. dep	..		..		..		..		..		..	..
		Lode's Siding	arr		..	R	..		..		..		..	..
		... .. dep	..		..	R	..		..		..		..	..
7	9	UPTON-ON-SEVERN arr			12 30		..		..		7.55 am from Washwood Heath		..	..

WEEKDAYS

STONEHOUSE, STROUD AND NAILSWORTH

Worked by Train Staff, only one engine in steam at a time or two or more coupled together between Stonehouse (Bristol Road), Stroud and Nailsworth.

Mileage				DOWN				UP			
M	C	M	C	Mileage				Mileage			
1	10	—	—	STONEHOUSE (Bristol Rd.) dep	11.50 am	9F45	SX PM	11.50 am	9F44	SX PM	9F14
2	32	—	—	Ryeford dep	11.50 am	9F45	SX PM	11.50 am	9F44	SX PM	9F14
3	76	1	7	Dudbridge dep	11.50 am	9F45	SX PM	11.50 am	9F44	SX PM	9F14
4	62	—	—	STONEHOUSE (Wallbridge) dep	11.50 am	9F45	SX PM	11.50 am	9F44	SX PM	9F14
5	47	—	—	Woodchester dep	11.50 am	9F45	SX PM	11.50 am	9F44	SX PM	9F14
				Newman Henders' Sidings dep	11.50 am	9F45	SX PM	11.50 am	9F44	SX PM	9F14
				NAILSWORTH dep	11.50 am	9F45	SX PM	11.50 am	9F44	SX PM	9F14
				STONEHOUSE (Bristol Rd.) arr	11.50 am	9F45	SX PM	11.50 am	9F44	SX PM	9F14

WEEKDAYS

ROSS-ON-WYE AND LYDBROOK

SINGLE LINE, worked by Electric Train Staff.

Mile Post Mileage from Ross-on-Wye				DOWN				UP			
M	C	M	C	Mileage				Mileage			
1	4	—	—	ROSS-ON-WYE dep.	11.50 am	9B65	SX PM	11.50 am	9B64	SX PM	9B64
2	10	—	—	Kerne Bridge dep.	11.50 am	9B65	SX PM	11.50 am	9B64	SX PM	9B64
3	40	—	—	LYDBROOK dep.	11.50 am	9B65	SX PM	11.50 am	9B64	SX PM	9B64
				ROSS-ON-WYE dep.	11.50 am	9B65	SX PM	11.50 am	9B64	SX PM	9B64
				LYDBROOK dep.	11.50 am	9B65	SX PM	11.50 am	9B64	SX PM	9B64
				ROSS-ON-WYE dep.	11.50 am	9B65	SX PM	11.50 am	9B64	SX PM	9B64
				LYDBROOK dep.	11.50 am	9B65	SX PM	11.50 am	9B64	SX PM	9B64

K157

COALEY JUNCTION AND DURSLEY

Worked by Train Staff, only one engine in steam at a time or two or more coupled together between Coaley Junction and Dursley.

Mileage		DOWN	K	K		K		K		K		K
				9B51	9B50		9B51		9B51		9B51		9B51
M	C					SO		SX		SX		SO Q PM
—	—	COALEY JUNCTION dep	am 7 52	am 10 20	.....	am 10 50	.....	am 11 30	.....	PM 2 35	.....	3 50
0	50	Workman's Mill ... ..	..	10 25	.....	..	..	..	..	..	..	..
1	22	Cam.....	arr	.....	.....	.....	.....	.....	.....	.....	.....	.....
2	36	DURSLEY dep	..	..	..	..	..	..	..	..	..	..
		arr	8 2	.....	.....	10 59	.....	11 40	.....	2 45	.....	4 0

DURSLEY AND COALEY JUNCTION

Mileage		UP	G	K	K	K			
			E B V						
			0B49	9B49	9B49		9B49		
M	C				SX		SO		
—	—	DURSLEY	am 8 10	am	PM 1 50		Q PM 3 0		
1	14	Cam... ..	arr		2 0		3 10		
		.....	dep		2 15		3 25		
1	66	Workman's Mill	arr		R		R		
		.....	dep	10 35	R		R		
2	36	COALEY JUNCTION	arr 8 19	10 40	2 25		3 35		

LOCAL SERVICES AND TRIPS

K159

WORCESTER RAILWAYS

To Worcester Railways			
Goods Yard	...	...	dep. 8.30 a.m. MO
Goods Yard	...	...	" 4.0 p.m. SX
Goods Yard	...	...	" 4.45 p.m. SX

From Hill Evans and Company's Works to Goods Yard			
Hill Evans Works	...	...	dep. 9.15 a.m. MO
Hill Evans Works	...	...	" 4.30 p.m. SX
Hill Evans Works	...	...	" 5.15 p.m. SX

Trips to and from Messrs. Heenan and Froudes (including Thomasson's), Tower Manufacturing Company's Sidings, and Hill Evans and Co., must not exceed 12 ordinary wagons. On trips from the Works, the gross weight of the 12 wagons must not exceed 104 tons.

TRANSFER SERVICES AND ENGINES BETWEEN MOORFIELDS, BARTON AND BARR'S COURT

WEEKDAYS

Distance from Barton	STATIONS	K		K		K		K	
		To Rotherwas		Transfer		Transfer		Transfer	
		9B95		9B99		9B99		9B96	
M	C	MO a.m.	MX a.m.	Z p.m.		B p.m.		p.m.	
—	—	MOORFIELDS dep.							
—	—	Barton	...	2 5	...	6 40	...	7 0	...
—	—	Worcester Sidings	...	2 10	...	6 45	...	7 5	...
I	2I	BARR'S COURT dep.							
		5 30	5 25	2*30	...	7 0	...	...	...
		5 40	5 35	2 35	...	7 5	...	...	...

B—Worked by engine and guard of 7.35 p.m. Barr's Court to Gloucester.

Z—Q on Saturdays.

WEEKDAYS

STATIONS	K		K		K		K		K	
	Transfer		Transfer		8.25 am ex Rotherwas		Transfer		Transfer	
	9B96		9B97		9B98		9B97		9B97	
	C MX a.m.		a.m.		a.m.		Q am		SX p.m.	
BARR'S COURT dep.	4 30		7 30		9 0		11 12		3 15	
Worcester Sidings arr.	4 35		...		9 5		...		...
Barton arr.	...		...		9 25		...		...
MOORFIELDS arr.	...		7 40		...		11 23		3 25	
							A		N	

The Barr's Court Yard Engine will make a Special Trip (when required) from Barr's Court to Barton and back, as found necessary, with Live Stock or perishable traffic, to connect at Barton or Worcester Sidings with trains from there. Urgent traffic, such as a truck of Live Stock arriving at Barr's Court requiring to be transferred to Moorfields specially to be worked forward by Barr's Court Shunting Engine.

A—Worked by Engine of 9.52 a.m. Passenger Gloucester to Hereford.

C—Worked by engine and guard of 5.30 a.m. Worcester Sidings to Rotherwas.

N—Worked by engine and guard of 9.30 p.m. Passenger ex Gloucester.

LOADING OF TRANSFER SERVICES BETWEEN HEREFORD (WORCESTER SIDINGS) AND BARR'S COURT

Between	Class of Traffic	Class of Engine					Maximum number of wagons, or equivalent in length to be conveyed in each direction
		A	B	C	D	E	
Hereford (Worcester Sidings) and	1	22	26	28	37	45	60
Hereford (Barr's Court) ...	2	29	35	37	49	60	
(both directions)	3	44	52	56	74	90	
	E	55	65	70	93	100	

LOADING OF FREIGHT TRAINS FROM WEST OF GLOUCESTER TO THE CHELTENHAM ROUTE

When exceeding the equivalent of 51 wagons in length, Control to give good prior advice to Gloucester East Box.

KI60

Local Services and Trips—continued

INTER-YARD TRIPS—GLOUCESTER

("K" HEADCODES)

Maximum Load of trips (Weekdays and Sundays) 50 wagons, except those from "T" Sidings to Upper Yard which must not exceed 35 wagons unless agreed by Control.

It should be definitely understood by the whole of the staff concerned that these trips must be given special attention. Trips from Upper Yard to "T" Sidings to run via the Goods or Main Lines as convenient, and arrangements must be made for a Siding to be available for the reception of the trips at their booked time. The trips must have preference over all other trains except Passenger, Parcels and "C," "D" and "E" Headcode Freight Trains.

WEEKDAYS

SUNDAYS

		9F50 MX	9F57 MX	9F57 MX	9B59	9B58	9F59	9B59	9F50 SO 9B57 SX	9B59 SX	9B59 SX	9F50	9F51
"T" Sidings	dep	12 48	5 18	6 35	...	8 22	8 52	...	12 15	...	...	12 48	am. 6 0
Old Yard	arr	...	5 23	6 40	...	...	8 57	...	...	...	...	...	6 5
Docks Branch Sidings	arr	1 4	...	...	...	8 38	...	...	12 31	...	...	1 14	A
Llanthony	arr	...	...	...	7 10	...	...	9 30	...	12 40	4 25	...	...
	dep	...	...	...	7 15	...	...	9 35	...	12 45	4 30	...	...

A—Worked by New Yard Front Road Engine—See page 210.

		9F57	9F57	9B58 SX	9B58 SO	9F50 SX	9F50 SO	9F51 SO	9B58 SX	9F50 SO	9B14 SO	9B02 SX	9B58 SX	9F59 SX	9F50
Llanthony	dep	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	4 0	p.m.	Susp.	p.m.	p.m.	p.m.	a.m.
Docks Branch Sdgs	arr	...	...	12 15	1 0	...	...	...	4 5	...	...	...	7 15	...	...
Over Sidings	dep	9 10	11 45	...	...	...	...	...	...	...	...	...	7 20	...	1 55
Old Yard	dep	...	...	...	...	1 30	1 35	1 50	...	5 36	6 20	6 31	...	7 30	...
"T" Sidings	arr	...	p.m.	...	...	1 42	1 57	...	...	5 42	...	6 41	...	7 36	...
Barnwood Sidings	arr	9 26	12 14	...	...	1 36	...	...	...	C	6 25	Z	...	7 36	2 8

C—Worked by engine of 7.35 p.m. Gloucester (Barnwood) to Woodford (SX) and by New Yard Back Road Shunting Engine (No. 2) (SO).

Z—Worked by engine of 7.35 p.m. Gloucester (Barnwood) to Woodford.

		9F52 MX	9F53	9F54	9F55 SX	9F55	9F56 SX	9F56 SO	9F56
Upper Yard	dep	2 50	5N40	...	8 0	12 30	4 35	...	9 45
"T" Sidings	arr	3 0	5N50	...	8 10	12 40	4 45	...	9 55

N—Load not to exceed 20 wagons.

		0F52 MX	0F53	9F54	9F55 SX	9F55	9F56 SX	9F56	9F56
"T" Sidings	dep	3 11 5	6 11 5	...	8 35	...	1 10	...	5 10
Upper Yard	arr	3 11 0	6 12 0	...	8 40	...	1 15	...	5 15

		9B35 MX	9F56
Upper Yard	dep	5 10	...
Eastgate Goods Yard	arr	5A15	...

A—Worked by engine and men of 1.20 a.m. ex Bristol (St. Philip's).

		9F58	9F58 SO
Eastgate Goods Yard	dep	p.m. 7 30	...
Upper Yard	arr	7 35	9 40

WEEKDAYS

		9F53	0B37 MO	0B37 MX	9F54	9F54 SX	9F55	9F55+ SX	0F55 SX	0F55 SO	0F55 SX	0F56 SX
Barnwood Sidings	dep	a.m.	a.m. 7:55	a.m. 8:0	a.m.	a.m.	a.m. 11 20	...	p.m. 11 43	...	...	p.m. 7:40
Upper Yard	arr	...	...	...	...	...	...	...	...	...	...	...
High Orchard	dep	6 40	...	...	9 50	...	11 0	...	2 17	5:30	...	...
Hempstead Sidings	arr	7 5	8:15	8:20	10 0	...	...	...	2 25	5:40	...	7:55
Quedeley	arr	...	...	...	...	...	11 20	...	...	...	6:20	...

‡—L.E. on Saturdays (0F55).

		9F56 MX	0F54 SO	0F54	9F53	9F54 SO	9F54 SX	9F55 SO	9F55 SX	0Z55 SO	0B14 SO	9F55 SX	9F55 SO	9F56 SX	0B37 SX	9F56 SX
Quedeley	dep	a.m.	SUS- PEN- DED	a.m.	a.m.	p.m. 12 20	p.m. 12 15	p.m.	p.m.	p.m.	p.m.	p.m.	p.m. 6 50	p.m.	p.m.	p.m.
Hempstead Sidings	dep	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
High Orchard	arr	...	10:11 5	10:25	...	10 30	...	...	...	...	...	...	...	...	...	...
Upper Yard	arr	...	10:11 35	10 55	12 43	12 38	2 45	3 25	...	...	...	...	...	...	...	...
Barnwood Sidings	arr	12N40	10:11 15	12 0	2 0	2 0	...	...	...	3:45	5:30	5:35	6 35	7 55	9:55	11 30

N—Goods Shed.

LIST OF SIGNAL BOXES

K161

Distance Box to Box	NAME OF BOX	TIMES DURING WHICH BOXES ARE OPEN				Whether provided with Switch	
		Weekdays		Sundays			
		Opened at		Closed at	Opened at		Closed at
		Mondays	Other Days				
OXFORD AND STOURBRIDGE JUNCTION							
M	C						
—	18	Oxford Station South	—	Open continuously	—	—	Yes
—	18	Oxford Station North	—	Open continuously	—	—	No
—	25	Oxford North Junction	—	Open continuously	—	—	Yes
1	53	Wolvercot Siding	6. 0 a.m.	—	—	6. 0 a.m.	Yes
—	64	Wolvercot Junction	—	Open continuously	—	—	No
—	71	Yarnton Junction	6. 0 a.m.	—	—	6. 0 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	—	Open continuously	—	—	No
1	20	Shipton	12. 0 noon	12. 0 noon 3. 0 p.m. (or as required for traffic purposes)	—	—	Yes
1	37	Bruern Crossing	—	Open continuously	—	—	No
1	50	Kingham	5. 0 a.m.	—	—	8. 0 a.m.	Yes
2	57	Adlestrop	—	Closed	—	—	—
4	14	Moreton-in-Marsh	5. 0 a.m.	—	—	6. 0 a.m.	Yes
3	20	Blockley	—	Open continuously	11. 0 a.m.	1.15 p.m.	No
2	1	Chipping Campden	—	Open continuously	—	—	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. (Mon.)	—	Yes
—	34	Honeybourne Station North ...	4.45 a.m.	—	—	6. 0 p.m.V	Yes
—	—	Honeybourne West Loop Junction	—	Open continuously	—	—	Yes
—	—	Honeybourne East Loop Junction ...	5.30 a.m.	—	2.0 a.m. (Mon.)	—	Yes
2	30	Littleton and Badsey	—	Open continuously	—	—	No
2	45	Evesham (W.R.)	4.20 a.m.	—	—	7.30 a.m.	Yes
2	8	Charlton Siding	—	As required	8.30 p.m.	11.10 p.m.	Yes
—	71	Fladbury	10. 0 a.m.	10. 0 a.m. 7.20 p.m.SX 10. 0 a.m. 6.20 p.m.SO	—	—	Yes
2	48	Pershore	6. 0 a.m.	—	—	7.30 a.m.	Yes
2	21	Stoulton	—	For traffic purposes only	3.30 p.m.	11.30 p.m.	Yes
2	42	Morton Junction	—	Open continuously	—	—	Yes
2	66	Worcester (Wylds Lane Junction)	—	Open continuously	—	—	No
—	29	Worcester (Goods Yard)	5. 0 a.m.	—	—	8.45 a.m.	No
—	25	Worcester (Shrub Hill Station) ...	—	Open continuously	—	—	No
—	15	Worcester (Shrub Hill Junction) ...	—	Open continuously	—	—	No
—	21	Worcester (Tunnel Junction)	—	Open continuously	—	—	Yes
1	18½	Blackpole Sidings	—	For traffic purposes only	—	—	Yes
3	2	Fernhill Heath	5. 0 a.m.	—	—	10. 0 p.m.	No
3	13	Droitwich Spa	—	Open continuously	—	—	Yes
3	20½	Cutnall Green	6. 0 a.m.	—	—	6. 0 a.m.	Yes
1	51½	Elmley Lovett Sidings	—	For traffic purposes only	—	—	No
—	54	Hartlebury Station	—	Open continuously	—	—	Yes
—	24	Hartlebury Junction	5.15 a.m.	5.15 a.m. 10. 0 p.m.	G	—	Yes
3	2	Kidderminster Junction	—	Open continuously	—	—	Yes
—	23	Kidderminster Station	5. 0 a.m.	—	—	10. 0 p.m.	Yes
3	10	Churchill and Blakedown	—	Open continuously	—	—	Yes
1	66½	Hagley	6. 0 a.m.	—	—	6. 0 a.m.	Yes
—	52	Stourbridge Junction (South Box)...	5. 0 a.m.	—	—	11.50 p.m.U	Yes
—	17½	Stourbridge Jn. (Middle Box) ...	—	Open continuously	—	—	No
—	29½	Stourbridge Junction (North Box)	—	Open continuously	—	—	Yes
—	33½	Stourbridge Junction (Engine Shed)	—	Open continuously	—	—	Yes

B—Or after last booked Freight train.

G—Open as required for Stourport slack trip working.

U—Or as ordered by Control.

V—Or after tip working finished.

WORCESTER AND HEREFORD

A	—	Worcester (Rainbow Hill Junction)	—	Open continuously	—	—	Yes
1	6	Henwick	—	Open continuously	—	—	No
2	34	Bransford Road Junction	6. 0 a.m.	6. 0 a.m. 10. 0 p.m.SX Y 6. 0 a.m. 11.20 p.m.SO	—	—	Yes
2	3	Newland East	—	Open continuously	—	—	No
—	47	Newland West	—	For traffic purposes only	—	—	Yes
—	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	—	Open continuously	—	—	No

A—9 chains from Shrub Hill Junction; 20 chains from Tunnel Junction.

Y—Or after passing of 9.45 p.m. Worcester Freight if this train, or the 6.45 p.m. Paddington passenger is running late.

List of Signal Boxes—continued

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

WORCESTER AND HEREFORD—continued

M	C							
1	55	Colwall	—	Open continuously	—	—	—	No
3	11	Ledbury (North End)	—	Open continuously	—	—	—	No
1	121	Ledbury (Station)	—	Open continuously	—	—	—	No
3	74	Ashperton	6.30 a.m.	6.30 a.m. 9.40 p.m. C	—	—	—	Yes
2	22	Stoke Edith	—	Open continuously	—	—	—	No
3	5	Withington	8.35 a.m.	8.35 a.m. 4.15 p.m. SX	—	—	—	Yes
				8.35 a.m. 2.15 p.m. SO	—	—	—	
2	64	Hereford (Shelwick Junction)	—	Open continuously	—	—	—	Yes
—	761	Hereford (Barr's Court Junction)	5. 0 a.m.	—	—	6. 0 a.m. D	—	Yes
—	261	Hereford (Brecon Curve)	—	Open continuously	—	—	—	Yes
—	28	Hereford (Barr's Court Station)	—	Open continuously	—	—	—	Yes
—	16	Hereford (Ayleston Hill)	—	Open continuously	—	—	—	No
—	§431	Hereford (Barton Curve)	4.45 a.m.	—	—	6. 0 a.m. D	—	Yes
—	461	Hereford (Barton Station)	—	Open continuously	—	—	—	No

C—Or until 7.15 p.m. Q (Perishable) Worcester to Swansea is cleared.

D—Or as ordered by Control.

§—From Barr's Court Junction.

STRATFORD-UPON-AVON AND STANDISH JUNCTION

—	—	Stratford-upon-Avon East	—	Open 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.	9.30 p.m.	Yes
—	27	Evesham Road Crossing	—	Open continuously	—	—	—	No
—	9	Ex L.M.R. Junction	As required	for traffic purposes.	—	—	—	Yes
2	40	Milcote	—	Open continuously	—	—	—	No
2	381	Long Marston	—	Open continuously	—	—	—	No
2	39	Honeybourne East Loop Junction	5.30 a.m.	— 2.0 a.m. (Mon.)	—	—	—	Yes
—	40	Honeybourne West Loop Junction	—	Open continuously	—	—	—	Yes
4	46	Broadway	6. 0 a.m.	—	—	6. 0 a.m.	—	Yes
4	47	Toddington	—	Open continuously	—	—	—	Yes
2	29	Winchcombe	7. 0 a.m.	7. 0 a.m. 2. 0 a.m.	—	2. 0 a.m.	—	Yes
5	7	Bishop's Cleeve	6. 0 a.m.	—	—	6. 0 a.m.	—	Yes
1	67	Cheltenham Race Course	—	As required	—	—	—	Yes
1	761	Cheltenham (Malvern Road) East	—	Open continuously	—	—	—	Yes
—	24	Cheltenham (Malvern Road) West	5. 0 a.m.	—	—	6. 0 a.m. D	—	Yes
—	421	Lansdown Junction	—	Open continuously	—	—	—	No
—	381	Hatherley Junction	5. 0 a.m.	—	—	6. 0 a.m.	—	Yes
2	24	Churchdown	—	Open continuously	—	—	—	Yes
1	37	Elm Bridge	6. 0 a.m.	—	—	5.50 a.m.	—	Yes
1	8	Engine Shed Junction	—	Open continuously	—	—	—	No
—	—	Barnwood Ground Frame	6. 0 a.m.	—	—	5.50 a.m.	—	—
—	—	Tramway Junction	—	Open continuously	—	—	—	No
—	161	Gloucester Passenger Station	—	Open continuously	—	—	—	No
1	18	Gloucester South Junction	—	Open continuously	—	—	—	Yes
—	—	Standish Junction	—	Open continuously	—	—	—	Yes

D—Or as ordered by Control.

BARNT GREEN MAIN LINE JUNCTION TO CHARFIELD

—	—	Barnt Green Main Line Junction	—	Open continuously	—	—	—	No
1	42	Blackwell	—	Open continuously	—	—	—	No
2	19	Bromsgrove Station	—	Open continuously	—	—	—	No
—	32	Bromsgrove South	—	Open continuously	—	—	—	No
1	53	Stoke Works Junction	—	Open continuously	—	—	—	No
4	57	Dunhamstead	—	Open continuously	—	—	—	Yes
4	5	Spetchley Station	6. 0 a.m.	6. 0 a.m. 9.50 p.m.	—	—	—	Yes
2	45	Abbotts Wood Junction	—	Open continuously	—	—	—	No
1	72	Pirton Sidings	—	Open continuously	—	—	—	Yes
2	65	Defford	10.0 a.m.	10. 0 a.m. 6. 0 p.m. SX	—	—	—	Yes
				2.0 p.m. SO	—	—	—	
1	8	Eckington	—	Open continuously	—	—	—	No
2	66	Bredon	6. 0 a.m.	—	—	5.50 a.m.	—	Yes
2	12	Ashchurch	—	Open continuously	—	—	—	Yes
3	37	Cleeve	6. 0 a.m.	—	—	7. 0 a.m.	—	Yes
					8. 0 p.m.	10. 0 p.m.	—	

List of Signal Boxes—continued

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

BARNT GREEN MAIN LINE JUNCTION TO CHARFIELD—continued							
M	69	Cheltenham High St. ...	4. 0 a.m.	—	—	7. 0 a.m.	Yes
2	33	Alston Junction ...	—	Open continuously	—	—	No
—	32	Cheltenham Lansdown Station ...	—	Open continuously	—	—	No
—	29	Lansdown Junction ...	—	Open continuously	—	—	No
—	38	Hatherley Junction ...	5. 0 a.m.	—	—	6. 0 a.m.	Yes
2	24	Churchdown ...	—	Open continuously	—	—	Yes
—	37	Elm Bridge ...	6. 0 a.m.	—	—	5.50 a.m.	Yes
N	8	Engine Shed Junction ...	—	Open continuously	—	5.50 a.m.	No
—	—	Barnwood Ground Frame ...	6. 0 a.m.	—	—	5.50 a.m.	—
—	41	Tramway Junction ...	—	Open continuously	—	—	No
—	8	Gloucester Goods Junction ...	5.15 a.m.	—	—	6. 0 a.m.	No
—	7	Gloucester Passenger Stn. ...	—	Open continuously	—	—	No
—	18	Barton Street Junction ...	—	Open continuously	—	—	No
—	18	California Crossing ...	—	Open continuously	—	—	No
—	31	Painswick Road Crossing ...	—	Open continuously	—	—	No
—	3	Tuffley Junction ...	6. 0 a.m.	—	—	5.50 a.m. 1.50 p.m.†	Yes
2	5	Naas Crossing ...	—	Open continuously	—	—	No
—	62	Haresfield ...	—	Open continuously	—	—	No
—	23	Standish Junction ...	—	Open continuously	—	—	Yes
—	41	Stonehouse (Bristol Road) ...	6. 0 a.m.	—	—	8. 0 a.m.	Yes
—	70	Frocester ...	6. 0 a.m.	—	—	5.50 a.m. 9.30 p.m.	Yes
2	6	Coaley Junction ...	6. 0 a.m.	—	7.30 p.m.	8. 0 a.m.	Yes
2	23	Berkeley Road Junction ...	—	Open continuously	—	—	No
—	26	Berkeley Road South Junction ...	7. 0 p.m.	7. 0 p.m. C	9.15 a.m.	4.25 p.m.†	Yes
H	—	Wick ...	Intermediate Block Signals		—	—	—
4	4	Charfield ...	—	Open continuously	—	—	Yes

C—After last Branch train has cleared.

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

N—Distance Engine Shed Junction and Gloucester South Junction 46 ch.

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

SWINDON LOCO. YARD, GLOUCESTER AND BEACHLEY JUNCTION

—	—	Swindon Loco. Yard ...	6. 0 a.m.	—	As required	—	1.50 p.m.	Yes
2	40	Bremell Sidings ...	—	—	6. 0 a.m. 10. 0 p.m.	—	—	Yes
1	19	Purton ...	6. 0 a.m.	—	Open continuously	7. 0 p.m.	8. 0 a.m. A	Yes
4	0	Minety and Ashton Keynes ...	—	—	Open continuously	—	—	No
5	42	Kemble ...	—	—	As required M	—	—	Yes
—	64	Coates ...	—	—	Open continuously	—	2. 0 p.m. A	Yes
2	43	Sapperton Sidings ...	—	—	10. 0 p.m.	—	—	—
2	1	Frampton Crossing ...	7.50 a.m.	6.40 a.m.	9.20 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
—	29	Brimscombe East ...	—	—	11.45 p.m. SO L	—	—	—
—	20	Brimscombe West ...	11.40 a.m.	11.40 a.m.	1.30 p.m.	10. 0 p.m.	8. 0 a.m. A	Yes
2	40	Stroud ...	6. 0 p.m.	6.0 p.m. SX	7.40 p.m. SX	—	—	Yes
2	70	Stonehouse (Burdett Road) ...	6. 0 a.m.	—	Open continuously	—	6. 0 a.m. A	Yes
1	63	Standish Junction ...	—	—	Open continuously	—	—	Yes
1	24½	Haresfield ...	—	—	Open continuously	—	—	No
1	61	Naas Crossing ...	—	—	Open continuously	—	—	No
2	9½	Tuffley Junction ...	6. 0 a.m.	—	—	—	5.50 a.m.	Yes
1	27½	Gloucester (South Junction) ...	—	—	Open continuously	—	—	Yes
—	27	Gloucester (North) ...	4.30 a.m.	—	—	—	8. 0 a.m. A	Yes

A—Or as ordered by Control.

L—Or after last Rail Motor has cleared.

M—Open to deal with 8.20 a.m. Freight Swindon to Gloucester.

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

SWINDON LOCO. YARD, GLOUCESTER AND BEACHLEY JUNCTION—continued.							
M	C	Gloucester (Tramway Junction) ...	—	Open continuously	—	—	No
—	12	Gloucester Mileage Yard Ground Frame.	—	Open continuously	—	—	—
—	22	Gloucester (East) ...	—	Open continuously	—	—	No
—	22	Gloucester (West) ...	—	Open continuously	—	—	No
I	33	Over Junction ...	4.45 a.m.	—	—	8. 0 a.m.A	Yes
—	30	Over Sidings ...	—	—	10. 0 p.m.	8. 0 a.m.A	Yes
B	—	Oakle Street ...	—	Intermediate Block Signals	—	—	—
5	37½	Grange Court ...	—	Open continuously	—	—	No
C	—	Newnham ...	—	Intermediate Block Signals	—	—	—
4	28	Bullo Pill East ...	5. 0 a.m.	—	—	6. 0 a.m.A	Yes
—	26	Bullo Pill West ...	5. 0 a.m.	—	—	6. 0 a.m.A	Yes
2	6	Awre Junction ...	—	Open continuously	—	—	No
D	—	Gatcombe ...	—	Intermediate Block Signals	—	—	—
4	77	Lydney Junction ...	5. 0 a.m.	—	—	6. 0 a.m.	Yes
—	23	Lydney West ...	—	Open continuously	—	—	Yes
2	54	Woolaston ...	6. 0 a.m.	—	—	6. 0 a.m.	Yes
3	56	Beachley Junction ...	4. 0 a.m.	—	—	9. 0 a.m. 10.45 a.m.E	5. 0 p.m.E 5. 0 p.m.E

A—Or as ordered by Control.

B—Down I.B.S. Home 2 m. 70 ch. from Over Sidings. Up I.B.S. Home 2 m. 28 ch. from Grange Court.

C—Down I.B.S. Home 1 m. 79 ch. from Grange Court. Up I.B.S. Home 2 m. 8 ch. from Bullo Pill East.

D—Down I.B.S. Home 2 m. 20 ch. from Awre Junction. Up I.B.S. Home 2 m. 43 ch. from Lydney Junction.

E—During Engineers occupation of Severn Tunnel only.

BARNT GREEN AND ASHCHURCH (VIA EVESHAM)

—	—	Barnt Green (Main Line Junction)	—	Open continuously	—	—	No
—	39	Barnt Green (Single Line Junction)	4.0 a.m.	—	—	6.0 a.m.	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.
3	6	Studley and Astwood Bank ...	10.30 a.m.	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.
4	18	Alcester ...	4.30 a.m.	—	—	8.45 a.m. 6.45 p.m.	11.0 a.m. 8.55 p.m.
2	67	Broom Junction (North) ...	4.50 a.m.	—	—	9.0 a.m. 7.10 p.m.	10.35 a.m. 8.45 p.m.
—	42	Broom Junction (West) ...	7.15 a.m. 7.30 p.m.	7.15 a.m. 7.30 p.m.	3.15 p.m. A 4.30 a.m. A	—	4.45 a.m. 5.50 a.m.
2	59	Harvington ...	5.0 a.m.	—	—	9.0 a.m. 7.15 p.m.	10.25 a.m. 8.35 p.m.
3	46	Evesham ...	5.15 a.m.	—	—	9.0 a.m. 7.20 p.m.	10.25 a.m. 8.25 p.m.
3	8	Hinton ...	3.55 p.m.	3.55 p.m. SX	4.10 p.m. SX	—	—
3	69	Beckford ...	6.20 a.m.	6.20 a.m.	8.50 p.m.	—	—
3	74	Ashchurch ...	—	Open continuously	—	—	—

A—Or after last train has cleared.

B—Opens as required on Saturdays.

BROOM JUNCTION AND STRATFORD-UPON-AVON (OLD TOWN)

—	18½	Broom Junction East ...	7.15 a.m. 7.30 p.m.	7.15 a.m. 7.30 p.m.	3.15 p.m. A 4.30 a.m. A	—	4.30 a.m.	Yes
7	27	Stratford-upon-Avon (Old Town) ...	5.0 a.m.	—	—	—	4.30 a.m.	No

A—Or until last train has cleared.

½—From Broom Junction North.

List of Signal Boxes—continued

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

HARTLEBURY, BRIDGNORTH AND SHREWSBURY (SEVERN VALLEY BRANCH)										
M	C									
—	—	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.	After day's train service completed	As required	—	No
2	37	Bewdley (South)	...	...	5. 0 a.m.	5. 0 a.m.		As required	—	No
—	20	Bewdley (North)	...	...	5. 5 a.m.	5. 5 a.m.		As required	—	No
3	43	Arley ...	...	...	5.10 a.m.	5.10 a.m.		As required	—	No
2	25	Highley ...	...	...	5.35 a.m.	5.35 a.m.		As required	—	No
2	11	Hampton Loade	...	...	6.10 a.m.	6.10 a.m.		As required	—	No
—	39	Bridgnorth ...	...	...	7. 0 a.m.	7. 0 a.m.		As required	—	No
6	62	Coalport ...	...	...	6.45 a.m.	6.45 a.m.		—	—	No
3	47	Buildwas ...	...	...	5.35 a.m.	5.35 a.m.		—	—	No
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	46	Sutton Bridge Junction	...	...	—	—	—	11.55 p.m.	6. 0 a.m.H	Yes

F—Open as required for Stourport slack trip working.

H—After last train to Yard.

KIDDERMINSTER, TENBURY WELLS AND WOOFFERTON

—	—	Kidderminster Station	5. 0 a.m.	—	—	—	10. 0 p.m.	Yes
—	23	Kidderminster Junction	—	Open continuously	—	—	—	Yes
3	7½	Bewdley South	5. 0 a.m.	5. 0 a.m.	After day's train service completed.	As required	—	No
—	20	Bewdley North	5. 5 a.m.	5. 5 a.m.		As required	—	No
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
5	2	Woofferton	6. 0 a.m.	—	—	—	6. 0 a.m.	Yes

BANBURY AND KINGHAM

—	—	Banbury	—	See Section "H"	—	—	—	Yes
—	—	King's Sutton Junction	—	For traffic purposes only	—	—	—	No
1	49	Adderbury	—	For traffic purposes only	—	—	—	No
3	41	Bloxham	—	For traffic purposes only	—	—	—	No
4	19	Hook Norton	—	For traffic purposes only	—	—	—	No
6	42	Chipping Norton	7. 0 a.m.	7. 0 a.m.	5.15 p.m.A	—	—	No
4	16	Kingham	5. 0 a.m.	—	—	—	8. 0 a.m.	Yes

A—Or until last train has cleared.

KINGHAM AND CHELTENHAM (LANSDOWN JUNCTION)

—	—	Kingham	5. 0 a.m.	—	—	—	8. 0 a.m.	Yes
6	57	Bourton-on-the-Water	6.45 a.m.	6.45 a.m.	9.40 p.m. A	—	—	No
5	13	Notgrove	6.30 a.m.	6.30 a.m.	9.45 p.m. A	—	—	No
4	43	Andoversford Junction	6.20 a.m.	6.20 a.m.	10.10 p.m. A	—	—	No
—	15	Andoversford Station	—	As required	—	—	—	Yes
4	64	Cheltenham Leckhampton	8. 0 a.m.	8. 0 a.m.	C	—	—	Yes
—	31	Lansdown Junction	—	Open continuously	—	—	—	No

A—Or until last train has cleared.

B—As required.

C—After dealing with Up and Down Local Freights, and as required.

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

CHELTENHAM AND GLOUCESTER									
M	C								
—	—	Cheltenham St. James'	—	Continuously.	—	—	—	No	
—	19	Cheltenham Malvern Road East	—	Continuously	—	—	—	Yes	
—	25	Cheltenham Malvern Road West	5. 0 a.m.	—	—	—	6. 0 a.m.	Yes	
—	42	Lansdown Junction	—	Continuously	—	—	—	No	
—	38	Hatherley Junction	5. 0 a.m.	—	—	—	6. 0 a.m.	Yes	
—	24	Churchdown	—	Continuously	—	—	—	Yes	
2	37	Elm Bridge	6. 0 a.m.	—	—	—	5.50 a.m.	Yes	
1	8N	Engine Shed Junction	—	Continuously	—	—	—	No	
—	41	Tramway Junction	—	Continuously	—	—	—	No	
—	23	Gloucester East	—	Continuously	—	—	—	No	

CHELTENHAM AND GLOUCESTER

M	C	Cheltenham St. James' ...	—	Continuously	—	—	No
—	19	Cheltenham Malvern Road East ...	—	Continuously	—	—	Yes
—	25	Cheltenham Malvern Road West ...	5. 0 a.m.	—	—	6. 0 a.m. A	Yes
—	42	Lansdown Junction ...	—	Continuously	—	—	No
—	38	Hatherley Junction ...	5. 0 a.m.	—	—	6. 0 a.m.	Yes
2	24	Churchdown ...	—	Continuously	—	—	Yes
1	37	Elm Bridge ...	6. 0 a.m.	—	—	5.50 a.m.	Yes
1	8N	Engine Shed Junction ...	—	Continuously	—	—	No
—	41	Tramway Junction ...	—	Continuously	—	—	No
—	23	Gloucester East ...	—	Continuously	—	—	No

A—Or as ordered by Control.

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

KEMBLE AND CIRENCESTER

4	1	Kemble ...	6.40 a.m.	Open continuously	—	—	No
—	—	Cirencester Town ...	6.40 a.m.	After last train	5.45 p.m.	12.20 a.m.	No

WORCESTER AND BROMYARD

—	—	Bransford Road Junction ...	6. 0 a.m.	6. 0 a.m.	10. 0 p.m. SX/A	—	—	Yes
10	35	Bromyard ...	6. 0 a.m.	6. 0 a.m.	11.20 p.m. SO	—	—	No

A—Or after passing of 9.45 p.m. Worcester Freight if this train or the 6.45 p.m. Paddington Passenger is running late.

GLOUCESTER GRANGE COURT AND HEREFORD

1	33	Gloucester West ...	4.45 a.m.	—	—	—	8. 0 a.m.†	Yes
—	30	Over Junction ...	—	—	—	10. 0 p.m.	8. 0 a.m.†	Yes
—	—	Oakle Street ...	—	Intermediate Block Signals	—	—	—	—
5	37½	Grange Court ...	—	Open continuously	—	—	—	Yes
3	53	Longhope ...	6. 0 a.m.	6. 0 a.m.	10. 0 p.m. A	1.45 p.m.	4. 0 p.m. L	No
2	68	Mitcheldean Road ...	6. 0 a.m.	6. 0 a.m.	10.45 p.m. Sats. A	1.45 p.m.	4. 0 p.m. L	No
4	2	Ross-on-Wye ...	6.15 a.m.	6.15 a.m.	10.35 p.m. A	1.45 p.m.	4.15 p.m. L	No
4	11	Fawley ...	6.45 a.m.	6.45 a.m.	10.30 p.m. A	2. 0 p.m.	4.15 p.m. L	No
6	58	Rotherwas Junction ...	6.30 a.m.	6.30 a.m.	10.40 p.m. A	2. 0 p.m.	8. 0 p.m. L	Yes
1	30	Hereford (Barr's Court Station) ...	—	Open continuously	—	—	—	Yes
—	—	Hereford (Barton Curve) ...	4.45 a.m.	—	—	—	6. 0 a.m.†	Yes
—	—	Hereford (Barton) ...	—	Open continuously	—	—	—	No

A—Until last train has cleared.

L—During Engineers' occupation of Severn Tunnel to remain open until return assistant engine has cleared.

†—Or as ordered by Control.

FOREST OF DEAN BRANCH

—	—	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
3	46	Eastern United Colliery ...	—	—	As required	—	—	Yes
1	39	Bilson ...	6.45 a.m.	6.45 a.m.	A	—	—	No

A—Until last train has cleared.

†—Unless otherwise ordered by Control.

List of Signal Boxes—continued

Distance Box to Box	NAME OF BOX	TIMES DURING WHICH BOXES ARE OPEN						Whether provided with Switch
		Weekdays			Sundays			
		Opened at		Closed at	Opened at	Closed at		
		Monday	Other Days					

BERKELEY ROAD AND LYDNEY TOWN									
M	C	Berkeley Road Junction	—	Open continuously	—	—	No		
—	—	Berkeley Road South Junction	7. 0 p.m.	7. 0 p.m.	C	9.15 a.m. A	4.25 p.m. A	Yes	
1	19½	Berkeley Loop Junction	7.15 p.m.	7.15 p.m.	C	9.10 a.m.	B	Yes	
2	24½	Sharpness South	6.35 a.m.	Until last train has cleared	9. 0 a.m. A	Until last train has cleared	No		
1	8	Sharpness Swing Bridge	5.30 a.m.	6. 0 a.m.	Until last train has cleared	8. 0 a.m. A	B	No	
—	67½	Severn Bridge	6.30 a.m.	6.30 a.m.	B	9. 0 a.m. A	B	No	
2	30	Otter's Pool Junction	6. 0 a.m.	6. 0 a.m.	B	9. 0 a.m. A	B	No	
—	41½	Lydney Engine Shed... ..	6. 0 a.m.	6. 0 a.m.	B	—	—	No	
—	44	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—After last Branch train has cleared.

LYDNEY TOWN AND SPEECH HOUSE ROAD

—	—	Lydney Town	6.45 a.m.	6.45 a.m.	B	—	—	No
1	59½	Tufts Junction	7.15 a.m.	7.15 a.m.	B	—	—	No
—	51½	Parkend	7.30 a.m.	7.30 a.m.	B	—	—	No
—	23½	Travellers' Rest	7.30 a.m.	7.30 a.m.	B	—	—	No
—	20½	Coleford Junction	7.30 a.m.	7.30 a.m.	B	—	—	No
1	76½	Speech House Road	10. 0 a.m.	10.0 a.m. SX	B	—	—	No

B—Until last train has cleared.

ASHCHURCH AND UPTON-ON-SEVERN

—	—	Ashchurch	—	Open continuously	—	—	No
1	50	Tewkesbury	5.35 a.m.	5.35 a.m. SX	8. 5 p.m. SX	—	—
—	—	—	—	5.50 a.m. SO	10.30 p.m. SO	—	—

ROSS ON-WYE AND LYDBROOK

—	—	Ross-on-Wye... ..	6.15 a.m.	6.15 a.m.	10.30 p.m. A	1.45 p.m.	4.15 p.m. L	No
5	39	Lydbrook	10.0 a.m.	10.0 a.m. SX	B SX	—	—	No

A—Until last Gloucester-Hereford Branch train has cleared.

B—Until last Ross-on-Wye-Lydbrook Branch train has cleared.

L—During Engineers' Occupation of Severn Tunnel only, to remain open until return assistant engine has cleared (Grange Court-Hereford Section).

TIME ALLOWANCES FOR FREIGHT TRAINS

OPERATION	"D" and Inferior Head Code	"C" Head Code
	Mins.	Mins.
(a) Stopping on Main Lines	2	1
(b) Starting on Main Lines	3	2
(c) Entering Running Loops	3	2
(d) Starting from Running Loop or Refuge Siding	3	2
(e) Starting from Yards	3	2

Special Freight Trains, also Ordinary Freight Trains, when running out of course will run at the standard point-to-point times over the various sections and branches in this book, unless otherwise ordered.

The Standard point-to-point allowances apply to trains conveying the maximum loads for the engines. Booked trains which do not load fully and are timed at faster speeds than the standard point-to-point times will continue to run at the booked speed and should not exceed their present running allowances when out of course.

DOWN

Point-to-Point Allowances

C Head Code	D Head Code	E Head Code	F Head Code	H & K Head Codes
Mins.	Mins.	Mins.	Mins.	Mins.

UP

Point-to-Point Allowances

C Head Code	D Head Code	E Head Code	F Head Code	H & K Head Codes
Mins.	Mins.	Mins.	Mins.	Mins.

OXFORD AND WORCESTER

Hinksey Yard ... ..	...	...	...	...	...
OXFORD	1	2	3	3	4
Wolvercot Junction	3	4	5	5	7
Yarnton	2	2	2	2	3
Handborough ... ..	...	...	...	...	8
Charlbury ... ..	...	...	...	...	15
Ascott-under-Wychwood ... ..	...	...	...	...	9
Shipton ... ..	...	...	...	...	4
Kingham	26	30	35	40	7
Adlestrop ... ..	...	...	...	...	7
MORETON-IN-M.	9	12	14	16	11
Blockley ... ..	...	...	...	...	8
Chipping Campden ... ..	...	...	...	...	5
Stop Board ... ..	...	8	10	11	2
Honeybourne Jn. (South)	12	5§	6	8	10
Honeybourne Jn. (East) ... ..	...	1 stop	1	1	1
Honeybourne	2	2 (Scn Sch)	2	3	3
Littleton and Badsey ... ..	...	...	...	...	6
EYESHAM	8	8	10	11	6
Charlton Siding ... ..	...	...	...	...	6
Fladbury ... ..	...	...	...	...	2
PERSHORE	7	9	10	12	7
Stoulton ... ..	...	...	...	...	6
Abbot's Wood ... ..	...	...	...	...	...
Norton Junction ... ..	...	...	...	...	6
WORCESTER—	...	...	...	...	...
Wyld's Lane Jn.	10	11	14	16	8
Goods Yard ... ..	...	1	1	1	1
Shrub Hill ... ..	...	1	1	1	1
Tunnel Junction ... ..	...	1 stop	1	1	2

WORCESTER—	...	...	...	...	...
Tunnel Junction ... ..	...	...	...	...	1
Shrub Hill	1	1	1	1	1
Goods Yard ... ..	...	...	...	...	1
Wyld's Lane Jn.	1	1	1	1	1
Norton Junction ... ..	...	...	...	7	8
Abbot's Wood ... ..	...	...	...	...	...
Stoulton ... ..	...	...	...	...	6
PERSHORE	9	11	14	9	6
Fladbury ... ..	...	...	...	...	7
Charlton Siding ... ..	...	...	...	...	2
EYESHAM	9	9	10	12	6
Littleton and Badsey ... ..	...	...	...	...	6
Honeybourne	9	10	11	12	7
Honeybourne Jn. East ... ..	...	...	...	...	...
Honeybourne Jn. South	3	3	3	4	5
Chipping Campden ... ..	...	11	12	12	15
Blockley ... ..	...	...	...	...	5
MORETON-IN-M.	19	9	10	12	10
Adlestrop ... ..	...	...	...	...	11
Kingham	10	11	13	15	6
Shipton ... ..	...	...	...	...	8
Ascott-under-Wychwood ... ..	...	...	...	...	3
Charlbury ... ..	...	...	...	...	10
Handborough ... ..	...	...	...	...	14
Yarnton	24	26	30	34	8
Wolvercot Junction	2	2	2	2	3
OXFORD	4	4	5	5	5
Hinksey Yard	2	2	3	3	4

§—Six minutes allowed for trains proceeding to Honeybourne (East Loop).

Time Allowances for Freight Trains—continued

DOWN	Point-to-Point Allowances					UP	Point-to-Point Allowances				
	C	D	E	F	H & K		C	D	E	F	H & K
	Head Code	Head Code	Head Code	Head Code	Head Codes		Head Code	Head Code	Head Code	Head Code	Head Codes
	Mins.	Mins.	Mins.	Mins.	Mins.		Mins.	Mins.	Mins.	Mins.	Mins.
STOURBRIDGE, WORCESTER AND HEREFORD											
WORCESTER—						STOURBRIDGE JN.					
Goods Yard ...	...	...	...	...	...	Hagley ...	...	...	...	...	6
Shrub Hill ...	...	...	...	...	...	Churchill and Blakedown ...	...	...	...	...	4
Foregate Street ...	...	...	...	...	...	KIDDERMINSTER ...	11	12	14	16	8
Tunnel Junction ...	1 stop	1 stop	1	1	2	Kidderminster Junction ...	...	...	...	...	...
Blackpole Sidings ...	...	...	...	...	...	Hartlebury Junction ...	...	...	...	...	...
Fernhill Heath ...	...	...	...	...	5	Hartlebury ...	5	6	7	8	9
DROITWICH SPA ...	8	8	10	11	7	Elmley Lovett Sidings ...	...	...	...	...	...
Stoke Works ...	...	...	...	...	...	Cutnall Green ...	...	...	...	...	...
Cutnall Green ...	...	...	...	...	...	Stoke Works ...	...	...	...	...	...
Elmley Lovett Sidings ...	...	...	...	...	...	DROITWICH SPA ...	8	9	11	12	14
Hartlebury ...	8	10	12	13	14	Fernhill Heath ...	...	...	...	...	7
Hartlebury Junction ...	...	...	...	...	...	Blackpole Sidings ...	...	...	...	...	...
Kidderminster Junction ...	...	...	...	...	...	WORCESTER—					
KIDDERMINSTER ...	6	7	8	9	12	Tunnel Junction ...	7	8	10	11	5
Churchill and Blakedown ...	...	...	...	...	12	Foregate Street ...	...	...	...	...	...
Hagley ...	...	...	...	...	6	Shrub Hill ...	1	1	1	1	1
STOURBRIDGE JN.	12	14	17	19	6	Goods Yard ...	...	...	...	...	...
WORCESTER—						HEREFORD (Barr's Ct.) ...	...	...	...	...	...
Shrub Hill ...	...	...	...	...	...	Stop Board ...	...	2	2	3	3
Loop { Tunnel Junction ...	...	...	...	...	...	HEREFORD (Barton) ...	10	8	8	8	8
Rainbow Hill Jn. ...	1	1	1	1	1	Worcester Sidings ...	...	...	...	2	2
Foregate Street ...	...	...	...	...	...	Barton Curve ...	...	...	...	...	...
Henwick ...	...	...	...	...	3						
Bransford Road Jn. ...	...	...	...	...	10	Barr's Court Junction ...	2	3	3*	3†	3†
Bransford Road ...	...	...	...	...	2	Shelwick Junction ...	2	2††	3	4	4
Newland Halt ...	...	...	...	...	4						
Malvern Link ...	14	16	18	20	4	Withington ...	...	...	...	...	7
Malvern Wells... ..	5	6	6	7	8	Stoke Edith ...	...	...	...	...	8
Colwall ...	5	6	6	7	7	Ashperton ...	...	...	...	...	7
N.E. Ledbury Tunnel... ..	5	5	6	7	8	Ledbury ...	19	23	26	28	10
Ledbury ...	3	3	3	4	4	N.E. Ledbury Tunnel... ..	4	5	5	5	5
Ashperton ...	...	...	...	...	9	Colwall ...	7	7	8	9	10
Stoke Edith ...	...	...	...	...	6	Malvern Wells... ..	4	4	4	5	6
Withington ...	...	...	...	...	8	Malvern Link ...	3	4	4	5	6
						Newland Halt ...	...	...	...	...	4
Shelwick Junction ...	16‡	18‡	23‡	25‡	7‡	Bransford Road ...	...	...	...	...	4
Barr's Court Junction ...	2	2a	3	4	4	Bransford Road Jn. ...	...	...	...	...	1
						Henwick ...	...	...	...	...	6
Barton Curve ...	...	...	...	...	2	WORCESTER—					
Worcester Sidings ...	...	...	...	...	2	Foregate Street ...	...	...	...	...	...
HEREFORD (Barton) ...	3	3w	3w	2	2	Loop { Rainbow Hill Jn. ...	11	14	16	17	4
						Tunnel Junction ...	1	1	1	1	1
HEREFORD (Barr's Ct.) ...	3	3	3	3	3	Shrub Hill ...	...	...	...	...	...

a—Three minutes allowed for trains from Worcester Line. w—Four minutes to water column (eight minutes allowed for water), Breinton Road Bridge. *—Three minutes from Hereford (Barton). †—Also applies from Worcester Sidings to Barr's Court Junction. ††—Three minutes for trains to Worcester Line. ‡—Trains from direction of Worcester.

Time Allowances for Freight Trains—continued

DOWN	Point-to-Point Allowances					UP	Point-to-Point Allowances				
	C	D	E	F	H & K		C	D	E	F	H & K
	Head Code	Head Code	Head Code	Head Code	Head Codes		Head Code	Head Code	Head Code	Head Code	Head Codes
	Mins.	Mins.	Mins.	Mins.	Mins.		Mins.	Mins.	Mins.	Mins.	Mins.
Stratford Goods Jn. ...	...	...	...	...	...	Gloucester Central...	...	...	...	...	...
STRATFORD-UPON-AVON	...	...	...	...	...	GLOUCESTER (S.Jn.)	...	...	...	...	...
S. and M. Junction ...	...	...	...	...	...	Gloucester "T" ...	...	...	...	...	...
Race Course Halt ...	...	...	...	...	...	Engine Shed Junction...	...	3†	3†	3†	5†
Milcote ...	...	...	...	...	8	Churchdown ...	...	4	5	5	7
Long Marston ...	...	9	10	12	6	Hatherley Junction ...	...	...	...	...	...
Honeybourne East Jn. ...	13	6	7	8	9	Lansdown Junction ...	...	5	6	6	8
Honeybourne South ...	...	2	2	3	3	Cheltenham (St. James)	...	...	...	...	...
Honeybourne § ...	...	3	3	3	4	CHELT'HAM (M. Rd.)	12†	13†	15†	16†	3
Honeybourne West Jn. §	1	1	1	1	2	Race Course ...	...	...	...	...	...
Broadway ...	...	...	...	...	12	Bishop's Cleeve ...	...	...	...	...	15
Toddington ...	13	14	17	19	11	Winchcombe ...	...	...	...	...	15
Winchcombe ...	...	...	...	...	6	Toddington ...	19	21	25	28	8
Bishop's Cleeve ...	...	...	...	...	12	Broadway ...	...	...	...	...	11
Race Course ...	...	...	...	...	...	Honeybourne West Jn. ...	12	14	17	19	12
CHELT'HAM (M. Rd.)	17	18	21	24	10	Honeybourne ...	...	...	...	...	...
Cheltenham (St. James')	...	...	...	...	...	Honeybourne South ...	...	...	...	...	...
Lansdown Junction ...	...	1	1	2	2	Honeybourne East Jn. ...	1	1	1	1	2
Hatherley Junction ...	...	...	...	...	...	Long Marston ...	...	...	...	...	6
Churchdown ...	...	5	6	6	7½	Milcote ...	...	...	...	...	6
Engine Shed Junction...	...	4	5	5	6½	Race Course Halt ...	...	...	...	...	...
Gloucester "T" ...	...	...	...	...	...	S. and M. Junction ...	...	...	...	...	...
GLOUCESTER (S.Jn.)	...	...	...	...	...	STRATFORD-UPON-AVON	12	13	16	18	...
Gloucester Central...	12*	3*	3*	5*	5*	Stratford Goods Jn. ...	...	...	...	...	8

*—Also to South Junction, Gloucester. †—From Gloucester Central or South Junction. §—From Honeybourne East Junction.

BARNT GREEN AND CHARFIELD

DOWN	Point-to-Point Allowances						UP	Point-to-Point Allowances					
	C	D	E	F	H	J & K		C	D	E	F	H	J & K
	Head Code	Head Code	Head Code	Head Code	Head Code	Head Codes		Head Code	Head Code	Head Code	Head Code	Head Code	Head Codes
	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.		Mins.	Mins.	Mins.	Mins.	Mins.	Mins.
Barnt Green ...	...	...	...	...	...	...	Charfield	...	...	...	...	...	...
Blackwell ...	2	3	4	5	6	6	Berkeley Road...	...	7	8	8	9	13
Bromsgrove South ...	4	4	5	7	8	10	Stonehouse ...	...	8	9	10	12	19
Stoke Works Junction...	4	4	4	5	5	5	Standish Junction	...	2	3	4	5	5
Stoke Works Junction	...	...	...	...	...	...	Standish Junction ...	...	...	...	...	...	...
Droitwich ...	7	7	8	8	9	14	Gloucester South Junction	...	...	...	13	15	16
Worcester ...	11	11	11	12	13	20	Gloucester E. S. Junction ...	...	...	...	3	3	3
Abbotts Wood Junction	7	7	8	9	10	12	Gloucester Eastgate ...	...	9	11	13	14	22
Dunhampstead ...	6	6	7	8	9	12	Churchdown ...	...	...	...	8	9	12
Abbotts Wood Junction	...	8	9	10	12	15	Cheltenham (High St.)	...	13	15	17	9	10
Ashchurch ...	13	14	17	19	21	27	Ashchurch ...	...	8	9	10	12	16
Cheltenham (High St.)	...	...	...	14	15	15	Abbotts Wood Junction	...	15	16	18	20	32
Cheltenham Lansdown	...	...	...	2	2	3	Abbotts Wood Junction	...	...	...	...	...	...
Gloucester Eastgate ...	24	25	25	15	16	16	Worcester ...	...	7	8	8	9	10
Gloucester E.S. Junction	...	...	...	...	...	...	Droitwich ...	...	11	11	12	12	13
Gloucester South Junction	...	...	...	3	3	3	Stoke Works Junction	...	8	8	8	9	10
Standish Junction ...	...	...	...	14	16	17	Dunhampstead	...	8	9	11	13	20
Standish Junction	...	14	15	18	19	21	Stoke Works Junction	...	7	8	8	9	10
Berkeley Road ...	...	10	11	12	14	15	Bromsgrove ...	...	4	4	5	5	7
Charfield ...	...	...	...	9	...	13	Blackwell ...	...	8	9	10	10	12
Yate ...	...	10	12	...	13	...	Barnt Green ...	...	2	3	4	4	5
Westerleigh ...	...	...	26	5	35	7							

Time Allowances for Freight Trains—continued

DOWN	Point-to-Point Allowances					UP	Point-to-Point Allowances				
	C	D	E	F	H		C	D	E	F	H
	Head Code	Head Code	Head Code	Head Code	& K Head Codes		Head Code	Head Code	Head Code	Head Code	& K Head Codes
	Mins.	Mins.	Mins.	Mins.	Mins.		Mins.	Mins.	Mins.	Mins.	Mins.
SWINDON GLOUCESTER AND BEACHLEY JUNCTION											
SWINDON ...	...	...	...	...	...	Beachley Junction ...	...	...	...	...	...
Loco. Yard ...	...	...	...	...	...	Woolaston ...	...	...	...	...	11
Purton ...	...	...	...	...	...	Lydney ...	9	10	12	14	7
Miney and Ashton Keynes ...	...	...	...	...	...	Gatcombe I.B. Signals ...	3½	4	5	5½	6
Kemble ...	...	24	25	28	13	Awre Junction ...	3½	4	5	5½	6
Coates ...	...	...	2	2	3	Bullo Pill ...	...	...	...	...	6
Sapperton Sidings ...	29	7	8	8	10	Newnham I.B. Signals ...	...	...	...	...	5
Stop Board ...	...	10	12	14	14U	Grange Court ...	...	...	...	...	6
Chalford ...	...	...	...	...	5½ V	Oakle Street I.B. Signals ...	...	...	...	...	7
Brimscombe ...	15	8	8	8	4	Over Sidings ...	...	...	23	26	8
STROUD ...	...	...	5	6	7	GLOUCESTER—	...	...	...	...	...
Stonehouse, Burdett Road ...	...	...	...	...	7	Central ...	25	25	4	4	4
Standish Junction ...	12	13	9	10	4	Old Yard ...	...	...	...	...	...
GLOUCESTER—	...	...	...	...	...	Tramway Junction ...	...	...	...	...	...
South Junction ...	...	...	...	...	...	"T" Sidings ...	...	...	3	3	4
"T" Sidings ...	9	10	12	13	15	South Junction ...	...	...	...	...	16
Tramway Junction ...	...	...	...	...	...	Standish Junction ...	12	12	13	14	16
Old Yard ...	...	...	...	...	2	Stonehouse, Burdett Road ...	...	...	5	5	7
Central ...	...	...	...	...	1	STROUD ...	...	...	...	...	7
Over Sidings ...	4	5	5	5	4	Brimscombe ...	17	17	7	7	8
Oakle Street I.B. Signals ...	...	...	...	...	8	Chalford ...	...	...	...	...	5
Grange Court ...	...	...	...	...	6	Sapperton Sidings ...	...	...	...	...	13C
Newnham I.B. Signals ...	...	...	...	...	5	Coates ...	...	...	...	...	6
Bullo Pill ...	...	...	...	...	5	Kemble ...	...	...	22	23	3
Awre Junction ...	21	21	22	25	6	Miney and Ashton Keynes ...	...	...	...	...	13
Gatcombe I.B. Signals ...	3½	4	5	5½	6	Purton ...	...	...	...	...	9
Lydney ...	3½	4	5	5½	6	Loco. Yard ...	37	...	...	...	10
Woolaston ...	...	...	...	...	7	SWINDON ...	...	39	23	28	...
Beachley Junction ...	10	12	13	15	10						

C—Additional five minutes allowed when required to enter Sapperton Sidings Loop.
 Vans and lightly loaded trains allowed ten minutes only Sapperton Sidings to Stop Board.
 eight minutes running time Stop Board to Brimscombe exclusive of starting and stopping allowances.

U—Local trains worked with two Brake
 V—Trains not calling at Chalford allowed

DOWN	Point-to-Point Allowances					UP	Point-to-Point Allowances				
	C	D	E	F	H		C	D	E	F	H
	Head Code	Head Code	Head Code	Head Code	& K Head Codes		Head Code	Head Code	Head Code	Head Code	& K Head Codes
	Mins.	Mins.	Mins.	Mins.	Mins.		Mins.	Mins.	Mins.	Mins.	Mins.

STRATFORD-UPON-AVON AND BROOM JUNCTION

Stratford-upon-Avon ...	...	...	...	...	...	Broom Junction ...	...	...	...	...	...
Broom Junction ...	16	17	18	20	20	Stratford-upon-Avon ...	15	16	17	19	22

BARNT GREEN AND ASHCURCH VIA REDDITCH

Barnt Green ...	...	...	...	...	...	Ashchurch ...	...	...	...	...	...
Redditch North ...	9	9	10	10	11	Evesham ...	20	21	22	24	33
Redditch ...	2	2	2	3	3	Harvington ...	7	7	8	9	11
Studley ...	7	8	8	9	9	Broom Junction ...	7	7	7	8	10
Alcester ...	8	8	9	10	10	Alcester ...	6	6	7	7	10
Broom Junction ...	6	6	7	8	9	Studley ...	10	11	12	13	14
Harvington ...	7	7	7	9	9	Redditch ...	7	8	8	9	11
Evesham ...	7	8	9	9	10	Redditch North ...	2	2	2	3	3
Ashchurch ...	19	20	21	24	26	Barnt Green ...	13	14	14	15	16

DOWN	Point-to-Point Allowances		UP	Point-to-Point Allowances	
	F	H & K		F	H & K
	Head Code	Head Codes		Head Code	Head Codes
	Mins.	Mins.		Mins.	Mins.
BANBURY GENERAL AND KINGHAM					
BANBURY GENERAL ... ..	...	...	KINGHAM ... ..	...	...
Astrop Siding Box ... ..	...	5	Sarsden Halt and Siding ... ..	...	...
King's Sutton ... ..	...	3	Gas Works Siding ... ..	...	...
Adderbury	4	5	CHIPPING NORTON	9	13
Bloxham	7	8	Great Rollright Siding ... ..	...	10
Hook Norton	11	12	Hook Norton	14	10
Great Rollright Siding ... ..	...	9	Stop Board	5	6
CHIPPING NORTON	15	8	Bloxham ... ..	...	5
Gas Works Siding ... ..	...	...	Adderbury	6	8
Sarsden Halt and Siding ... ..	...	...	King's Sutton	6	6
KINGHAM	10	11	Astrop Siding ... ..	...	3
			BANBURY GENERAL ... ..	...	5

KINGHAM AND CHELTENHAM					
KINGHAM ... ..	...	...	CHELTENHAM (St. J.) ... ..	...	...
Stow-on-the-Wold ... ..	...	13	CHELTENHAM (M. Rd.)	1	1
Bourton-on-the-Water ... ..	...	5	Lansdown Junction	1	1
Notgrove ... ..	...	15	Cheltenham Leckhampton	5	6
Stop Board ... ..	...	4	ANDOVERSFORD	24	24
Andoversford Junction ... ..	...	...	Andoversford Junction ... ..	...	...
ANDOVERSFORD ... ..	...	8	Notgrove	15	15
Stop Board	1	1	Stop Board 96m. 28c. ... ..	...	1
Cheltenham Leckhampton	11	11	Bourton-on-the-Water	10	10
Lansdown Junction	4	5	Stow-on-the-Wold ... ..	...	5
CHELTENHAM (M. Rd.)	1	1	KINGHAM	14	9
CHELTENHAM (St. J.) ... ..	...	...	

DOWN

Point-
to-Point
Times

Mins.

UP

Point-
to-Point
Times

Mins.

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

Hartlebury ... ..	...
Hartlebury Junction ... ..	...
Stourport Sand Siding ... ..	...
Stourport	8

D {	Kidderminster ... ..	...
	Kidderminster Junction ... ..	...

Bewdley Junction (South Box) ... ..	...
Bewdley	8*
Bewdley Junction (N. Box) ... ..	...

Up Trains {	Wyre Forest	18
	Cleobury Mortimer	5
	Stop Board	2
	Neen Sollars	8
	Newnham Bridge	5
	Tenbury Wells	8
	Easton Court	6
Woofferton	7	

Arley	9
Kinlet Sidings	3
Highley	3
Alveley Sidings ... ..	...
Hampton Loade	7
Eardington	6
Bridgnorth	6
Linley	11
Coalport	6
Iron Bridge and Broseley	6
Buildwas Junction ... ..	...
Buildwas Station	3
Cressage	9
Cound Halt ... ..	...
Berrington	10
Sutton Bridge Junction	9
Shrewsbury Station	4
Coton Hill	2

Coton Hill ... ..	...
Shrewsbury	1
Sutton Bridge Junction	4
Berrington	9
Cound Halt ... ..	...
Cressage	9
Buildwas Station	8
Buildwas Junction ... ..	...
Iron Bridge and Broseley	3
Coalport	6
Linley	6
Bridgnorth	10
Eardington	6
Hampton Loade	5
Alveley Sidings ... ..	...
Highley	7
Kinlet Sidings	3
Arley	3

Down Trains {	Woofferton ... ..	...
	Easton Court	6
	Tenbury Wells	6
	Newnham Bridge	8
	Neen Sollars	6
	Cleobury Mortimer	11
Wyre Forest ... ..	...

Bewdley Junction (North Box)	18½
Bewdley	9†
Bewdley Junction (South Box) ... ..	...

Down {	Kidderminster Junction	9
	Kidderminster ... ..	...

Stourport	10‡
Stourport Sand Sidings ... ..	...
Hartlebury Junction	7
Hartlebury	1

*—From Stourport and from Kidderminster Junction. †—From Arley. ‡—From Bewdley. Two minutes allowed for Signal Checks approaching Stourport Level Crossing. §—From Cleobury Mortimer.

Time Allowances for Freight Trains—continued

DOWN		Point-to-Point Times	UP		Point-to-Point Times
		Mins.			Mins.
GLOUCESTER AND DYMOCK					
GLOUCESTER (Central)		...	DYMOCK		...
Over Junction	...	4	Newent	...	10
Barber's Bridge	...	11	Barber's Bridge	...	11
Newent	...	12	Over Junction	...	11
DYMOCK	...	10	GLOUCESTER (Central)		4

WORCESTER AND BROMYARD

WORCESTER (Shrub Hill)	BROMYARD
Henwick ...	...	4	Stream Hall Siding ...	...	...
Bransford Road Junction ...	...	10	Suckley ...	...	14
Leigh Court ...	...	5	Knightwick ...	...	3
Knightwick ...	...	8	Leigh Court ...	...	8
Suckley ...	...	4	Bransford Road Junction ...	...	5
Stop Board ...	...	9	Henwick ...	...	6
Stream Hall Siding ...	...	...	WORCESTER (Tunnel Jcn.) ...	...	5
BROMYARD ...	...	2			

GLOUCESTER AND HEREFORD

GLOUCESTER "T" SIDINGS	Hereford (Barton)
Gloucester Central ...	...	3	Hereford (Worcester Sidings) ...	...	...
Over Junction ...	...	4	Hereford (Barr's Court) ...	...	3
Docks Branch Sidings ...	...	...	Rotherwas Junction ...	...	4
Oakle Street ...	...	9	Holme Lacy ...	...	9
Grange Court ...	...	5	Ballingham ...	...	7
Blaisdon Siding ...	...	4	Fawley ...	...	3
Longhope ...	...	7	Backney Siding ...	...	4
Mitcheldean Road ...	...	12	Ross-on-Wye ...	...	6
Stop Board ...	...	2	Mitcheldean Road ...	...	18
Ross-on-Wye ...	...	8	Stop Board ...	...	2
Backney Siding ...	...	6	Longhope ...	...	5
Fawley ...	...	4	Blaisdon Siding ...	...	5
Ballingham ...	...	2	Grange Court ...	...	4
Holme Lacy ...	...	9	Oakle Street ...	...	5
Rotherwas Junction ...	...	9	Over Sidings ...	...	...
Hereford (Barr's Court) ...	...	3	Docks Branch Sidings ...	...	...
Hereford (Worcester Sidings) ...	...	...	Over Junction ...	...	10
Hereford (Barton) ...	...	4	Gloucester Central ...	...	4
			Gloucester Old Yard ...	...	...
			GLOUCESTER "T" SIDINGS ...	...	4

BERKELEY ROAD AND LYDNEY JUNCTION

Berkeley Road ...	...	...	Lydney Junction ...	...	...
Berkeley Road South Junction ...	...	4	Otters Pool Junction ...	...	1
Berkeley Loop Junction ...	...	3	Severn Bridge ...	...	6
Berkeley ...	...	2	Sharpness ...	...	8
Sharpness South ...	...	5	Sharpness South ...	...	1
Sharpness ...	...	1	Berkeley ...	...	6
Severn Bridge ...	...	7	Berkeley Loop Junction ...	...	3
Otters Pool Junction ...	...	6			
Lydney Junction ...	...	3	Berkeley Road South Junction ...	...	4
			Berkeley Road ...	...	4

LYDNEY TOWN, SPEECH HOUSE ROAD AND WIMBERRY BRANCH

Lydney Town ...	...	...	Cannop Colliery Siding ...	...	...
Tufts Junction ...	...	9	Speech House Road ...	...	...
Princess Royal Siding ...	...	...	Biclad Siding ...	...	6
Whitecroft ...	...	4	Coleford Junction ...	...	6
Parkend ...	...	4	Parkend ...	...	2
Coleford Junction ...	...	3	Whitecroft ...	...	2
Biclad Siding ...	...	6	Princess Royal Siding ...	...	...
Speech House Road ...	...	6	Tufts Junction ...	...	6
Cannop Colliery Siding ...	...	...	Lydney Town ...	...	9

Time Allowances for Freight Trains—continued

DOWN				Point-to-Point Times	UP				Point-to-Point Times
				Mins					Mins.
FOREST OF DEAN BRANCH									
Bullo Pill ... ..	...	...	...	...	Cinderford (Whimsey) ... ..	...	...	...	...
Soudley Sidings ... ..	...	...	...	13	Northern United Sidings ... ..	...	...	...	...
Eastern United Colliery ... ..	...	...	...	9	Brick Works Siding ... ..	...	...	...	...
Ruspidge ... ..	...	...	...	2	Stop Board... ..	...	...	...	...
Bilson ... ..	...	...	...	...	Bilson ... ..	...	...	...	3
CINDERFORD ... ..	...	...	...	...	CINDERFORD ... ..	...	...	...	...
Bilson ... ..	...	...	...	3	Stop Board... ..	...	...	...	...
Northern United Sidings ... ..	...	...	...	...	Bilson ... ..	...	...	...	...
Cinderford (Whimsey) ... ..	...	...	...	4	Stop Board ... ..	...	...	...	4
					Ruspidge ... ..	...	...	...	...
					Eastern United Colliery ... ..	...	...	...	4
					Stop Board ... ..	...	...	...	6
					Soudley Sidings ... ..	...	...	...	...
					Bullo Pill ... ..	...	...	...	16

COLEFORD JUNCTION AND COLEFORD

Coleford Junction ... ..	...	...	...	...	Whitecliff Sidings ... ..	...	...	...	...
Milkwall ... ..	...	...	...	13	Coleford ... ..	...	...	...	...
Sling ... ..	...	...	...	...	Stop Board ... ..	...	...	...	5
Stop Board ... ..	...	...	...	2	Sling ... ..	...	...	...	...
Coleford ... ..	...	...	...	4	Milkwall ... ..	...	...	...	2
Whitecliff Sidings ... ..	...	...	...	...	Coleford Junction ... ..	...	...	...	17

STONEHOUSE (BRISTOL ROAD), STROUD AND NAILSWORTH

Stonehouse (Bristol Road) ... ..	...	...	...	...	Nailsworth ... ..	...	...	...	...
Dudbridge ... ..	...	...	...	10	Woodchester ... ..	...	...	...	...
Stroud ... ..	...	...	...	8	Stroud ... ..	...	...	...	...
Woodchester ... ..	...	...	...	7	Dudbridge ... ..	...	...	...	5
Nailsworth ... ..	...	...	...	7	Dudbridge ... ..	...	...	...	5
					Stonehouse (Bristol Road) ... ..	...	...	...	8

ROSS-ON-WYE AND LYDBROOK

Ross-on-Wye ... ..	...	...	...	—	Lydbrook ... ..	...	...	...	—
Kerne Bridge ... ..	...	...	...	11	Kerne Bridge ... ..	...	...	...	4
Lydbrook ... ..	...	...	...	4	Ross-on-Wye ... ..	...	...	...	12

ASHCHURCH AND UPTON-ON-SEVERN

DOWN				Point-to-Point Allowances			UP				Point-to-Point Allowances		
				F Head Code	H Head Code	J & K Head Codes					F Head Code	H Head Code	J & K Head Codes
				Mins.	Mins.	Mins.					Mins.	Mins.	Mins.
Ashchurch ... ..	...	...	...	4	5	5	Upton-on-Severn ... ..	...	...	...	4	5	6
Tewkesbury ... ..	...	...	...	8	9	10	Ripple ... ..	...	...	...	8	9	10
Ripple ... ..	...	...	...	7	8	8	Tewkesbury ... ..	...	...	...	4	5	5
Upton-on-Severn ... ..	...	...	...				Ashchurch ... ..	...	...	...

Engine Loads for Main Line Freight Trains—continued

SECTION		WORKING LOADS	MAXIMUM ENGINE LOADS																											
From	To	Maximum number of wagons to be conveyed except by Trains specially provided for in the Service Books or by arrangement.	For Group A Engines			For Group B Engines			For Group C Engines			For Group D Engines			For Group DX Engines			For Group E Engines			For Group EX Engines									
			Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Class 1 Traffic	Class 2 Traffic	Class 3 Traffic							
DOWN TRAINS	Honeybourne Stn. ...	80	24	32	48	60	27	36	54	68	30	40	60	75	40	53	80	100	44	59	88	100	48	64	96	100	53	71	100	100
	Stratford-upon-Avon	80	18	24	36	45	21	28	42	53	22	29	44	55	27	36	54	68	27	36	54	68	37	49	74	93	37	49	74	93
	Moreton-in-Marsh ...	80	23	31	46	58	27	36	54	68	29	39	58	73	38	51	76	95	42	56	84	100	47	63	94	100	52	69	100	100
	Stratford-upon-Avon	80	24	32	48	60	27	36	54	68	30	40	60	75	40	53	80	100	44	59	88	100	48	64	96	100	53	71	100	100
	Stratford-upon-Avon	80	23	31	46	58	27	36	54	68	29	39	58	73	38	51	76	95	42	56	84	100	47	63	94	100	52	69	100	100
	Honeybourne Stn. ...	80	23	31	46	58	27	36	54	68	29	39	58	73	38	51	76	95	42	56	84	100	47	63	94	100	52	69	100	100
	Honeybourne Stn. ...	80	18	24	36	45	21	28	42	53	22	29	44	55	27	36	54	68	27	36	54	68	37	49	74	93	37	49	74	93
	Toddington ...	80	33	44	66	83	38	51	76	95	45	60	90	100	63	83	100	100	61	81	100	100	66	88	100	100	74	99	100	100
	Bishop's Cleeve	80	37	49	74	93	43	57	86	100	45	60	90	100	63	83	100	100	69	92	100	100	75	100	100	100	82	100	100	100
	Malvern Road	80	23	31	46	58	27	36	54	68	29	39	58	73	38	51	76	95	42	56	84	100	47	63	94	100	52	69	100	100
Gloucester ...	60	23	31	46	58	27	36	54	68	29	39	58	73	38	51	76	95	42	56	84	100	47	63	94	100	52	69	100	100	
UP TRAINS	Stoke Gifford	60	33	44	66	83	38	51	76	95	42	56	84	100	55	73	100	100	61	81	100	100	66	88	100	100	74	99	100	100
	Gloucester ...	70	28	37	56	70	32	43	64	80	35	47	70	88	47	63	94	100	52	69	100	100	57	76	100	100	63	84	100	100
	Malvern Road	80	21	28	42	53	24	32	48	60	26	35	52	65	35	47	70	88	35	47	70	88	42	56	84	100	42	56	84	100
	Bishop's Cleeve	80	25	33	50	63	28	37	56	70	31	41	62	78	42	56	84	100	46	61	92	100	50	67	100	100	55	73	100	100
	Stratford-upon-Avon	80	27	36	54	68	31	41	62	78	33	44	66	83	44	59	88	100	48	64	96	100	53	71	100	100	58	77	100	100
	Moreton-in-Marsh	80	23	31	46	58	27	36	54	68	29	39	58	73	38	51	76	95	42	56	84	100	47	63	94	100	52	69	100	100
	Stratford-upon-Avon	80	18	24	36	45	21	28	42	53	22	29	44	55	27	36	54	68	27	36	54	68	37	49	74	93	37	49	74	93
	Honeybourne Stn. ...	80	23	31	46	58	27	36	54	68	29	39	58	73	38	51	76	95	42	56	84	100	47	63	94	100	52	69	100	100
	Stratford-upon-Avon	80	18	24	36	45	21	28	42	53	22	29	44	55	27	36	54	68	27	36	54	68	37	49	74	93	37	49	74	93
	Gloucester ...	60	23	31	46	58	27	36	54	68	29	39	58	73	38	51	76	95	42	56	84	100	47	63	94	100	52	69	100	100

ASSISTED TRAINS.—The load for trains assisted up inclines, except where otherwise shewn, will be the maximum load for the train engine, plus the maximum load the assistant engine can haul, as shewn in above table, but if there is only one brake van, and the assistant engine is at the rear, an additional wagon of Class 1 traffic or two empty wagons, not exceeding a total tare weight of 14 tons, may be conveyed in lieu of the second brake van for each assistant engine used.

Assisted Trains must not exceed the working loads unless authorised, and no train must exceed equivalent to 100 13-ton wagons.

For Instructions for Calculating Loads of Freight Trains see pages 218 and 219

[illegible]

Note.—B.R. Standard Class 9F (2-10-0) Locomotives may convey loads 10 per cent in excess of those shewn for Groups "E" and "EX" Engines over routes where authorised.

Engine Loads for Main Line Freight Trains—continued

SECTION			WORKING LOADS		MAXIMUM ENGINE LOADS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																		
					For Group A Engines			For Group B Engines			For Group C Engines			For Group D Engines			For Group E Engines																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
					Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empies	Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empies	Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empies	Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empies																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
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A—Maximum Engine Loads for 204 h.p. Diesel Mechanical Shunting Locomotives between Gloucester Old Yard and "T" Sidings or Barnwood Sidings are as follows:—

Class 1	Class 2	Class 3
20	27	40
20	27	40
20	27	40

Y—Freight trains requiring assistance, Kemble to Sapperton Sidings, must not exceed Group "E" load, i.e., 35 Class 1 or 70 Class 3 wagons, or equivalent to 66 wagons and brake van in length. Z—For load for Freight Trains carrying "C" and "D" Head Codes worked by 47XX, 49XX and 53XX Class Engines ("D" Group) etc., see page 218.

†—Trains from South Wales for Cheltenham line not to exceed 54 wagons unless shown in Marshalling Instructions or specially agreed by Control. When exceeding 51 wagons in length, good prior advice to be given by Control to Gloucester East Box.

Note.—B.R. Standard Class 9F (2-10-0) Locomotives may convey loads 10 per cent in excess of those shown for Groups "E" and "EX" Engines over routes where authorised.

Engine Loads for Main Line Freight Trains—continued

BRIMSCOMBE ASSISTANT ENGINES

Down Freight Trains to be confined to a single engine load for Sapperton Bank on leaving Swindon unless otherwise agreed by Gloucester Control.

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

4900 to 4999	} Marked D.X.
5900 to 5999	
6900 to 6999	
6800 to 6879	
7900 to 7929	} Marked E.X.
2800 to 2899	
3800 to 3866	

From	To	Working load.	D.X.				E.X.			
			1	2	3	Empties	1	2	3	Empties
DOWN TRAINS										
Swindon	Coates	70	69	92	100	100	75	100	100	100
Coates	Chalford	70	29	39	58	73	35	47	70	88
Chalford	Gloucester	70	69	92	100	100	82	100	100	100
Gloucester	Bullo Pill... ..	70	57	76	100	100	70	93	100	100
Bullo Pill	Lydney	70	60	80	100	100	73	97	100	100
Lydney	Chepstow	70	53	71	100	100	64	85	100	100
Chepstow	Severn Tunnel Jn. ...	70	69	92	100	100	82	100	100	100
UP TRAINS										
Severn Tunnel Jn. ...	Chepstow	60	36	48	72	90	43	57	86	100
Chepstow	Lydney	60	60	80	100	100	73	97	100	100
Lydney	Bullo Pill... ..	60	55	73	100	100	65	87	100	100
Bullo Pill	Over Junction	70	60	80	100	100	73	97	100	100
Over Junction	Gloucester " T " Sidings	60	37	49	74	93	45	60	90	100
Gloucester " T " Sidings...	Brimcombe	60	52	69	100	100	62	83	100	100
Brimcombe	Chalford	60	22	29	44	55	27	36	54	68
Chalford	Sapperton Sidings	60	19	25	38	48	23	31	46	58
Sapperton Sidings...	Swindon	70	55	73	100	100	66	88	100	100
CHELTENHAM										
Gloucester	Malvern Road	70	52	69	100	100	62	83	100	100
Malvern Road	Gloucester	80	68	91	100	100	82	100	100	100

ASSISTED TRAINS.—The load for trains assisted up inclines, except where otherwise shewn, will be the maximum load for the train engine plus the maximum load the assistant engine can haul, as shewn in above table, but if there is only one brake van, and the assistant engine is at the rear an additional wagon of Class 1 traffic or two additional empty wagons may be conveyed in lieu of the second brake van for each assistant engine used.

Assisted Trains must not exceed the Working Loads unless authorised, and no train must exceed 80 twenty-ton or 100 thirteen-ton wagons.

SOUTH WALES, GLOUCESTER AND WOODFORD (via Broom)

Class of Engine	Section of Line	ENGINE LOADS	
		Class 1 traffic.	Load limitation excluding Engine and van (length) on basis of wagons 21 ft. over buffers
8F. (W.D.2-8-0) 7F. (2-8-0)	Gloucester to Woodford (Up direction)	32	54
8F. (W.D.2-8-0) 7F. (2-8-0)	Woodford to Gloucester (Down direction)	37	60

ENGINE LOADS FOR BRANCH FREIGHT TRAINS

BRANCH		WORKING LOADS	MAXIMUM ENGINE LOADS																	
			For Group A Engines			For Group B Engines			For Group C Engines			For Group D Engines			For Group E Engines					
			Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Emples	Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Emples	Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Emples	Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Emples		
From	To	Maximum number of wagons to be conveyed except by specially provided for in the Service Books or by arrangement																		
DOWN TRAINS																				
BANBURY GENERAL AND KINGHAM																				
King's Sutton	...	80	30	40	60	75	35	47	70	88	37	49	74	93	60	80	100	100	100	100
Alderbury	...	80	21	28	42	53	24	32	48	60	26	35	52	65	42	56	84	100	100	100
Bloxham	...	60	18	24	36	45	19	25	38	48	22	29	44	55	37	49	74	93	93	93
Hook Norton	...	50	17	23	34	43	19	25	38	48	21	28	42	53	33	44	66	83	83	83
Chipping Norton	...	50	17	23	34	43	19	25	38	48	21	28	42	53	33	44	66	83	83	83
UP TRAINS																				
Kingham	...	45	17	23	34	43	20	27	40	50	22	29	44	55	35	47	70	88	88	88
Chipping Norton	...	45	15	20	30	38	17	23	34	43	18	24	36	45	30	40	60	75	75	75
Hook Norton	...	80	33	44	66	83	38	51	76	95	42	56	84	100	66	88	100	100	100	100
KINGHAM AND CHELTENHAM																				
Kingham	...	41	16	21	32	40	18	24	36	45	20	27	40	50	32	43	64	80	80	80
Stow-on-Wold	...	41	25	33	50	63	28	37	56	70	32	43	64	80	50	67	100	100	100	100
Bourton-on-Water	...	45	12	16	24	30	13	17	26	33	14	19	28	35	23	31	46	58	58	58
Andoversford	...	60	33	44	66	83	35	47	70	88	37	49	74	93	62	83	100	100	100	100
Cheltenham	...	60	20	27	40	50	23	31	46	58	25	33	50	63	40	53	80	100	100	100
Leckhampton	...	60	14	19	28	35	16	21	32	40	17	23	34	43	22	29	44	55	55	55
Charlton Kings	...	60	13	17	26	33	15	20	30	38	17	23	34	43	20	27	40	50	50	50
Andoversford	...	45	12	16	24	30	13	17	26	33	14	19	28	35	23	31	46	58	58	58
Norgrove	...	41	29	39	58	73	33	44	66	83	37	49	74	93	62	83	100	100	100	100
Bourton-on-Water	...	41	16	21	32	40	18	24	36	45	20	27	40	50	32	43	64	80	80	80
Stow-on-Wold	...	45	29	39	58	73	33	44	66	83	37	49	74	93	62	83	100	100	100	100
MORETON-IN-MARSH AND SHIPSTON-ON-STOUR																				
Moreton-in-Marsh	...	25	19	25	38	48	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Shipston-on-Stour	...	25	12	16	24	30	—	—	—	—	—	—	—	—	—	—	—	—	—	—
WORCESTER AND BROMYARD																				
Worcester	...	45	26	35	52	65	30	40	60	75	32	43	64	80	—	—	—	—	—	—
Leigh Court	...		18	24	36	45	21	28	42	53	22	29	44	55	—	—	—	—	—	—
Knightwick	...		15	20	30	38	17	23	34	43	18	24	36	45	—	—	—	—	—	—
Suckley	...		12	16	24	30	14	19	28	35	16	21	32	40	—	—	—	—	—	—
Bromyard	...		12	16	24	30	13	17	26	33	14	19	28	35	—	—	—	—	—	—
Suckley	...		21	28	42	53	24	32	48	60	26	35	52	65	—	—	—	—	—	—

ASSISTED TRAINS.—The load for trains assisted up inclines, except where otherwise shewn, will be the maximum load for the train engine, plus the maximum load the assistant engine can haul, as shewn in the above table, but if there is only one brake van, and the assistant engine is at the rear, an additional wagon of Class 1 traffic, or two empty wagons not exceeding a total tare weight of 14 tons, may be conveyed in lieu of the second brake van for each assistant engine used.

Assisted Trains must not exceed the working loads unless authorised, and no train must exceed the equivalent of 100 13-ton wagons.

For Instructions for Calculating Loads of Freight Trains, see pages 218 and 219

Engine Loads for Branch Freight Trains—continued

BRANCH		WORKING LOADS		MAXIMUM ENGINE LOADS																																	
		For Group A Engines						For Group B Engines						For Group C Engines						For Group D Engines						For Group E Engines						For Group EX Engines					
		Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties	Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties	Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties	Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties	Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties	Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties	Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties	Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties				
From	To	Maximum number of wagons to be conveyed except by Training specially provided for in the Service Books or by arrangement																																			
DOWN TRAINS																																					
Evesham ...	Ashchurch ...	53	28	37	56	70	32	43	64	80	36	48	72	90	47	63	94	100	52	69	100	100	57	76	100	100	63	84	100	100	63	84	100	100			
UP TRAINS																																					
Ashchurch ...	Evesham ...	54	31	41	62	78	36	48	72	90	38	51	76	95	51	68	100	100	56	75	100	100	61	81	100	100	67	89	100	100	67	89	100	100			
STOKE WORKS																																					
Droitwich...	Stoke Works	50	24	32	48	60	—	—	—	—	For 57XX Engines only.						—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
Stoke Works	Droitwich ...	50	33	44	66	83	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
KIDDERMINSTER, BEWDLEY, TENBURY WELLS AND WOOLFERTON																																					
DOWN TRAINS																																					
Newnham Bridge ...	Newnham Bridge	45	33	44	66	83	38	51	76	95	42	56	84	100	55	73	100	100	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
Newnham Bridge	Cleobury Mortimer	45	15	20	30	38	17	23	34	43	18	24	36	45	25	33	50	63	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
Cleobury Mortimer	Bewdley ...	45	17	23	34	43	19	25	38	48	21	28	42	53	27	36	54	68	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
Bewdley ...	Kidderminster	45	18	24	36	45	21	28	42	53	22	29	44	55	30	40	60	75	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
UP TRAINS																																					
Kidderminster	Bowdley ...	45	37	49	74	93	43	57	86	100	47	63	94	100	63	84	100	100	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
Bowdley ...	Cleobury Mortimer	45	13	17	26	33	15	20	30	38	17	23	34	43	22	29	44	55	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
Cleobury Mortimer	Neen Sollars	45	17	23	34	43	19	25	38	48	21	28	42	53	27	36	54	68	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
Neen Sollars	Newnham Bridge	45	33	44	66	83	38	51	76	95	42	56	84	100	55	73	100	100	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
Newnham Bridge	Tenbury Wells	45	25	33	50	63	29	39	58	73	31	41	62	78	42	56	84	100	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
Tenbury Wells	Woolferton Jn.	45	23	31	46	58	27	36	54	68	29	39	58	73	38	51	76	95	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
HARTLEBURY, BRIDGNORTH AND SHREWSBURY (SEVERN VALLEY BRANCH)																																					
Hartlebury	Stourport ...	45	28	37	56	70	32	43	64	80	35	47	70	88	47	63	94	100	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
Stourport ...	Bewdley	45	24	32	48	60	27	36	54	68	30	40	60	75	40	53	80	100	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
Bewdley	Highley	45	28	37	56	70	32	43	64	80	35	47	70	88	47	63	94	100	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
Highley	Bridgnorth	45	18	24	36	45	21	28	42	53	22	29	44	55	30	40	60	75	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
Bridgnorth	Ironbridge	45	21	28	42	53	24	32	48	60	26	35	52	65	34	45	68	85	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
Ironbridge	Buildwas	45	27	36	54	68	31	41	62	78	33	44	66	83	44	59	88	100	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
Buildwas	Berrington	45	22	29	44	55	25	33	50	63	27	36	54	68	36	48	72	90	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
Berrington	Shrewsbury ...	45	24	32	48	60	27	36	54	68	30	40	60	75	40	53	80	100	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
Shrewsbury ...	Berrington	45	21	28	42	53	24	32	48	60	26	35	52	65	34	45	68	85	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
Berrington	Buildwas	45	22	29	44	55	25	33	50	63	27	36	54	68	36	48	72	90	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
Buildwas	Linley	45	29	39	58	73	33	44	66	83	37	49	74	93	48	64	96	100	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
Linley	Bridgnorth	45	21	28	42	53	24	32	48	60	26	35	52	65	34	45	68	85	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
Bridgnorth	Highley A	45	18	24	36	45	21	28	42	53	22	29	44	55	30	40	60	75	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
Highley A	Bewdley A	45	32	43	64	80	37	49	74	93	39	52	78	98	52	69	100	100	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
Bewdley A	Hartlebury	45	18	24	36	45	21	28	42	53	22	29	44	55	30	40	60	75	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			

A.—The maximum loads for trains starting from Alveley Sidings via the exit at the Highley end are:—

Group "B" engines—17 Class 1.

The maximum loads for trains propelled from the Sidings at the Hampton Load end in accordance with the special instructions and starting from the single line are:—

Group "B" engines—21 Class 1.

Group "B" engines—21 Class 1.

Group "B" engines—21 Class 1.

Group "B" engines—21 Class 1.

Group "B" engines—21 Class 1.

Group "B" engines—21 Class 1.

Group "B" engines—21 Class 1.

Group "B" engines—21 Class 1.

Group "B" engines—21 Class 1.

Group "B" engines—21 Class 1.

ASSISTED TRAINS.—The load for trains assisted up inclines, except where otherwise shown, will be the maximum load for the train engine, plus the maximum load the assistant engine can haul, as shown in the above table, but if there is only one brake van, and the assistant engine is at the rear, an additional wagon of Class 1 traffic, or two empty wagons not exceeding a total tare weight of 14 tons, may be conveyed in lieu of the second brake van for each assistant engine used.

Assisted Trains must not exceed the working loads unless authorised, and no train must exceed the equivalent of 100 13-ton wagons.

For Instructions for Calculating Loads of Freight Trains, see pages 218 and 219.

Engine Loads for Branch Freight Trains—continued

BRANCH		WORKING LOADS	For Group "A" Engines (Except where otherwise stated)				Remarks
From	To	Maximum number of wagons to be conveyed except by Trains specially provided for in the Service Books or by arrangement	Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties	
CIRENCESTER							
Kemble	Cirencester	60	33	44	66	83	
Cirencester	Kemble	60	37	49	74	93	
TETBURY							
Kemble	Tetbury	30	8	11	16	20	
Tetbury	Kemble	30	9	12	18	23	Pass. Tank Engine.
GLOUCESTER AND DYMOCOCK							
Over Junction	Newent	55	30	40	60	75	Group "A" Engines.
Newent	Dymock	40	15	20	30	38	
Dymock	Newent	40	15	20	30	38	
Newent	Over Junction	50	33	44	66	83	
Over Junction	Newent	55	37	49	74	93	Group "D" 2-6-0 Engines
Newent	Dymock	40	25	33	50	63	
Dymock	Newent	40	25	33	50	63	
Newent	Over Junction	50	42	56	84	100	
SEVERN AND WYE LINES. (See page 176 for loadings between Lydney Jn. and Berkeley Road).							
Lydney	Coleford Junction	—	22	29	44	55	Group "A" 0-6-0T 16XX class Engines
Coleford Junction	Speech House Road	—	17	23	34	43	
Speech House Road	Serridge	—	8	11	16	20	
Serridge	Speech House Road	—	22	29	44	55	
Speech House Road	Lydney	—	42	56	84	100	Group "C" 0-6-0T Yellow class Engines
Tufts Junction	Princess Royal Sidings	—	7	9	14	18	
Coleford Junction	Coleford	—	6	8	12	15	
Coleford	Milkwall	—	8	11	16	20	
Coleford	Whitecliffe Siding	—	33	44	66	83	Group "A" 0-6-0T 16XX class Engines
Whitecliffe Siding	Coleford	—	9	12	18	23	
Princess Royal Sidings	Tufts Junction	—	42	56	84	100	
Lydney Junction	Coleford Junction	—	28	37	56	70	
Coleford Junction	Coleford	—	7	9	14	18	Group "C" 0-6-0T Yellow class Engines
Whitecliffe Siding	Coleford	—	12	16	24	30	
Coleford	Milkwall	—	10	13	20	25	
Milkwall	Coleford Junction	—	21	28	42	53	
Coleford Junction	Lydney Junction	—	47	63	94	100	
FOREST OF DEAN LINES							
Bullo Pill	Bilson	40	10	13	20	25	
Bullo Pill	Bilson	40	11‡	15‡	20‡	26‡	
Bilson	Cinderford	—	—	—	—	—	
Bilson	Whimsay	—	—	—	—	—	
Bilson	Bullo Pill	40	33	44	66	83	
§Bilson	Northern United Sidings	20	—	—	—	20	
§Bilson	Northern United Sidings	20	—	—	—	30‡	
Northern United Sidings	Bilson	40	29	—	—	—	
Northern United Sidings	Bilson	40	33‡	—	—	—	
Bullo Pill	Bullo Docks	30	25	33	50	63	
Bullo Docks	Bullo Pill	30	7	9	14	18	
GLOUCESTER DOCKS							
Gloucester Docks Branch	To Docks	100	33	44	66	83	
	From Docks	100	37	49	74	93	

‡—Group "C" 57, 67, 77, 87 or 97XX.

§—To be propelled Bilson to Northern United Sidings

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 shewn otherwise, trains must not exceed the speeds set out below:—

	Speed
1. On double lines when passing through Junctions between parallel lines or through crossover 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
Notes.—1. 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.	
2. 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 ...	45
8. When "Dead" locomotives are being conveyed ...	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 herewith) must be observed.

Instances where the above authority is qualified are detailed below:—

Route (a) over triangle Worcester Shrub Hill, Rainbow Hill, Tunnel Junction ...	Up to and including five permitted engines may work in steam coupled together over routes (a), (b) and (c).
Route (b) over triangle Worcester Loco. Shed to Goods Yard ...	
Route (c) between Kidderminster and Stourport via Bewdley or Hartlebury ...	Up to and including five permitted engines may work in steam coupled together between these points.
Cheltenham and Gloucester ...	See separate instructions, page K205.
Arley—Victoria Bridge (140m. 35c.) ...	Two engines coupled together must not, in any circumstances, be run over the bridge.
Severn Bridge ...	See separate instructions, page K207.
Chepstow ...	

SPEED OF TRAINS THROUGH JUNCTIONS AND AT OTHER SPECIFIED PLACES

Until further notice the maximum permissible speed of trains on the Down and Up Main Line between the following points will be as high as may be necessary, subject to the observance of all permanent and temporary speed restrictions:—

WORCESTER AND HEREFORD
SWINDON AND CHEPSTOW (via Gloucester)
DIDCOT AND YARNTON

The above does not alter any special restrictions laid down for the Gas Turbine Engine.

IMPORTANT.—The speed of trains must not exceed 75 miles per hour at any place except between the points listed above. Inspectors, Signalmen, and others must report to their superior officer every case in which trains run in excess of speed limits shewn below, and full particulars must be forwarded at once to the District Operating Superintendent.

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

Trains entering, working over or leaving Goods Loops must not exceed 10 m.p.h. except those loops situated between Bristol (T.M.) and Birmingham New Street, where the speed must not exceed 15 m.p.h. or such lower speed as may be indicated.

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 Platforms.		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. 50c. ...	94m. 2c. ...	50

Speed of Trains Through Junctions—continued

Name of Place	Direction of Train		Miles per Hour
	From	To	
OXFORD AND STOURBRIDGE JUNCTION—continued			
DOWN LINE—continued			
Honeybourne South Loop Junction	Main Line	Branch Line	25
Honeybourne Station South	Main Line	Relief (101m. 43½c.)	20
Honeybourne Station South	Branch Line (101m. 55½c.)	Main Line	15
Honeybourne Station North	Relief Line (102m. 2½c.)	Main Line	20
Evesham Station	106m. 40c.	106m. 60c.	60
Evesham	Over River Avon Bridge at 107 m. 0 ch. (Applies only to three or more light engines coupled together.)		5
Norton Junction	Ashchurch	Worcester	15
Worcester Wylds Lane Junction	Main Line	Goods Yard	15
Worcester Shrub Hill Station	Through Middle Line		10
Worcester Shrub Hill Station	Through Scissors Crossovers between P	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 (126m. 21c.)	Stoke Works (126m. 50c.)	20
Hartlebury Junction	Main Line	Branch Line	10
Kidderminster Junction	Branch Line	Main Line	15
Stourbridge Junction	Main Line (142m. to 142m. 15c.)		40
Stourbridge Junction	Main	Relief Platform	15
UP LINE			
Stourbridge Junction	Relief Platform	Main	15
Stourbridge Junction	Main Line (142m. 15c. 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 (126m. 50c.)	Worcester (126m. 21c.)	20
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 P	Platforms	10
Worcester Shrub Hill Station	Through Middle Line		10
Worcester Wyld's Lane Junction	Goods Yard	Main Line	15
Norton Junction	Worcester	Ashchurch	15
Evesham	Over River Avon Bridge at 107m. 0c. (Applies only to three or more light engines coupled together.)		5
Evesham Station	106m. 60c.	106m. 40c.	60
Honeybourne Station North	Main Line	Relief Line (102m. 2½c.)	20
Honeybourne Station South	Main Line	Branch Line (101m. 55½c.)	15
Honeybourne Station South	Relief Line (101m. 43½c.)	Main Line	20
Honeybourne Station South	Relief Line (101m. 30c.)	Main Line	20
Honeybourne South Loop	Branch Line	Main Line	25
Aston Magna	94m. 2c.	93m. 50c.	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.		10
Oxford Station South	Up Platform	Main Line	15
WORCESTER AND HEREFORD			
UP LINE			
Hereford, Aylestone 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
Barton Curve	Barton		10
Brecon Curve Junction	To Barton		10
Shelwick Junction	Hereford	Worcester	20
Between Withington and Stoke Edith (145m. 20c. and 145 m.p.)	Hereford	Worcester	60
Ledbury North End	Single Line	Up Main	40
Ledbury Station	Up Main	Single Line	55
Colwall	Up Main	Single Line	25
Bransford Road Junction	Bromyard	Henwick	15

Speed of Trains Through Junctions—continued

Name of Place	Direction of Train		Miles per Hour
	From	To	
WORCESTER AND HEREFORD—continued			
UP LINE—continued			
Between Henwick and Worcester (Foregate Street). (121m. 50c. and 121m. 30c.)	Hereford	Worcester	55
Worcester Tunnel Junction	Hereford Line	Droitwich	25
Worcester Rainbow Hill Junction	Hereford Line	Worcester Shrub Hill	10
Worcester Rainbow Hill Junction	Hereford Line	Worcester Tunnel Junction	15
Worcester Shrub Hill Junction	Hereford Line	Worcester Shrub Hill Station	20
Worcester Shrub Hill Station	Through Middle Line ... ..	... ..	10
Worcester Shrub Hill Station	Through Scissors Crossovers between p	platforms	10
DOWN LINE			
Worcester Shrub Hill Station	Through Scissors Crossovers between p	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. 30c. and 121m. 50c.)	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	25
Between Stoke Edith and Withington (145 m.p. and 145m. 20c.)	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
Barr's Court Junction and Aylestone Hill	Speed over all running lines between the specially mentioned,	se points except through Junctions	20
STRATFORD-UPON-AVON, CHELTENHAM AND STANDISH JUNCTION			
DOWN LINE			
Stratford-upon-Avon East, 8m. 63c. and 9m. 25c.	Over Reverse Curves ... ..	... ..	35
Stratford-upon-Avon East	Main	Goods Yard	15
Stratford-upon-Avon (Ex-L.M.R. Junction)	Main Line	Ex-L.M.R. Line	5
Stratford-upon-Avon and Milcote	Through New Junction ... ..	... ..	60
Honeybourne Station South	Branch Line	Main Line	15
Honeybourne Station South	Cheltenham to Honeybourne Trains ... ..	... ..	20
Honeybourne West Junction	Cheltenham Line Trains ... ..	... ..	20
Honeybourne South Loop Junction	Main Line	Branch Line	25
Honeybourne East Junction	South Loop Junction Trains ... ..	... ..	25
Honeybourne East Junction	All down Trains to Cheltenham and Honeybourne ... ..	... ..	40
Toddington and Bishops Cleeve 11m. 40c. and 13 m.p.	All Down Trains ... ..	... ..	60
Cheltenham Malvern Road East	Honeybourne	Gloucester	25
Lansdown Junction	Down Main	Down Relief (commencement of Relief Line)	40
Lansdown Junction	Down Main	Down Relief (through Crossover Road)	40
Lansdown Junction	Cheltenham (Malvern Road)	Leckhampton	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. 25c. to 2m. 70c.	Cheltenham	Gloucester	50
Engine Shed Junction Down Main and Down Relief	Cheltenham	Gloucester	35
Engine Shed Junction	All Crossovers in vicinity of ... ..	... ..	15
Engine Shed Junction	Down Main	Stonehouse	35
Engine Shed Junction	Down Relief	Stonehouse	35
Gloucester South Junction	Cheltenham	Stonehouse	40
Standish Junction	Gloucester South Junction	Stonehouse (Bristol Road)	35

Speed of Trains Through Junctions—continued

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Name of Place	Direction of Train		Miles per Hour
	From	To	
STRATFORD-UPON-AVON, CHEL TENHAM AND STANDISH JUNCTION—continued			
UP LINE			
Standish Junction	Stonehouse (Bristol Road)	Gloucester South Junction	35
Gloucester South Junction	Stonehouse	Cheltenham	40
Engine Shed Junction	Stonehouse	Cheltenham	35
Engine Shed Junction	All Crossovers in the vicinity of	Cheltenham	15
Engine Shed Junction Up Main and Up Relief	Gloucester	Cheltenham	35
Churchdown	Up Main	Up Relief	40
Churchdown	Up Relief	Up Main	40
Churchdown (Up Relief) 3m. 0c. to 3m. 20c.	Gloucester	Cheltenham	50
Hatherley Junction	Up Relief	Up Main	40
Lansdown Junction	Up Relief	Up Main	40
Lansdown Junction	Leckhampton	Cheltenham (Malvern Road)	40
Lansdown Junction	Up Main	Cheltenham (Lansdown)	40
Cheltenham Malvern Road East	Gloucester	Honeybourne	25
Bishops Cleeve and Toddington 13m.p. and 11m. 40c.	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. 48c.	Main Line	20
Honeybourne Station South	Relief 101m. 25c.	Main Line	20
Honeybourne West Junction	Cheltenham Line Trains ... ..	... ..	20
Honeybourne South Loop Junction	Branch Line	Main Line	25
Honeybourne East Junction	South Loop Junction Trains ... ..	... ..	25
Honeybourne East Junction	All Up Trains from Cheltenham—Honeybourne Line ... ..	... ..	40
Milcote to Stratford-upon-Avon	Through New Junction ... ..	... ..	60
Stratford-on-Avon (L.M.R.) Junction	L.M.R. Line	Main Line	5
Stratford-on-Avon West	Main	Platform Loop	5
Stratford-on-Avon East	Platform Loop	Main	15
Stratford-on-Avon East	Goods Yard	Main	15
Stratford-on-Avon East, 9m. 25c. and 8m. 63c.	Over Reverse Curves ... ..	... ..	35
BARNT GREEN MAIN LINE JUNCTION AND CHARFIELD			
DOWN LINE			
Bromsgrove Station	Down Fast and Down Slow Lines between Bromsgrove Station Down Home Signals and Bromsgrove South Box ... ..	... ..	10
Bromsgrove South to Stoke Works Junction	Maximum Permissible Speed on Slow Lines ... ..	... ..	—
Stoke Works Junction	Through Junction to Spetchley on Fast Lines ... ..	... ..	60
Stoke Works Junction	Through Junction to Worcester on Fast Lines ... ..	... ..	40
Stoke Works Junction	Down Slow to Down Main for Spetchley ... ..	... ..	30
Stoke Works Junction	Through Junction from Down Slow to Down Fast for Worcester ... ..	... ..	25
Abbotts Wood Junction	Through Junction from Spetchley ... ..	... ..	70
Cheltenham Spa (High Street)	When passing over connections at High Works Sidings	Street Sidings when working from Gas	10
Cheltenham Spa (Lansdown Station)	Over curves north of Station 85½ to 85½ m.p. ... ..	... ..	60
Cheltenham Spa (Lansdown Station)	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
Gloucester (Engine Shed Junction)	Through Junction	Gloucester South Junction	35
Gloucester (Tramway Junction)	Goods Line	Avoiding Line	10
Gloucester (Tramway Junction)	Main Line through Tramway Junction and these Junctions	and Barton Street Junction and between	20
Gloucester (Tramway Junction)	Goods Line through Tramway Junction and these Junctions	and Barton Street Junction and between	15
Barton Street Junction	Through Junction	Southgate Street	15
Barton Street Junction	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	15
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	15
Standish Junction	Stonehouse (Bristol Road)	Gloucester South Junction	35
Tuffley Junction	Tuffley Branch	Through Junction	15

Name of Place	Direction of Train		Miles per Hour
	From	To	
BARNT GREEN MAIN LINE JUNCTION AND CHARFIELD—continued.			
UP LINE—continued			
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 ...	Through Junction ...	35
Churchdown ...	Main ...	Relief ...	40
Churchdown ...	Relief ...	Main ...	40
Churchdown Relief Line (90 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, 85½ m.p. and 85 m.p.	Over curves North of Station ...	... ..	60
Cheltenham (High Street) ...	When passing over connections at High Street Sidings.	Street Sidings when working from Gas Works Sidings.	10
Ashchurch ...	Through Junction ...	Tewkesbury ...	10
Ashchurch ...	Through Junction ...	Evesham ...	20
Abbots Wood Junction ...	Through Junction ...	Worcester ...	30
Abbots Wood Junction ...	Through Junction ...	Spetchley ...	70
Stoke Works Junction ...	Through Junction from Up Main to Up Spetchley ...	... ..	25
Stoke Works Junction ...	Spetchley ...	Through Junction on Fast Lines...	60
Stoke Works Junction ...	Worcester ...	Through Junction to Up Fast Line	40
Stoke Works Junction ...	Worcester ...	Through Junction to Up Slow Line	30
Bromsgrove ...	Through Station ...	... ..	30
SWINDON TO GLOUCESTER AND BEACHLEY JUNCTION			
DOWN MAIN LINE			
Swindon West ...	Down Through Line ...	Down Gloucester Line ...	10
Swindon Station West Box ...	Down Platform or Down Gloucester Platform Line.	Down Main or to 77m. 40c. on Down Gloucester Line.	15
Swindon (Gloucester Line) ...	Between 77m. 40c. and 77m. 60c.	... ..	30
Brimscombe Incline, between Sapperton Tunnel West End and Brimscombe Station.	All Passenger Trains over the reverse curves.	(See note A) ...	40*
Brimscombe Station and Stroud ...	All Down Trains over the reverse curves	... ..	45
Standish Junction ...	Stonehouse (Bristol Road) ...	Gloucester South Junction ...	35
Gloucester South Junction ...	Stonehouse ...	Cheltenham ...	40
Gloucester South Junction Box, between 113m. 12c. and 113m. 15c. (over curves in Main Line).	Swindon ...	Gloucester ...	20
Tramway Junction, between 113m. 49c. and 113m. 59c.	Swindon ...	Gloucester ...	10
Gloucester Station ...	Cheltenham ...	Gloucester ...	10
Gloucester Station ...	Main Line ...	Platform Line ...	15
Gloucester Station ...	Platform Line ...	Main Line ...	15
Gloucester East and Over Junction 114m. 0c. to 114m. 40c.	When passing from one line to another through Scissors Crossover Roads between platforms.	... ..	5
Gloucester West and Over Junction 114m. 40c. to 115m. 70c.	All trains ...	... ..	40
Over Junction ...	All trains ...	... ..	60
Over Junction ...	Gloucester ...	Dymock ...	10
Over Junction ...	Between Main Line and Docks Branch ...	... ..	10
Bullo Pill West Box ...	Main Line ...	Forest Branch ...	15
Awre Junction and Lydney Junction (129mp. to 133m. 60ch.)	Gloucester ...	Newport ...	60
UP MAIN LINE			
Lydney ...	Main Line ...	Severn and Wye Line ...	15
Lydney Junction and Awre Junction 133m. 60c. to 129 m.p.	Newport ...	Gloucester ...	60
Bullo Pill West Box ...	Forest Branch ...	Main Line ...	10
Over Junction, between Signal Box and 115½ m.p.	Chepstow ...	Gloucester ...	60
Over Junction ...	Dymock ...	Gloucester ...	10
Over Junction ...	Between Main Line and Docks Branch ...	... ..	10
Over Junction and Gloucester West 115m. 40c. to 114m. 40c.	All trains ...	... ..	60
Over Junction and Gloucester East 114m. 40c. to 114m. 0c.	All trains ...	... ..	40
Gloucester Station ...	Main Line ...	Platform Line ...	15

*—Permanent Speed Restriction Indicator provided.

A—Freight trains must not exceed 20 m.p.h. when descending this incline.

Speed of Trains Through Junctions—continued

Name of Place	Direction of Train		Miles per Hour
	From	To	
SWINDON TO GLOUCESTER AND D BEACHLEY JUNCTION—continued			
UP MAIN LINE—continued			
Gloucester Station	Platform Line	Main Line	15
Gloucester Station	When passing from one line to another through Scissors Crossover Roads between platforms.		5
Tramway Junction, between 113m. 59c. and 113m. 49c.	Gloucester	Swindon	10
Gloucester South Junction Box, between 113m. 15c. and 113m. 12c. (over curves in Main Line).	Gloucester	Cheltenham	10
Gloucester South Junction	Gloucester	Swindon	20
Standish Junction	Cheltenham	Stonehouse	40
Stroud and Sapperton Tunnel	Gloucester South Junction	Stonehouse (Bristol Road)	35
Swindon Station West Box	All Up Trains between 102m. 13c. and 95m. 74c.		50
Swindon Station West Box	Up Main	Up Main Platform	20
Swindon:—	Up Gloucester Line	Up Main or Up Main Platform	15
From 77m. 60c. to 77m. 40c.	Gloucester	Swindon	30
From 77m. 40c. to 77m. 25c.	All Up Gloucester Trains between 77m. 40c. and Up Gloucester Platform Line		20
MORETON-IN-MARSH AND SHIPSTON-ON-STOUR			
The Speed of Trains or Engines working over this Branch must not exceed 10 miles per hour at any point, and 4 miles per hour when passing over any of the Eight Level Crossings.			
Stop Dead Boards are fixed at 92 miles 29½ chains and 98 miles 6½ chains.			
For instructions respecting the manipulation of the Crossing Gates by Trainmen, etc., and other arrangements connected with the working of this Branch, see printed Notice No. W71, dated July 1st, 1929.			
BANBURY GENERAL AND KINGHAM			
King's Sutton Junction, 82m. 65c.	Between Main Line and Banbury and Cheltenham 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. (Trains to be brought under proper control so that the brakes shall not be applied while passing over the viaducts this.)		20*
Chipping Norton	All Up and Down Trains, Single Line to Loops		20
Kingham	Main Line and Cheltenham Branch. All Up and Down Trains		15
Kingham	Banbury Branch	Main Line	15
Kingham	Cheltenham	Kingham Station	20
KINGHAM AND CHELTENHAM SPA			
Kingham	Main Line and Cheltenham Branch—All Up and Down Trains		15
Kingham	Banbury Branch	Main Line	15
Kingham	Cheltenham	Kingham	20
Kingham	Single line to Up	Branch Line	20
Stow-on-the-Wold and Kingham	Cheltenham at 85½ m.p.	Kingham	15*
Bourton-on-the-Water	Cheltenham	Kingham	25
Notgrove (Down Loop)	Kingham	Cheltenham	25
Andoversford Junction	Kingham	Cheltenham	25
Andoversford Junction	Andover Line	Cheltenham	15
Andoversford Junction	Cheltenham	Andover Line	15
Lansdown Junction	Leckhampton	Cheltenham (Malvern Road)	40
Lansdown Junction	Cheltenham (Malvern Road)	Leckhampton	40
The speed of trains between Kingham and Andoversford must not exceed 30 m.p.h. in either direction, and between Andoversford and Lansdown Junction must not exceed 40 m.p.h. and must be further restricted to lower speeds as shewn above.			
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 shewn below:—			
Hartlebury Junction	Main	Branch	10
Hartlebury Junction	Branch	Main	10
Stourport-on-Severn	All Up and Down Trains over connection at 134m. 26c.		25
Stourport-on-Severn	Single Line to Down Platform Line, 134m. 45c.		15
Stourport-on-Severn	Single Line to Up Platform Line, 134m. 60c.		15
Bewdley South Junction	All Trains		15
Bewdley North Junction	All Trains		15
Bewdley and Arley	All Up and Down Trains between 139m. 30c. 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
Arley	To and from Loop		10
Between Arley and Hampton Load	All Up and Down Trains between 141½ m.p. and 144m. 70c.		35
Hampton Load	To and from Loop		10

*—Permanent Speed Restriction Indicator provided.

Name of Place	Direction of Train		Miles per Hour
	From	To	
HARTLEBURY JUNCTION, BRIDGNORTH AND SHREWSBURY— continued			
Bridgnorth	To and from Loop	...	15
Between Bridgnorth and Iron Bridge ...	All Up and Down Trains between 153m.	67c. and 156m. 74c.	40
Coalport and Iron Bridge ...	All Up and Down Trains between 156 m.	74 c. and 158m. 50c.	25*
Iron Bridge and Broseley ...	To and from Loop	...	15
Buildwas Junction ...	Iron Bridge	Cressage	15
Between Buildwas and Cressage ...	Cressage	Iron Bridge	15
Cressage ...	All Up and Down Trains between 161 m.	66 c. and 162m. 35c.	25*
Berrington ...	All Up and Down Trains through Station	...	15
Sutton Bridge Junction ...	To and from Branch	...	15
Shrewsbury ...	All Trains entering or leaving Station	...	10
WOOFFERTON JUNCTION AND KIDDERMINSTER JUNCTION			
The speed of all Up and Down trains between Woofferton and Kidderminster Junction must not exceed 45 m.p.h. and must be further restricted to lower speeds as shown below.			
DOWN LINE			
Woofferton Junction ...	S. and H. Line	Bewdley	15
Tenbury Wells ...	All trains leaving Down Loop	...	25
Between Tenbury Wells and Neen Sollars	All trains between 151 m. 20 c. and 149	m. 27 c.	35
Between Neen Sollars and Cleobury Mortimer.	All trains between 146 m. 78 c. and 146	m. 38 c.	35
Bewdley ...	Curve over River Severn Bridge between	n 138m. 35c. and 138m. 14c.	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, 138m.	14c. to 138m. 35c.	15*
Cleobury Mortimer (through Station and Yard).	Bewdley	Neen Sollars	15
Between Cleobury Mortimer and Neen Sollars.	All trains between 146 m. 38 c. and 146	m. 78 c.	35
Neen Sollars (through Station and Yard)	Cleobury Mortimer	Woofferton	15
Between Neen Sollars and Tenbury Wells	All trains between 149 m. 27 c. and 15	1 m. 20 c.	35
Tenbury Wells ...	All trains entering and leaving Up Loop	...	20
BRANCH LINES			
BROOM JUNCTION AND STRATFORD-UPON-AVON (OLD TOWN)			
Broom Junction North ...	Alcester	Stratford-upon-Avon	15
Broom Junction East ...	Up Trains through Junction	...	15
Broom Junction West ...	Evesham	Stratford-upon-Avon	15
Broom Junction West ...	Down Trains through Junction	...	5
Stratford-upon-Avon (Old Town) Station	Up Trains through Junction	...	15
Stratford-upon-Avon (L.M.R. Junction)	Down Trains through Junction	...	5
Note. —In addition to the foregoing restrictions no train must exceed a speed of 15 miles per hour in either direction between Broom Junction East and Broom Junction West.			
STOKE WORKS JUNCTION AND DROITWICH SPA			
The speed of all Up and Down Trains between Stoke Works Junction and Droitwich Spa must not exceed 50 m.p.h. and must be further restricted to lower speeds as shown below.			
DOWN LINE			
Stoke Works Junction ...	Droitwich	Bromsgrove	40
Stoke Works Junction ...	Through Junction to Up Fast Line.	Bromsgrove	30
Droitwich Spa Junction ...	Through Junction to Up Slow Line.	Stoke Works (126 m. 50 c.)	20
UP LINE			
Droitwich Spa Junction ...	Stoke Works (126 m. 50 c.)	Worcester (126 m. 21 c.)	20
NOTE. —The direction of the line from Droitwich Spa to Stoke Works Junction is "DOWN".			
NORTON JUNCTION AND ABBOTTS WOOD JUNCTION			
Norton Junction ...	Worcester	Ashchurch	15
Norton Junction ...	Ashchurch	Worcester	15
Abbotts Wood Junction ...	Ashchurch	Worcester	30

*—Permanent Speed Restriction Indicator provided.

Speed of Trains Through Junctions—continued

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BRANCH LINES—continued

Name of Place	Direction of Train		Miles per Hour
	From	To	
BARNT GREEN AND ASHCURCH (VIA EVESHAM)			
DOWN LINE			
Barnt Green Single Line Junction ...	Barnt Green ...	Redditch (52 m.p. to 53½ m.p.) ...	30
Barnt Green Single Line Junction ...	Barnt Green ...	Redditch (53½ m.p. to 56 m.p.) ...	35
Redditch North ...	Between 56 m.p. and 57½ m.p. ...	... ..	20
Between Redditch South and Studley & Astwood Bank ...	57½ m.p. and 60 m.p. ...	... ..	40
Between Studley & Astwood Bank and Alcester ...	60 m.p. and 64½ m.p. ...	... ..	45
Broom Junction North ...	Alcester ...	Stratford-upon-Avon ...	15
Between Harvington and Evesham ...	73 m.p. and 73½ m.p. ...	... ..	20
Evesham Station ...	Over curves between 73½ m.p. and 74½ m.p. ...	... ..	15
Between Evesham and Hinton ...	74½ m.p. and 75 m. 30 ch. ...	... ..	30
Ashchurch ...	Over curve through Station ...	... ..	20
Ashchurch ...	Evesham ...	Cheltenham ...	20
UP LINE			
Ashchurch ...	Cheltenham ...	Evesham ...	20
Ashchurch ...	Over curve through Station ...	... ..	20
Between Hinton and Evesham ...	75 m. 30 ch. and 74½ m.p. ...	... ..	30
Evesham Station ...	Over curves between 74½ m.p. and 73½ m.p. ...	... ..	15
Between Evesham and Harvington ...	73½ m.p. and 73 m.p. ...	... ..	20
Broom Junction West ...	Evesham ...	Stratford-upon-Avon ...	15
Between Alcester and Studley & Astwood Bank ...	64½ m.p. and 60 m.p. ...	... ..	45
Between Studley & Astwood Bank and Redditch ...	60 m.p. and 57½ m.p. ...	... ..	40
Redditch North ...	Between 57½ m.p. and 56 m.p. ...	... ..	20
Redditch North ...	Redditch ...	Barnt Green (56 m.p. and 53½ m.p.) ...	35
Redditch North ...	Redditch ...	Barnt Green (53½ m.p. and 52 m.p.) ...	30
Barnt Green Single Line Junction ...	Over curves between Single Line Junction and Main Line Junction ...	... ..	15
UPTON-ON-SEVERN AND ASHCURCH			
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
Ashchurch ...	(between 1m. 72ch. and 1m. 69ch. over curve in Single Line).	Ashchurch ...	5
Ashchurch ...	Through Siding alongside Single Line at Ashchurch ...	... ..	10
Ashchurch and Tewkesbury ...	Through Junction—All Trains ...	... ..	15
	Between 0m. 79ch. and 1m. 14ch. ...	All Down and Up Trains ...	15
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—All Down Trains ...	25
Nailsworth Station ...	Nailsworth ...	Dudbridge—All Up Trains ...	25
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
DURSLEY BRANCH			
The speed of trains over this Branch must not exceed 25 miles per hour.			
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 0m. 0c. and 0m. 20c. ...	All Down and Up Trains ...	... ..	15
Between Kemble and Culkerton between 0m. 20c. and 0m. 40c. ...	All Down and Up Trains ...	... ..	25
Between Kemble and Culkerton between 1½ m.p. and 1½ m.p. ...	All Down and Up Trains ...	... ..	20
Between Culkerton and Tetbury between 5m. 50c. and 6m. 75c. ...	All Up and Down Trains ...	... ..	25
Between Culkerton and Tetbury between 6m. 75c. and 7m. 14c. ...	All Down and Up Trains ...	... ..	15
CHELTENHAM AND GLOUCESTER LINE			
UP LINE			
Tramway Junction, 0m. 0c. to 0m. 6c. ...	Gloucester ...	Cheltenham ...	10
All Crossovers between Tramway Junction and ½ m.p. ...	All UP trains ...	... ..	15
Engine Shed Junction UP Main and UP Relief ...	Gloucester ...	Cheltenham ...	35
Engine Shed Junction ...	Stonehouse ...	Cheltenham ...	35
Churchdown ...	Up Main ...	Up Relief ...	40
Churchdown ...	Up Relief ...	Up Main ...	40
Churchdown UP Relief, 3m. 0c. to 3m. 20c. ...	Gloucester ...	Cheltenham ...	50

Speed of Trains Through Junctions—continued

BRANCH LINES—continued

Name of Place	Direction of Train		Miles per Hour
	From	To	
CHELTHENHAM AND GLOUCESTER LINE—UP LINE—continued			
Hatherley Junction	Up Relief	Up Main	40
Lansdown Junction	Up Relief	Up Main	40
Lansdown Junction	Leckhampton	Cheltenham (Malvern Road)	40
Lansdown Junction	Up Main	Cheltenham (Lansdown)	40
Cheltenham (Lansdown) over curve through Station.	Gloicester	Cleeve	20
Malvern Road Junction	Gloicester	Honeybourne	25
DOWN LINE			
Malvern Road Junction	Honeybourne	Gloicester	25
Lansdown Junction	Down Main	Down Relief	40
Lansdown Junction	Down Main	(Commencement of Relief Line) Down Relief	40
Lansdown Junction	Down Main	(Through Crossover Road) Leckhampton	40
Lansdown Junction	Cheltenham (Malvern Road)	Down Main	40
Lansdown Junction	Cheltenham (Lansdown)	Gloicester	20
Cheltenham (Lansdown) over curve through Station.	Cleeve	Gloicester	20
Hatherley Junction	Down Relief	Down Main	40
Churchdown	Down Main	Down Relief	40
Churchdown	Down Relief	Down Main	40
Churchdown (Down Relief), 3m. 25c. to 2m. 70c.	Cheltenham	Gloicester	50
Engine Shed Junction Down Main and Down Relief.	Cheltenham	Gloicester	35
All Crossovers between $\frac{1}{2}$ m.p. and Tramway Junction.	All Down Trains ... ..	... ..	15
Engine Shed Junction	Down Main	Stonehouse	35
Engine Shed Junction	Down Relief	Stonehouse	35
Tramway Junction, 0m. 6c. to 0m. 0 c.	Cheltenham	Gloicester	10
GLOUCESTER AND HEREFORD BRANCH (Grange Court to Rotherwas Junction)			
The speed of trains between Grange Court and Rotherwas Junction must not exceed 35 m.p.h. and must be further restricted to lower speeds as shewn.			
Grange Court	All Up and Down Trains ... ..	... ..	15
Longhope	All Up and Down Trains ... ..	... ..	10
Mitcheldean Road	All Up and Down Trains ... ..	... ..	15
Ross-on-Wye	Gloicester	Hereford	10
Ross-on-Wye	Hereford	Gloicester	10
Ross-on-Wye	All Trains to or from Monmouth Branch ... ..	... ..	10
Fawley	Gloicester	Hereford	10
Fawley	Hereford	Gloicester	15
Rotherwas Junction	Gloicester	Hereford	15
Rotherwas Junction	Hereford	Gloicester	15
Rotherwas Junction	Up Branch Line	Single Line	25
WORCESTER AND BROMYARD			
DOWN LINE			
Bransford Road Junction	Henwick	Bromyard	15
Suckley	Loop... ..	Single Line... ..	10
UP LINE			
Suckley	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.			
GLOUCESTER AND DYMOCK BRANCH			
Over Junction 0 m.p. and 0m. 10c.	All Trains to and from Branch ... ..	... ..	10
Over Junction to 1 m.p.	All Up and Down Trains ... ..	... ..	30
1 m.p. to $4\frac{1}{2}$ m.p.	All Up and Down Trains ... ..	... ..	40
$4\frac{1}{2}$ m.p. to 5m. 50c.	All Up and Down Trains ... ..	... ..	35
5m. 50c. to $6\frac{1}{2}$ m.p.	All Up and Down Trains ... ..	... ..	45
$6\frac{1}{2}$ m.p. to $7\frac{1}{2}$ m.p.	All Up and Down Trains ... ..	... ..	35
$7\frac{1}{2}$ m.p. to Newent Loop Junction	All Up and Down Trains ... ..	... ..	40
Newent Station and Loops	All Up and Down Trains ... ..	... ..	15
Newent Loop Junction to $9\frac{1}{2}$ m.p.	All Up and Down Trains ... ..	... ..	40
$9\frac{1}{2}$ m.p. to Dymock Loop Junction	All Up and Down Trains ... ..	... ..	50
Dymock Station and Loops	All Up and Down Trains ... ..	... ..	15

BRANCH LINES—continued

Name of Place	Direction of Train		Miles per Hour
	From	To	
FOREST OF DEAN BRANCH			
The speed of trains between Bullo speeds as shewn.			
Bullo Pill (Goods Trains only 330 yards outside Up Distant Signal for Bullo Pill West at spot where restrictions commence)	Pill and Bilson must not exceed 30 miles	per hour and must be further restricted	to lower
Bullo Pill West	Forest of Dean Branch	Main Line	5*
Bullo Pill West	Main Line	Forest of Dean Branch	15
Bullo Pill West	Forest of Dean Branch	Main Line	10
Bullo Pill West	Yard	Forest of Dean Branch	10
2½ m.p. (at Upper Soudley Halt)	Forest of Dean Branch	Yard	10
2½ m.p. (at Upper Soudley Halt)	Bullo Pill	Cinderford	25
At Staple Edge 3m. 24ch. and 3m. 30ch.	Cinderford	Bullo Pill	25
At Ruspidge Halt 3m. 78ch. and 4m. 9ch.	All Up and Down Trains		20
Bilson and Whimsey, 5m. 5ch. and 7m. 24 ch.	All Up and Down Trains		20
Bilson	All Up and Down Trains		25
Bilson	Bullo Pill	Whimsey	10
Bilson	Whimsey	Bullo Pill	10
Bilson	Bullo Pill	Cinderford	15
Bilson	Cinderford	Bullo Pill	15
Cinderford	Bilson	Cinderford Station	15
Cinderford	Cinderford Station	Bilson	15
BERKELEY ROAD, LYDNEY TOWN, SPEECH HOUSE ROAD AND WIMBERRY BRANCH			
Berkeley Road Junction	Junction from Double to Single Line—All Down and Up Trains		15
Berkeley Road to Sharpness	All Down and Up Trains		40
Berkeley Loop	Berkeley Road South Junction to Berkeley Loop Junction—All Down and Up Trains		15*
Berkeley Loop Junction	To and from the Loop Line		15
Sharpness South 3m. 38c. to 3m. 42c. and 3m. 69c. to 3m. 73c.	All Down and Up Trains entering or leaving Loop		15
Sharpness South	To and from the Docks Line.—Drivers to keep a sharp look-out when passing over Junctions at this point		15
Sharpness	North Docks Branch		5
Severn Bridge	No engine or train must cross the iron portion of the Severn Bridge in less than 3 minutes		15
Severn Bridge Station	Entering or leaving Loops—All Down and Up Trains		15
Severn Bridge to Otters Pool Junction	All Down and Up Trains		25
Otters Pool Junction	Single to Double Line		10
Lydney Junction	Double Line to Single Line		25
Lydney Junction	Otters Pool Junction to South Wales Main Line		15
Lydney Junction	South Wales Main Line to Otters Pool Junction		15
Lydney Town	Otters Pool Junction to Lydney Engine Shed Box—All Down and Up Trains		10
Lydney Town	Junction from Double to Single Line		15
Lydney Town to Tufts Junction	Up Line to Up Goods Line		10
Tufts Junction	Trains passing over the Goods Line must not exceed a speed of 10 m.p.h.		20
Tufts Junction	All Up and Down Trains		15
Tufts Junction	To and from Mineral Loop		15
Coleford Branch	To and from Oakwood Branch		15
Coleford Branch	Coleford Junction	Coleford (Whitecliffe)	15
Coleford Branch	Coleford (Whitecliffe)	Coleford Junction	10
The speed of trains between Tufts lower speeds as shewn.			
Parkend 12m. 20c. to 12m. 60c.	Junction and Speech House Road must not exceed 25 m.p.h. and must be further restricted		to
Coleford Junction	All Up and Down Trains		10
Bicladie Siding, 13m. 50c. to 13m. 60c.	Double to Single Line		15
Speech House Road Station—(South End), 14m. 57c. to 14m. 65c.	All Up and Down Trains		20
(North End), 14m. 70c. to 14m. 77c.	All Up and Down Trains		15
Wimberry Branch, 15m. 12c. to 15m. 45c.	All Up and Down Trains		15
Sling Branch	All Up and Down Trains		5

*—Permanent Speed Restriction Indicator provided.

OXFORD TO STOURBRIDGE JUNCTION

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

Stations	Connections and Sidings	Class of Engines Prohibited
Oxford Yarnton	— —	For particulars of prohibition see Section A of the Working 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 Sidings and Loading Docks, Up Siding, 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 Stopblock ...	47XX, 1000 Class. Diesel Cars Nos. 19 to 33 inclusive.
Charlbury ...	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 to 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 Stopblock ... 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 the 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 Stopblock (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 Sidings, 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 Stopblock) ... Milk Siding, Up Side ... Crossover from Down Platform to Goods Shed ... Shipston Branch No. 1 Siding ... Beyond the facing points from Shipston-on-Stour Bank to Milk Sidings ...	47XX, 68XX, 78XX, 94XX, 1000, Castle, Austerity and L.M.R. Class 4 2-6-0 Freight Tender Engines. 47XX, 68XX, 78XX, 1000 Class. 47XX. 68XX, 78XX, 1000 Class. 94XX and Austerity Class. Diesel Cars Nos. 19 to 33 inclusive. L.M.R. Class 4 2-6-0 Freight Tender Engines. All Engines with outside cylinders.

Engine Restrictions—continued

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OXFORD TO STOURBRIDGE JUNCTION—continued

Stations	Connections and Sidings	Class of Engines Prohibited
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 Crossover from Down Platform to Goods Shed...	} 47XX. Diesel Cars Nos. 19 to 33 inclusive.
Honeybourne... ..	Cattle Dock Siding from Verandah covering to Stop- block. Up Goods Siding, No. 7 Cattle Dock Siding from Cattle Pens to Stopblock ...	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.
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 (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 Stopblock. Crossover, Down Passenger Platform to Down Sidings (London end of Down Platform)	} 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.
Evesham New Yard (Up Side) ...	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 Stopblock ... Fittings leading to Nos. 1 and 2 Sidings from opposite storage shed to stage in Canner's Siding.	} 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 en- gines 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.
Ex-L.M.R. Yard	Goods Shed Exchange Siding (adjacent to Dock) Cattle Dock Fruit Shed Landing (Back Road) Fruit Shed Landing (Back Road)	W.R. Engines working over Ex-L.M.R. lines All types of engines in all groups are pro- hibited 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, 33XX, 51XX, 90XX, 45XX, 55XX, 1000 Class and B.R. Standard Class 4 (2-6-4T). 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		

Engine Restrictions—continued

OXFORD TO STOURBRIDGE JUNCTION—continued

Stations	Connections and Sidings	Class of Engines Prohibited
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 Stopblock Connection from Down Platform to Down Sidings	47XX. 68XX, 78XX, 1000 Class. Diesel Cars Nos. 19 to 33 inclusive.
Worcester (Shrub Hill) Passenger Station.	Long Dock, Down Side, South end of Station From Loop to McNaught's Dock, North end of Station Long Dock, South end of Station Short Dock, South end of Station McNaught's Dock. Down Bay, North end of Station	47XX, 1000 Class. Diesel Cars Nos. 19 to 33 inclusive. Diesel Cars of this type can only use the Down Bay line for one car's length from the top of the ramp to the Down Main Platform.
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.
Worcester Motive Power Shops ...	Siding next to Time Office and Engineering Department Shop, Up Side.	94XX, Austerity and L.M.R. Class 4 and 5 2-6-0 Freight Tender Engines.
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 (4½ 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.
Worcester Vinegar Branch... ..	The only class of engine allowed to work over this Branch	is the 16XX Class, 0-6-0T.
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 Stopboard: 0-6-0 2251 type Yellow. 0-4-2T 14XX type Uncoloured. 0-6-0T 54XX type } Yellow. 0-6-0T 64XX type } 0-6-0T 57XX type Blue. 2-6-2T 45XX type Yellow.

Engine Restrictions—continued

OXFORD TO STOURBRIDGE JUNCTION—continued

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Stations	Connections and Sidings	Class of Engines Prohibited
Between Worcester and Fernhill Heath—continued.	Blackpole Private Sidings	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 Stopblock 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 Stopblock." 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 Stopblock Brickworks' Loading Dock Sidings	47XX, 1000 Class. 78XX, B.R. Standard Class 4 (2-6-4T). 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. Cattle Pen Siding	47XX, 1000 Class. 47XX, 1000, Austerity Class and L.M.R. Class 4 2-6-0 Freight Tender Engines. 41XX, 51XX, 61XX, 81XX Classes.
Hagley... ..	Crossover Road, Down Main to Cattle Pens Front Road into Loading Dock	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 ... 1361, 1366, 54XX, 64XX, 74XX.

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.

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 Stopblock 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.
Rollright Halt	Past Sugar Beet Loading Dock, Banbury end of Siding...	78XX.

KINGHAM AND KING'S SUTTON (INCLUSIVE)—continued

Stations	Connections and Sidings	Class of Engines Prohibited
Hook Norton	Loading Dock Siding, Up side. Crossover Up Road into Shed (Banbury end) Back Coal Road, Up Side.	78XX. N.B. —78XX engines may work into Shed from Kingham end as far as toe of switches to crossover. 78XX engines must traverse this connection at walking pace.
Hook Norton	Connection, Down Sidings to Down Line (Kingham end) No. 2 Ironstone Siding Crossover, Up Road into Goods Shed No. 1 Ironstone Siding	Austerity. N.B. —Austerity Class engines may work into Shed from Kingham end only. To be negotiated by Austerity Class engines at slow speed.
Bloxham	Cattle Pen Siding	Austerity.
Adderbury	Duffield Iron Company's Private Siding, from Signal Box into Works	78XX.

MORETON-IN-MARSH AND SHIPSTON-ON-STOUR

The following engines are authorised to work over this Branch:

B.R. Standard Class 2, 2-6-0, 2301, 0-6-0 Class (uncoloured).

Note.—B.R. Standard Class 2 engines must not use the crossover at Shipston-on-Stour.

WORCESTER TO HEREFORD

Engines of all descriptions (with the exception of the "King" Class and 2-8-0, 47XX Class) may work between Worcester and Hereford subject to the following prohibitions:—

Newland West	Must not work past end of B.T.C. Maintenance Gas Board's Siding	350 h.p. B.R. Standard Diesel Electric Shunting Engines.
Malvern Link	Up Side.—Front and Back Stone Sidings, alongside Pyx Granite Co.'s Loading Dock	"Castle," 49XX, 59XX, 68XX, 69XX, 78XX and 1000 Class.
Malvern Link	Up Side.—Pyx Granite Co.'s Sidings	350 h.p. B.R. Standard Diesel Electric Shunting Engines.
Malvern Link	Down Side.—Past Goods Shed to Siding at rear of Down Platform	"Castle," 49XX, 50XX, 59XX, 68XX, 69XX, 78XX and 1000 Class.
Malvern Link	Down Side.—Garden Siding	
Ledbury	Over connection between the Goods Shed Siding and the Yard	
Malvern, New Sidings	Over connection—West end of Coal Stage Siding	
	Over Turntable on Shunting Spur	350 h.p. B.R. Standard Diesel Electric Shunting Engines.
Hereford (Barr's Court)	Nos. 3 and 4 Salop Dock Sidings	
	Goods Shed Siding (Up Side, beyond the East or Station end of the Shed)	All 4-6-0 Engines.
	No. 6 Dead End Siding, Down Side	"Castle" Class.

"King" class engines are authorised to work between Barr's Court Junction and Red Hill Junction via Barton, also between Hereford (Barr's Court) and Barton via Brecon Curve, subject to observance of Service restrictions and to a maximum speed of 20 m.p.h. in each direction.

Hereford, Barton	Messrs. Bulmers' Loading Dock Sidings	All engines except 14XX, 16XX, 22XX, 57XX, 74XX and 465XX.
	Connection from Messrs. Bulmers' Loading Dock Sidings to Messrs. Bulmers' Field Sidings.	All engines except 14XX, 16XX, 465XX, which must work at slow speed.
	Messrs. Watkins' Grain Sidings	All engines except 14XX, 16XX, which may work up to Mill Gate only.
	Nos. 4, 5 and 6 Down Sidings	All engines except 14XX, 16XX, 22XX, 57XX, 74XX and 465XX.
	Crossover Road, Down Main to Cattle Dock Sidings, also Cattle Dock Sidings.	All 4-6-0 engines.
Hereford, Barton (South End)	Sidings Nos. 2, 3 and 4, Down Side, South End, leading from Down Main Line to Down Siding at Ground Frame near Barton Road Overbridge.	
Hereford, Barton Curve and Show Yard Sidings.	Show Yard—Straight Road and No. 1 Road	"King," "Castle," 47XX, B.R. Class 9 and B.R. Class 7.
	Show Yard—No. 2 Road	"King," "Castle," 47XX, B.R. Class 9 and B.R. Class 7. Only 14XX, 16XX Classes to work alongside wooden platform of Shropshire Farmers Association Buildings.
	Show Yard— Special Note: —In no circumstances may engines other than 14XX, 16XX, 22XX, 57XX, 74XX and 465XX, authorised to work in the Show Yard Sidings, travel over the road leading from Show Yard Sidings to Messrs. Painter Bros. or West Midland Gas Boards Sidings.	
	West Midland Gas Boards Sidings—over and beyond weighbridges.	All engines except 14XX and 16XX.
	Painter Bros. Sidings	All engines except 14XX, 22XX, 57XX, 74XX and 465XX, provided the A.T.C. shoe is clipped up. 16XX may work without restriction.
	Crossover roads at the scissors crossover at the end of Painter Bros. Sidings farthest from entrance gate.	All types.
	Groom's Sidings (Saw Mills)	All engines except 14XX, 16XX, 22XX, 57XX, 74XX and 465XX to Sidings Gate only. Beyond gate all engines prohibited.

Engine Restrictions—continued

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WORCESTER TO HEREFORD—continued

Stations	Connections and Sidings	Class of Engines Prohibited
Hereford, Worcester Sidings	... Edgar Street Cattle Pens—Down Side ...	All 2-6-0, 2-6-2, 0-6-2, 4-6-0 and any other classes with outside cylinders.
Hereford, Moorfields	...	All "Red" Group engines and 28XX and W.D. Classes are permitted to Moorfields Junction, but are prohibited from entering Moorfields Yard Sidings.

B.R. Standard Class 9F (2-10-0), 92XXX Prohibitions:

Hereford Brecon Curve

Down Goods Loop to Turntable Siding.
Down Goods Loop to Ash Road.
Up Main to Up Sidings.

Hereford (Barr's Court)

Up Main to Down Branch (Brecon Curve).

Hereford Barton

Brecon Siding.

Hereford (Worcester Sidings) and Barton Curve.

Up Goods to Branch (Brecon Curve).
Nos. 1 and 2 Loops, both ends.

Hereford (Moorfields)

All Sidings.

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.	4-6-0 Chalford.—Crossovers between Up Main and Sidings. Goods Yard Sidings. Old Coal Sidings. Note:—"Castle" Class Engines may be permitted to work into Horse Box Siding at Gloucester Central at slow speed. 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.—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. 2-8-0H (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 Siding 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. For working of Engines in Ex-L.M. operating area, see entry headed "Working of Engines between Chalford and Cheltenham (Lansdown), page K199.

*—Also applies to 47XX Class.

‡—Also applies to 72XX Class.

B.R. Standard Class 9F (2-10-0), 92XXX Prohibitions:

Kemble

Pumphouse Coal Road Down Side.
Up and Down Mains to Tetbury Platform and Back Road.
Loading Dock Up Side

Chalford.

All Sidings.
Crossover from Up Main to Down Main to be used only.

Coates.

Connection to Back Road
Down Main to Siding.

Sapperton Sidings.

Front Road (No. 1 Siding)

Stonehouse (Burdett Road).

Connection at Gloucester end to Brick Yard Siding.
(Care to be exercised while working this Siding from Swindon end.)

Jefferies Siding.

Old Yard (Gloucester Central.)

Sidings Nos. 17 to 19 inclusive.

Grange Court.

Down Dock behind Passenger Platform.
Crossover from Down Siding to centre of Back Siding Down Side.

Awre Junction.

All Sidings (due to condition of track.)

Cheltenham (Malvern Road).

Incoming Road from Malvern Road (W) to Old Shed.

Cheltenham (St. James').

Sidings Nos. 2, 3, 4, 5, 6 and 7.
New Street Sidings (all prohibited).

SPEED NOT TO EXCEED 10 m.p.h. THROUGH ALL CONNECTIONS.

Engine Restrictions—continued

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.

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

W.R. "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.
8. **Washwood Heath Down Coal Sidings**—May work into Sidings Nos. 2-14 inclusive and 16-19 inclusive.

WORCESTER AND BIRMINGHAM (NEW STREET)

Ex-G.W. Class 53XX (2-6-0) Tender Locomotives are prohibited from working over the crossover roads in King's Norton and Selly Oak Stations and also over Platform Lines Nos. 4, 5, 6, 8 and 10 and Bay Platform Lines Nos. 1A, 2 and 2A at Birmingham New Street Station. In view of these prohibitions, 53XX engines cannot be used over the route between Barnt Green and Birmingham New Street via Selly Oak.

L.M.R. ENGINES WORKING OVER W.R. LINES BETWEEN GLOUCESTER AND BRISTOL, VIA THE SEVERN TUNNEL, IN CASES OF EMERGENCY

The undermentioned types of L.M.R. engines may be permitted 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 8	2-8-0 freight tender
Standard Class 4	4-4-0 passenger (compound)	Standard Class 7	0-8-0 freight tender
Standard Class 2	4-4-0 passenger	Standard Class 4	0-6-0 freight tender
Standard Class 5	4-6-0 mixed traffic	Standard Class 5	2-6-0 freight tender
		Ex-Mid. Class 3	0-6-0 freight tender

GLOUCESTER (TRAMWAY JUNCTION) AND GLOUCESTER (SOUTH JUNCTION)

All L.M.R. Standard Class locomotives, except Class 8P (4-6-2) tender locomotives, are permitted subject to the observance of service restrictions.

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.

WORKING OF L.M.R. ENGINES—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.P.	4-6-0 (Parallel and Taper Boiler Type)	E.D. 173, 176
(Former Class 5 x P.)		

GLOUCESTER, OVER JUNCTION AND DYMOK

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

L.M.R. ENGINES

The following classes of L.M.R. engines are permitted to work over Western Operating Area Lines as specified below:—

Section of Line	Class	Type
Stoke Works, Worcester, Norton Junction, Honeybourne, Cheltenham Lansdown.	Ex L.M.R. 3F ... Ex L.M.R. 4F ... Ex L.M.R. 5 ... Ex L.M.R. 6P/5F ...	0-6-0 0-6-0 4-6-0 2-6-0
Speed not to exceed 20 m.p.h. over the Canal Bridge 126m. 27ch. at Droitwich Spa.		
Bordesley Junction, Long Marston ...	Ex L.M.R. 4F ...	0-6-0
Honeybourne, Cheltenham Lansdown ...	Ex L.M.R. 6P/5F ...	2-6-0

L.M.R. Class 8.F. 2-8-0 engines are classified "Blue" and have same route availability as W.R. 2-8-0 28XX Class engines.

L.M. CLASS 2 2-6-0 (465XX) 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. CLASS 2 (2-6-2T) ENGINES

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

L.M. CLASS 3 (2-6-2T) ENGINES

The route availability of the above engines is the same as that for B.R. Standard Class 3 (2-6-2T) engines.

PADDINGTON AND NEWPORT VIA GLOUCESTER.

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

CHELTHENHAM 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	Connections and Siding	Class of Engine Prohibited
Toddington	Over connection North end of Fruit Packing Shed Platform Siding	78XX and 1000 Class.
Winchcombe	Through Crossover at Honeybourne end of Platforms...	350 h.p. B.R. Standard Diesel Electric Shunting Engines.

WORKING OF ENGINES BETWEEN CHARFIELD AND CHELTHENHAM 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 71XX	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 53800-53810 0-6-0 2E & 3H 0-4-4T 2K & 2L 0-6-0T 2R & 3Y } Ex Cal.	W.R. and B.R. Standard Engines must not pass under Old M.R. Load Gauges.

Place	Connections and Sidings	Engines Prohibited
Gloucester Eastgate	Wagon Shed Outer Siding Coal Wharf Sidings	4-6-0 50XX, 49XX, 10XX, 68XX and 78XX. 2-6-0 53XX, 465XX. 2-8-0 28XX, 48XXX and W.D. Austerity. 2-8-0T 42XX. 2-8-2T 72XX. 2-6-2T 45XX, 55XX, 41XX, 51XX, 61XX, 81XX. 0-6-0T 15XX. All B.R. Standard Classes.
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 adjoining "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 alongside 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).
Charfield	Coal Shutes Siding Wagon Turntable	All.

*—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 Yate.

Cheltenham (St. James') Station	All Sidings in Goods Yard, including Shunting Spur	2-8-0 47XX.
	All Sidings in New Street Yard	2-8-0 47XX.
	Siding leading to Old Cattle Pen	2-8-0 47XX.

B.R. Standard Class 9F (2-10-0), 92XXX Prohibitions:

Gloucester Eastgate

Speed not to exceed 5 m.p.h. between Barton Street Junction and High Orchard Branch.

Upper Yard, Gloucester Eastgate

Sidings Nos. 18 to 22 inclusive.
Taylors Sidings

Air Ministry Sidings, Quedgeley

No. 4 Siding not to be worked from Stonehouse end.

Stonehouse (Bristol Road)

Grain or Back Road.
All connections to Stroud and Nailsworth Branches.
Up Main connection to Dean End.
Down Main connection to Shed.

Frocester

Up Main connection to Turntable Roads.
Down Main connection to Turntable Roads.

Coaley Junction

All Sidings. Engine to be allowed to work Up Main to Down Main to Spur. Up Side Lay-by and Dursley Branch Platform.

Berkeley Road

Trailing connection to Sharpness Siding.
Up Main to Siding Dock
Down Main to Shed.

Engine Restrictions—continued

ENGINES AUTHORISED				Remarks
Western Region	B.R. Standard	Diesel	L.M. Region	
DURSLEY STATION—	COALEY JUNCTION			
‡0-6-0T 64XX 74XX 16XX	2-6-2T 82XXX 84XXX 2-6-0 77XXX	200 h.p. B.R. 204 h.p. B.R. 350 h.p. B.R.	0-4-4T 58052-58087 0-6-0T 41660-41879, 51316-51524 0-6-0 52095-52527, 58114-58932 2-6-0 46400-46502 2-6-2T 40001-40209	
‡—NOTE.—W.R. Engines of the 14XX Class are prohibited.				
STROUD—DUDBRIDGE				
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. 10800	0-4-4T 41900-41909 58052-58087 0-6-0T 41660-41879, 47200-47681 51316-51524 4-4-0 40332-40700 0-6-0 43180-43629, 43800-44606, 52095-52527, 58114-58932 2-4-2T 50643-50850 2-6-2T 40001-40209 2-6-0 43000-43049, 43112-43121, 46400-46502 2-6-4T 42050-42299, 42425-42499, 42537-42686	
NAILSWORTH—STONEHOUSE (BRISTOL ROAD)				
*22XX	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. 10800	0-4-4T 41900-41909 58052-58087 0-6-0T 41660-41879 47200-47681 51316-51524 4-4-0 40332-40700 0-6-0 43180-43629, 43800-44606, 52095-52527, 58114-58932 2-4-2T 50643-50850 2-6-2T 40001-40209 2-6-0 43000-43049, 43112-43121, 46400-46502 2-6-4T 42050-42299, 42425-42499, 42537-42686	*—W.R. 22XX Class Engines may work over all running lines and to Engine Stop Board on the Oil Cake Store road at Ryeford. All other Sidings prohibited.
GLOUCESTER DOCKS BRANCH (HIGH ORCHARD) (including High Orchard Goods Line)				
None... ..	All except:— 4-6-2 71XXX	All except:— 10000-10001, } As single 10201, 10202, } & double 10203 } 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 53800-53810 4-6-0 No. 46170 0-6-0 2E & 3H 0-4-4T 2K & 2L } Ex Cal. 0-6-0T 2R & 3Y }	

Engine Restrictions—continued

ENGINES AUTHORISED				Remarks
Western Region	B.R. Standard	Diesel	L.M. Region	
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 41049-41198 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 53800-53810 0-6-0 2E & 3H } 0-4-4T 2K & 2L } Ex Cal. 0-6-0T 2R & 3Y }	
CHELTHENHAM (LANS 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†	DOWN)—ABBOTTS WOOD JUNCTION All except:— 4-6-2 71XXX	All:—	All except:— 4-6-2 46200-46212 46220-46257 0-6-0 2E & 3H } 0-4-4T 2K & 2L } Ex Cal. 0-6-0T 2R & 3Y }	*—A.T.C. shoe may be left in operating position. †—Should 0-6-0T engines be fitted with Trip Cock apparatus operating trig- ger must be fixed in raised position.
LANSDOWN JUNCTION AND CHELTHENHAM (HIGH STREET) Route Colour—"Red" The following engines may work into the Sidings at Cheltenham (High Street) without restrictions:— 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 Crossover 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 Crossover between Platforms.				

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, 28XX, 38XX, 72XX, 42XX, 52XX.
Cleeve & Bredon	Up Lye-By Siding 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.

Speed of 28XX, 38XX, 72XX, 42XX and 52XX Class engines not to exceed 10 m.p.h. over Tewkesbury Branch Platform Lines at Ashchurch.

B.R. Standard Class 9F 2-10-0 92XXX Prohibitions:

Cheltenham (High Street)

Shed Roads to End-on Loading Dock (adjacent to Down Main).
 Shed Side Road to Shed connection.
 Sidings Nos. 8, 9 and 10, Western Side (Pit Road and Cripple Siding).
 Sidings Nos. 1 and 2, Midland Side (Commercial Sidings).
 Sidings Nos. 5 and 6, Tewkesbury Road Sidings.

Cheltenham Lansdown

Middle Dock Road.

Ashchurch

Down Side.

Siding at back of Signal Box.

Tewkesbury Branch

Connections to Back Road (Tewkesbury Branch).

Up Side.

At North End of Station. ALL Sidings except Front Road and Shunting Road as far as hand points to Short Road.

Bredon

Down Side.

Dock Road.

Coal Road.

Shed Road.

Defford

Up Side

Shed Road.

Short Dock.

Engine Restrictions—continued

ENGINES AUTHORISED				Remarks
Western Region	B.R. Standard	Diesel	L.M. Region	
ASHCHURCH—UPTON-ON-SEVERN				<p>The following L.M.R. 2-6-0 class engines are authorised between Ashchurch and Tewkesbury:—</p> <p>42700-42944, 43000-43049, 43112-43121.</p> <p>*—W.R. 57XX Class Engines are authorised between Ashchurch and Tewkesbury and over the Tewkesbury Quay Branch.</p>
*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 41900-41909, 58052-58087 0-6-0T 41660-41879, 47200-47681, 57316-57524 4-4-0 40332-40700 0-6-0 43180-43629, 43800-44606, 52095-52527, 58114-58932 2-4-2T 50643-50850 2-6-2T 40001-40209 2-6-0 46400-46502 2-6-4T 42050-42499, 42537-42686	
TWEEKSBURY QUAY BRANCH				
*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 41900-41909 58052-58087 0-6-0T 41660-41879, 47200-47681, 51316-57524 4-4-0 40332-40700 0-6-0 43180-43629, 43800-44606, 52059-52527, 58114-58932 2-4-2T 50643-50850 2-6-2T 40001-40209 2-6-0 42700-42944, 43000-43049, 43112-43121, 46400-46502 2-6-4T 42050-42499, 42537-42686	
ABBOTTS WOOD JUNCTION — BARNT GREEN (Via Dunhamstead)				
All except:— 4-6-0 (60XX) 2-8-0 (47XX)	All except:— 4-6-2 71XXX	All	All except:— 4-6-2 46200-46212, 46220-46257 0-6-0 2E & 3H 0-4-4T 2K & 2L 0-6-0T 2R & 3Y } Ex Cal.	
<p>B.R. Standard Class 9F 2-10-0 92XXX Prohibitions:</p> <p>Stoke Works ... Down Side Nos. 1 and 2 Sidings Branch Back Road</p> <p>Bromsgrove ... Down Side Field Sidings Carriage and Wagon Sidings Nos. 1, 2 and 3 Traffic Roads Up Side Nos. 2, 3, 4 and 5 Sidings Garrington's Sidings</p> <p>Blackwell ... Up Side Back Goods Shed Road</p>				<p>Speed of the following engines not to exceed 5 m.p.h. over Crossover between Up and Down Main Lines in platform at Bromsgrove Station and Blackwell Station,</p> <p>4-6-0 40XX, 50XX, 70XX, 10XX, 68XX, 78XX, 49XX, 59XX, 69XX, 79XX.</p> <p>W.R. 51XX Class engines prohibited from using the Crossover at, and must not exceed 5 m.p.h. in Bromsgrove Station.</p>

Engine Restrictions—continued

ENGINES AUTHORISED

Western Region	B.R. Standard	Diesel	L.M. Region	Remarks
ASHCHURCH AND EVESHAM				
4-6-0 78XX, 2-8-0 28XX, W.D. Austerity, Ex L.M. Class 8F. 2-6-0 53XX 2-6-2T 41XX, 51XX The following are per- mitted subject to a maxi- mum speed of 25 m.p.h. throughout:— 4-6-0 "Castle" 4-6-0 "County" 4-6-0 "Grange" 4-6-0 "Hall" 2-6-2T 42XX, 52XX, 72XX The following are per- mitted subject to a maxi- mum speed of 40 m.p.h.:— Inter City Diesel Units Note. —The speed of 10 m.p.h. must not be exceeded when running over the Goods Loop at Evesham (between the Ashchurch and Honey- bourne Lines).	All except:— 4-6-271XXX	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 & 3H 0-4-4T 2K & 2L 0-6-0T 2R & 3Y } Ex Cal.	The following L.M.R. and B.R. Standard engines are restricted to 25 m.p.h. throughout:— 2-6-0 42700-42984, 4-6-0 44658-45742, 46100-46170, B.R. Std. 73XXX 4-6-2 B.R. Standard 70XXX and 72XXX 0-8-0 48893-49454, 49505-49674 2-8-0 48000-48772, 90007-90774 2-10-0 B.R. Standard 92XXX Diesel Locos:— 600-604, 5700-5719 350 h.p. B.R. 500 h.p. E.E.
EVESHAM AND BARNET GREEN				
None... ..	All except:— 4-6-271XXX	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 0-6-0 2E & 3H 0-4-4T 2K & 2L 0-6-0T 2R & 3Y } Ex Cal.	The following L.M.R. and B.R. Standard engines are restricted to 25 m.p.h. throughout:— 2-6-0 42700-42984, 4-6-0 44658-45742, 46100-46170, B.R. Std. 73XXX 4-6-2 B.R. Standard 70XXX and 72XXX 0-8-0 48893-49454, 49505-49674 2-8-0 48000-48772, 70807-79483, 90007-90774 2-10-0 B.R. Standard 92XXX Diesel Locos:— 600-604, 5700-5719 350 h.p. B.R. 500 h.p. E.E.
B.R. Standard Class 9F 2-10-0 92XXX Prohibitions:				
Redditch South New Road. North All connections leading to Top Yard. New Road Coal Sidings—Back Road. Dixons Sidings. Gas Works Siding.		Evesham Yard—Down Side Sidings Nos. 4, 6 and 7 Salford Priors Down Side Bamfords Sidings.		
BROOM NORTH OR WEST JUNCTIONS—STRATFORD-UPON-AVON				
2-8-0 90XXX W.D.* ...	2-6-0 76XXX† 77XXX 2-6-2T 82XXX 84XXX 2-6-4T 80XXX† 4-6-0 75XXX†	5000-5019, 5300-5319, 5500-5519, 5700-5719†, 5900-5909, 6100-6109, 8000-8019, 8200-8209, 8400-8409 200 and 204 h.p. B.R. 350 h.p. B.R.* 500 h.p. B.R.* 10800	0-4-4T 41900-41909, 58052-58087 0-6-0T 41660-41879, 47200-47681, 51316-51524 4-4-0 40332-40700, 41049-41198 0-6-0 43110-43629, 43800-44606, 52095-52527, 58114-58932 2-4-2T 50643-50850 2-6-2T 40001-40209 2-6-0 43000-43049, 43112-43121, 46400-46502 4-6-0 44658-45499† 2-8-0 48000-48772,* 90007-90774*	*—Speed not to exceed 25 m.p.h. †—Speed not to exceed 20 m.p.h.

B.R. STANDARD ENGINES

Class 9F (2-10-0) 92XXX, including those fitted with Franco Crosti 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.
 "Dotted Blue" Routes ... As for 2-8-0 28XX class engines.
 "Yellow" and "Uncoloured" Routes... Prohibited.
 (Subject to clearance tests to determine restrictions necessary in respect to sidings and crossovers).

Class 8 (4-6-2) 71XXX—As for "King" Class.

Class 7 (70XXX) (4-6-2)—As for "Castle" Class.

Class 5 (73XXX) (4-6-0)—Prohibited on all "Blue", "Yellow" and "Uncoloured" Routes. Restrictions—As for W.R. 4-6-0 49XX ("Half") Class Engines.

Class 4 (75XXX and 76XXX) (4-6-0)—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. (See note below.)

Class 2 (2-6-0) 78XXX—These locomotives are in the "Yellow" group for engine route purposes. (See note below.)

(See entries under various Sections of Line for further restrictions.)

HEAVY ENGINES—ROUTE AVAILABILITY.—B.R. STANDARD CLASS 9F (2-10-0) LOCOMOTIVES WITH MECHANICAL STOKERS

The above locomotives have a considerably heavier axle weight than the ordinary Class 9 engines and as a result of this will have to be classified "Red" for engine route purposes on this Region. Those marked with an asterisk are special prohibitions which have had to be imposed owing to the existence of oblique crossings fitted with raised check rails:—

Prohibitions:—

- All "Blue", "Yellow" and "Uncoloured" routes.
 *Worcester (Shrub Hill) Station to Rainbow Hill Junction via Shrub Hill Junction in the Down direction.
 *Worcester Tunnel Junction to Rainbow Hill Junction in the Up direction.
 *Worcester (Shrub Hill) Station—Down Bay Line.
 Ashchurch to Upton-on-Severn.
 Nailsworth Branch.
 Stroud Branch.
 Dursley Branch.

On routes where these engines are permitted to work they must observe the siding restrictions applicable to 28XX and 47XX class engines. In addition, siding restrictions which have already been laid down for the ordinary 2-10-0 engines will also apply to the 2-10-0 engines fitted with mechanical stokers.

Class 9F 2-10-0 locomotives must be restricted to 5 m.p.h. over turnouts and sharp curves in Goods Yards and Stations and if permanent way is in poor condition they should be prohibited from working.

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

Prohibited on all "UNCOLOURED" routes. Engines numbered 82030 and 82035-82044 when working over "YELLOW" or specially authorised "UNCOLOURED" routes must not be coupled to another engine of the same class.

B.R. STANDARD ENGINES—CLASS 3 (2-6-0) M.T.

These engines may work over Running Lines on the Western Region subject to the following:—

PROHIBITIONS:

All "Uncoloured" routes. Gloucester Docks. Lydney Junction—Serridge Junction. Coleford Branch. Worcester Vinegar Branch.

B.R. STANDARD ENGINES—CLASS 2 (2-6-0) TENDER AND CLASS 2 (2-6-2T).

Route Classification—YELLOW.

PROHIBITIONS:

Worcester Vinegar Branch.

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).

WORKING OF AUSTERITY W.D. (2-8-0) ENGINES.

The speed of these engines must not exceed 50 m.p.h. under any circumstances, and they must not be used for working "C" and "D" headcode Freight trains except in emergency.

Ex-L.N.E. B.I CLASS 4-6-0 TENDER ENGINES

Ex L.N.E. B.I Class 4-6-0 tender engines are permitted to work between King's Norton and Gloucester (Eastgate), but crossover roads between platforms should be used at "Slow Caution Speed". The engine may proceed from Gloucester (Eastgate) to the Motive Power Depot at Gloucester via Barton Gates Junction, the Goods Line and Tramway Junction.

This engine may also work between Stoke Works and Abbotswood Junction via Worcester, subject to the observance of service restrictions and a maximum speed of 20 m.p.h. over the Canal Bridge at Droitwich, 126m. 27c.

Ex-L.N.E. ENGINES, CLASS K.3 (2-6-0).

The above engines are permitted to work between Barnt Green and Bristol via Dunhamstead subject to the observance of all restrictions applicable to engines in the "RED" Group.

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.

Stations	Connections and Sidings	Class of Engine Prohibited
Wyre Forest	Sidings alongside Wharf	78XX and "Austerity."
Cleobury Mortimer	Beyond the gate leading to Bayton Siding	
	No. 3 Outer Yard Siding	
	Diton Priors Branch Sidings	
	Alongside Back Platform	
Newnham Bridge	Cattle Pen Wharf	Speed of 78XX and "Austerity" Class engines must not exceed 5 miles per hour over this connection.
	Through scissors connection from running lines to Siding	

Engine Restrictions—continued

K205

2-6-2T, 45XX and 55XX Class Engines.—In addition to the observance of permanent speed restrictions applicable to the above section shown above, 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....	m.p.h. 30
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. 42c. and 138m. 14c. ... 138m. 35c. and 139m. 50c. ... 139m. 50c. and 140m. 60c. ... 140m. 60c. and 141m. 58c. ... 141m. 58c. and 143m. 46c. ...	40 40 45 40 45
Between Wyre Forest and Cleobury Mortimer...	All Up and Down trains between: 143m. 68c. and 144m. 47c. ... 144m. 47c. and 146m. 60c. ... 146m. 60c. and 147m. 20c. ...	40 45 40
Between Cleobury Mortimer and Neen Sollars...	All Up trains between 147m. 41c. and 151m. 54c. ... All Down trains between 147m. 20c. and 151m. 54c. ... All Up and Down trains between 151m. 54c. and 5m. 10c. (Tenbury Wells Station) ...	40 40 50
Between Neen Sollars and Tenbury Wells ...	All Up and Down trains between: 4m. 63c. and 3m. 72c. ... 3m. 72c. and 3m. 27c. ... 3m. 27c. and 1m. 10c. ... 1m. 10c. and 0m. 40c. ... 0m. 40c. and 0m. 12c. ...	50 40 50 40 35
Between Tenbury Wells and Woofferton 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 **Buildwas**, inclusive, at a maximum overall speed not exceeding 25 miles per hour at any point, subject to the following prohibitions and restrictions.

NOTE.—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 the 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.

Stations	Connections and Sidings	Class of Engines Prohibited
Hartlebury ...	—	For particulars of prohibitions see "Oxford and Stourbridge Junction"
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).
Seateite Works ...	Private Sidings ...	"Red" and "Blue" group engines are prohibited from passing beyond the Western Region gate leading to the Private Siding.
Central Electricity Authority ...	Private Sidings ...	W.R. engines must not work over the Loops beyond points on the Power Station side of Worcester Road Bridge, denoted by engine stop boards.
Arley ...	Victoria Bridge at 140m. 35c. ...	1. Permitted engines in the "Blue" group must not be coupled to any other engine. 2. 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. 3. 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. 4. When a tender engine and a tank engine are coupled together, the tank engine must be coupled to the tender of the tender engine. 5. Not more than two engines may work coupled together.

Engine Restrictions—continued

"BLUE" ROUTE—BUILDWAS AND SHREWSBURY—continued

Station	Connections and Sidings	Class of Engines and Prohibitions
Buildwas	W.R. Loop and Siding at Buildwas Power Station Sidings	"Red" engines may use the W.R. Loop and Siding.
Shrewsbury (Abbey Foregate)	"Scotch Road," Down Sidings	All 4-6-0 Engines and 2-8-0 47XX Class.
Shrewsbury (Station)	Scissors Crossover between Nos. 1 and 2 Bay Lines	All 4-6-0 Engines and 2-8-0 47XX Class.
Shrewsbury (Station)	Crossover Road between Nos. 3 and 4 Bay Lines	All 4-6-0 Engines, 2-6-0, 47XX and Tank Engines of 2-8-0, 2-8-2 types.
Shrewsbury (Station)	Scissors Crossover between Up and Down Platform Line and Down Main	"King" Class and 2-8-0 47XX Class.
Shrewsbury (Station)	Scissors Crossover between Up Platform and Up Main	2-8-0 47XX Class, "King" and "Castle" type restricted to 5 m.p.h.
Shrewsbury (Station)	All Bay Lines	2-8-0 47XX Class.
Shrewsbury (Coton Hill)	Cattle Pen Sidings	All beyond end of Old Goods Shed.

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

0-6-0T 1500 CLASS ENGINES

Are permitted to work over all "red" and "dotted red" routes where the following engines are authorised, subject to the same prohibitions and restrictions shown:

2-8-0 Tank 42XX, 52XX 2-8-2 Tank 72XX 0-6-2 Tank 56XX, 66XX

These engines are authorised over the running lines from Swindon to Ebbw Junction, Newport, via Gloucester or the Severn Tunnel, including to and from Ebbw Junction, Locomotive Depot.

KEMBLE AND CIRENCESTER TOWN BRANCH

Route colour Yellow.

Types of Engines authorised, Yellow and uncoloured groups.

Engines of the 2-6-2T (55XX Type) 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.

GLOUCESTER DOCKS BRANCH SIDINGS AND GLOUCESTER DOCKS

Engines of the 0-6-0T (16XX Class) are permitted to work over Llanthony Yard and all Docks and Traders' Sidings, subject to the observance of Engine Stop Boards and the following restrictions:—

SPEED NOT TO EXCEED 5 m.p.h. OVER ANY SIDINGS OUTSIDE LLANTHONY YARD.

Such engines must be fitted with spark arresters.
 200 h.p. Diesel Mechanical Shunting Locomotives (D2XXX) may work in Gloucester Docks Branch Sidings and Llanthony Docks without restriction.

Engines of the "RED" Class are prohibited from working from Gloucester, Docks Branch Sidings to Gloucester Docks. All other classes may work over the Main Line between these points, but are prohibited from using any Sidings at Llanthony Yard except the "Straight" and "Water Crane" roads not exceeding a speed of 5 m.p.h.

CHELTENHAM (ST. JAMES)—NEW STREET 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, 97XX.

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:—

Station	Connections and Sidings	Class of Engines Prohibited
Cheltenham, Leckhampton	Loading Dock Siding at back of Up Platform	28XX, 38XX, 45XX, 49XX, 51XX, 53XX, 55XX, 68XX, 1,000 Class and 2-8-0 Austerity.
Andoversford	Alongside Goods Shed on Cattle Dock Siding	
Notgrove	Cattle Dock Siding	49XX, 68XX and 1,000 Class.

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

S.R. "N" and "U" Class engines are permitted to work between Cheltenham St. James' and Andoversford Junction only.

Engine Restrictions—continued

GRANGE COURT, HEREFORD 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.

4-6-0 (except 60XX)

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.

PROHIBITIONS for Heavy Engines of the 2-6-0 43XX Class.

Ross-on-Wye Station: Road through Goods Shed. Over connection from No. 1 Down Siding leading to the Main Line.

Backney Siding: Cattle Pen Siding.

Fawley Station: Loading Bank Siding.

Holme Lacy Station: Loading Bank Siding.

4-6-0 Engines (including "1000" Class).

The above engines (except "King" Class) are authorized 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:—

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.

41XX Class engines prohibited from using the connection from Up Main to Goods Shed.

Backney Siding: Cattle Pen Siding.

Fawley: Loading Bank Siding.

Holme Lacy: Loading Bank Siding.

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

Ross-on-Wye: Engine Shed Siding.

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 type." 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 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.

ROSS-ON-WYE AND LYDBROOK

Route Colour, Yellow

Permitted Engines:—Yellow and Uncoloured groups.

57XX Class are subject to a speed restriction of 25 m.p.h.

CHEPSTOW RIVER BRIDGE

- (a) The speed of all trains must not exceed 15 m.p.h.
- (b) Not more than two Engines coupled together must work over the Bridge.
- (c) Two "Red" Tank Engines must not run coupled together.
- (d) When a Tank Engine and a Tender Engine (both of the "Red" classification) are coupled together, the Tank Engine must be coupled to the tender of the other engine.
- (e) No other engine may be coupled in front of the B.R. Standard Class 7 (4-6-2 70XXX), except that a 22XX (0-6-0) Class locomotive, or any locomotive in the "Uncoloured" group, may haul a "dead" B.R. Standard Class 7 over this bridge at a speed not exceeding 5 m.p.h.
- (f) Only the following engines may be coupled behind the tender of the B.R. Standard Class 7 (4-6-2) engine: 0-6-0 (2301 Class), 0-6-0T (1361, 1600 and 1366 Classes) and 0-4-2T (14XX and 58XX Classes).
- (g) No engine may be coupled to a 2-10-0 engine, except that a 22XX (0-6-0) Class locomotive, or any locomotive in the "Uncoloured" group, may haul a "dead" B.R. Standard Class 9 (2-10-0) 92XXX over this bridge at a speed not exceeding 5 m.p.h.
- (h) Main Line Diesel Electric Type 4 Locomotives (2,300 h.p.) B.R. (Derby) Sulzer, when running as a double unit, are prohibited.

Engine Restrictions—continued

SEVERN AND WYE LINES

Lydney Junction to Berkeley Road Junction and Berkeley Road South Junction (via Berkeley Loop).
Route colour, Yellow

TYPES OF ENGINES AUTHORISED.

Western Region.

Yellow and uncoloured Groups.

53XX (Blue Group). ON RUNNING LINES ONLY. Subject to the observance of ALL SERVICE RESTRICTIONS.
(See Footnote.)

British Railways Standard Class 4. (4-6-0) 75XXX with LIGHT Tender } ON RUNNING
British Railways Standard Class 4. (2-6-0) 76XXX with LIGHT Tender } LINES ONLY.

London Midland Region.

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 58228).

Note.—53XX Class may attach or detach traffic at the Up Sidings at Sharpness South, providing a sufficient number of wagons are attached to the Engine as a raft to obviate the necessity for the Engine itself working over the junction or into the Up Sidings.

Berkeley Road Junction and Berkeley Road South Junction (via Berkeley Loop and Sharpness)

22XX, 36XX, 37XX, 46XX, 67XX, 77XX, 87XX, 96XX and 97XX Class, also 3200 to 3219 (inclusive) are prohibited over Sharpness North Docks.

Ex-L.M.R. engines, authorised to work over the Gloucester to Bristol Section may work without restriction on Running Lines only between Berkeley Road Junction and Sharpness and over Berkeley Loop. Also to the limit of B.R. maintenance on Sharpness South Dock Branch.

78XX Class may work over these Sections, also over Sharpness North and South Dock Branches, subject to the following restrictions:—

1. NOT to use Crossovers 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 4¼ m.p.).
3. On Sharpness South Dock Branch may work up to, but NOT beyond limit of B.R. maintenance.
4. NOT to work into No. 2 Inwards Siding at Sharpness.

28XX and 38XX Classes may work over RUNNING LINES ONLY and all Sidings, Crossovers, etc. (other than specified below) are prohibited.

South Docks Branch (South Junction to Docks Gates) ... Up and Down lines.

Crossovers on Docks Branch.

Crossover between Platforms at Berkeley Road.

Lydney Junction to Coleford Junction and Coleford Branch

TYPES OF ENGINES AUTHORISED. Uncoloured Group, also 74XX and 57XX (Yellow Group).

Restrictions. 74XX and 57XX are not permitted to work over the Oakwood Branch.

74XX are further 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 Class 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.

Coleford Junction to Serridge G.F.

Only Engines in the UNCOLOURED GROUP are authorised.

THE SEVERN BRIDGE

Only engines enumerated in the Lydney-Berkeley Road Junction and Berkeley Road South Junction Sections are permitted.

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 four wagons must be placed between the assisting engine and the disabled engine. A competent man must, in all cases, ride upon the disabled engine.

SHARPNESS TURNTABLE

The above will only accommodate Tender engines with an overall wheelbase not exceeding 43 ft., i.e. W.R. 32XX and 22XX and below, also L.M.R. Class 4.F. Tender, and below.

KEMBLE AND TETBURY BRANCH

Uncoloured Route:—

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

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 Loop at Worcester end of Down Platform.	45XX and 55XX.

Engine Restrictions—continued

10XX ("COUNTY") CLASS ENGINES

"County" Class engines must not work Freight services except as indicated in the following paragraph:—

"County" Class engines may be utilised to work "C", "D" or "E" headcode Freight services where this may be necessary in order to work an engine towards its home depot. Such working must be made under the direction of Headquarters Control.

"County" Class engines must not be utilised for the working of Freight trains below the "E" category, except in exceptional circumstances.

DROITWICH SPA AND STOKE WORKS JUNCTION

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

DIESEL ENGINES

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

Engine Route Classification	...	Blue
Maximum Permissible Speed	...	20 m.p.h.
Average Speed for timing purposes	...	15 m.p.h.

Prohibited from all "Uncoloured" routes and the following Lines and Sidings:—

Station or Place	Prohibitions or Restrictions
Bremmel Sidings	NOT to work past end of B.T.C. Maintenance.
Purton	NOT to work into Hill's Sidings.
Stroud	NOT to work on Turntable, Townsend's Siding.
Stonehouse (Burdett Road)	NOT to work into Jefferies' Siding or Stonehouse Brick & Tile Co.'s Sidings.
Gloucester (Central)	NOT to work in Gloucester Foundry Co.'s Wagon Repairs or Gloucester Co-operative Society's Sidings. Cattle Pen Sidings.
Bullo Pill	NOT to work into Wagon Repairs Siding.
Woolaston	Station closed.
Gloucester Docks	NOT to work to Sheet Shop Siding.
Gloucester Docks Branch	NOT to work beyond 1 m.p. Llanthony Yard.
Bullo Docks Branch	To work on Main Line only.
Cheltenham (St. James')	NOT to work in Corporation Siding, Old Cattle Pen Siding, New Street Yard.
Dymock	NOT to work through Goods Shed.
R.O.F. Siding, Rotherwas	NOT to work past end of B.T.C. Maintenance.
Staple Edge	NOT to work past gate of Eastern United Colliery.
Whimsey Goods	NOT to work alongside Goods Shed.
Churchway Branch	NOT to work past gate Northern United Colliery.
Winchcombe	NOT to work through Crossover Road at Honeybourne end of Station Platforms.
Newland West	NOT to work past end of B.T.C. Maintenance, Gas Board's Sidings.
Malvern Link	NOT to work in Pyx Granite Goods Shed to Siding at rear of Down Platform.
Malvern New Sidings	NOT to work over Turntable on Shunting Spur.
Hereford (Show Yard)	NOT to work past gate into Groom's Siding.
Hereford (Worcester Siding)	NOT to work past gates leading to Stevco Emulsion Co.'s Sidings and Loading Bank, Painter Bros. Sidings and West Midland Gas Board Siding.
Hereford (Barr's Court)	NOT to work in Edgar Street Cattle Pens, Messrs. Wagon Repairs Siding or into the B.T.C. Wagon Repairing Depot.
Cheltenham (High Street)	NOT to work into loading docks, Up side Shrewsbury end of Station.
Gloucester (Eastgate)	NOT to work alongside Messrs. Thynnes Tile Works or into Corporation Siding.
Quedgeley	NOT to work in Ree's Siding, Electricity Works Siding or Gas Works Siding.
Charfield	NOT to work in C. & W. Depot or Bridge Depot Taylor's Siding.
Cam	NOT to work over any Siding not at present used by B.T.C. Locomotives.
Dursley	NOT to work over Turntable to Goods Shed, into Brick & Tile Co.'s Siding, or over "shoots" in Coal Sidings.
Gloucester Docks Branch (High Orchard)	NOT to work in Coal Yard Siding or Messrs. Hunt & Winterbottom's Siding.
Hempstead Branch	NOT to work beyond limits of B.T.C. Maintenance in Gas Board's Sidings or any of Messrs. Lister's Sidings.
Lane's Siding (near Dudbridge)	NOT to work on any Private Sidings, High Orchard Yard or on line to Gloucester Dock (Albion Crossing).
Woodchester	NOT to work into Collect's Siding or past end of B.T.C. Maintenance, Gas Board's Siding.
Newman Hender's Siding (near Nailsworth)	NOT to be used.
Nailsworth	NOT to work into Timber Co.'s Siding.
Tewkesbury Quay Branch	NOT to be used.
	NOT to work on Siding behind Store at bottom end of Goods Yard.
	To work to Loco. Depot only—care to be exercised when working past Messrs. Dowty's Works.

Diesel Engines—continued

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.

300 h.p. Diesel Hydraulic Shunting Locomotives, North British Locomotive Company.

The above type of Locomotive has been classified "Blue" for route availability purposes over the Western Region subject to the following stipulations:—

Prohibitions:—

All "Uncoloured" and "Yellow" routes.

Stroud Branch.

Nailsworth Branch.

Ashchurch to Upton-on-Severn.

Severn & Wye Line—Sharpness to Speech House Road, including all Branches.

Restrictions:—

Gloucester Docks (Llanthony) Branch ... To work Main Line only. NOT to work beyond 1 m.p. in Llanthony Yard.

Bullo Docks Branch ... To work Main Line only.

Gloucester Docks (High Orchard) ... To work Main Line only. NOT to work beyond Level Crossing at Canal End of High Orchard Yard. Not to work from High Orchard Yard in the direction of Merchant's Road or Albion (Goat) Crossing pending tests.

Hempstead (Tuffley) Branch ... To work Main Line only.

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

Engine Route Classification ... Uncoloured

Subject to the following restrictions over Gloucester High Orchard Branch:—

Merchant's Road Siding ... Not to pass the face of Thompson's building. Shunting to be carried out with a minimum of 2 empty wagons.

Fielding and Platt's Siding ... Not to pass Drop Shutter Doors, and any shunting to be carried out with one empty wagon.

The Basin ... PROHIBITED, with the exception of two long sidings running alongside the Inner Basin Dock.

1,000 h.p. Main Line Diesel Hydraulic Locomotives, Type 2., North British Company.

Colour Classification for engine route purposes—"Blue."

Prohibitions:—

All "Uncoloured" routes.

Severn and Wye Line: Sharpness to Speech House Road.
Mineral Loop (Tufts Junction to Princess Royal Sidings).
Sharpness North Docks Branch.
Coleford Branch.
Wimberry Branch.
Lydney Docks Branch.

Shipston-on-Stour Branch.

Restrictions:—

Must not exceed a speed of 40 m.p.h. on "Yellow" Routes, with the following exceptions:—

Gloucester Docks (High Orchard) ... Not to work past level crossing at Canal end of High Orchard Yard.

Sidings restrictions will be investigated as the need arises.

1,160 h.p. Main Line Diesel Electric Locomotives Type 2 Birmingham Carriage & Wagon Company.

These locomotives will now be classified "Red" for engine route purposes on the Western Region, and be subject to the following stipulations:—

Prohibitions:—

All "Blue", "Yellow" and "Uncoloured" routes.

Severn and Wye Line.

Nailsworth Branch.

Stroud Branch.

Ashchurch to Upton-on-Severn.

1,160 h.p., Main Line Diesel Electric Locomotives—Type 2, B.T.C. Sulzer Equipment.

These Locomotives are numbered 5002–5006, maximum weight 75 tons and Nos. 5000/1 and 5007–19, maximum weight 79 tons 16 cwt.

Colour classification for engine route purposes ... Red

Prohibitions:—

All "Blue", "Yellow" and "Uncoloured" routes.

Sharpness to Lydbrook Junction and all Branches.

Hereford Hay and Three Cocks Junction Line.

Stroud Branch.

Nailsworth Branch.

Ashchurch to Upton-on-Severn.

Banbury to Cheltenham Line.

Restrictions:—

Gloucester (Docks Branch) ... Care to be taken when working into Branch at Docks Branch Junction. Not to work past 1 m.p. in Llanthony Yard, and to work on Main Lines only.

Gloucester (High Orchard) ... To work on Main Line only. Not to work past level crossing at Canal end of High Orchard Branch, or towards Merchants Road or Albion Crossing.

Hempstead (Tuffley Branch) ... To work on Main Line only.

Bullo Docks Branch ... To work on Main Line only and speed not to exceed 25 m.p.h.

Working into Sidings will be investigated as the need arises.

General Instructions:—

(a) These Locomotives are prohibited over Sidings and connections having a minimum radius of less than 4½ chains.

(b) The lateral and horizontal dimensions given for under-clearances as shewn on B.R.L. 1 Locomotive gauge must be strictly adhered to, including allowance for maximum drop due to wear on tyres, etc.

Engine Restrictions—continued

Diesel Engines—continued

1,200 h.p. type Main Line Diesel Locomotives, Metro Vickers (Crossley)

These locomotives, have been classified "Red" for engine route purposes and are, therefore, permitted to work between Barnt Green and Bristol including Barrow Road and Barnwood Running and Maintenance Depots.

This includes the section between Stoke Works Junction and Abbots Wood Junction via Worcester subject to normal service restrictions and between Barnt Green and Ashchurch via Evesham subject to a speed restriction of 25 m.p.h.

(a) These locomotives are prohibited from working over sidings and connections having a minimum radius of less than $4\frac{1}{2}$ chains.

(b) The lateral and horizontal dimensions given for underclearances, as shewn on B.R.L.I. Locomotive Gauge, must be strictly adhered to, including allowance for maximum drop due to wear on tyres, etc.

The locomotives have been classified "Red" for engine route purposes on this Region and they will have the same route availability as the 2,000 h.p. Swindon and North British Diesel Hydraulic Locomotives.

2,000 h.p. Main Line 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.

2,300 h.p., Main Line Diesel Electric Locomotives—Type 4, B.R. (Derby) Sulzer.

These locomotives, whether working as a single or a double unit, have been classified "Red" for engine route purposes, so far as lines within this Region's maintenance are concerned.

The locomotives are prohibited from working over sidings and connections having a minimum radius of less than 5 chains.

The lateral and vertical dimensions given for underclearances as shewn on B.R.L.I. Locomotive Gauge must be strictly adhered to, including allowance for maximum drop due to wear on tyres, etc.

When running as a double unit, these locomotives cannot be permitted to work over the River Wye bridge at Chepstow.

STATION	En- gine No.	Starting Time.	AUTHORISED HOURS							Total Hours per Week	PARTICULARS OF WORK
			Mon.	Tues.	Wed.	Thur.	Fri.	Sat.	Sun.		
Worcester Yard ...	1	7.30 a.m.	4	—	—	—	—	—	—	h. m. 4 0	8.30 a.m. Vinegar Trip. To shed 9.30 a.m.
	1	2.30 p.m. 11.30 a.m.	8	8	8	8	8	8	—	48 0	Afternoon Vinegar trips, Coal Drops, etc. Shunts "Round the Back," London Yard. On Saturdays also shunts L.M.R. Yard 2.0 p.m. and "Round the Back." To Shed 10.30 p.m. SX, 7.30 p.m. SO.
	2	5.10 a.m.	19	24	24	24	24	24	6	145 0	Hereford Siding Shunting. Trip to Gas Works SX at 12.30 p.m. Changed 2.0 p.m.
	3	6.0 a.m.	18	24	24	24	24	24	6	144 0	North Sidings. Changed 6.0 a.m.
	5	6.0 a.m.	18	24	24	24	24	22	—	136 0	London Yard. Changed 2.0 p.m. Wyllys Lane and Midland Yard shunting. Charged 10.0 p.m. SX. To Shed 10.0 p.m. SO.
Evesham ...	1	6.0 a.m.	15	15	15	15	15	14½	—	90 10	Shunting at Evesham. To Shed 9.0 p.m. SX, On Saturdays runs light to Honeybourne at 5½ a.m. and works 5.40 a.m. Freight Honey- bourne to Evesham, then take up shunting. To Shed 7.0 p.m. SO.
	2	4.0 p.m. SX	3½	3½	3½	3½	3½	—	—	17 30	Honeybourne No. 3 Shunting Engine. To Shed at 7.30 p.m. SX.
Honeybourne ...	1	5.0 a.m.	19	24	24	24	24	24	6	145 0	Shunting Up Yard and banking as required. To Shed 6.0 a.m. Sundays.
	2	6.0 a.m.	18	19½	19½	19½	19½	19½	2½	119 15	Shunting Down Yard and banking as required. To Shed 5.45 a.m. Tuesdays to Saturdays. Off pit 7.45 a.m. Tuesdays to Saturdays and works 9.15 a.m. Honeybourne to Long Marston and back and also performs tip working. To Shed 2.30 a.m. Sunday.
Kingham ...	1	6.10 a.m.	1	1	1	1	1	1	—	6 0	Works 7.10 a.m. Kingham to Chipping Norton, and 8.15 a.m. Chipping Norton to Kingham daily, 8.38 a.m. Kingham to Moreton-in-Marsh SX, shunt as required at Kingham SO.
	2	11.45 a.m.	2½	2½	2½	2½	2½	2½	—	15 0	Engine of 6.35 a.m. Worcester to Kingham.
Brimscombe ...	1A	6.20 a.m.	17½	24	24	24	24	19½	—	132 55	See Note "A".
Gloucester New Yd. —Front Road. (F.51)	1	6.0 a.m.	18	24	24	24	24	24	6½	144 0	Shunts New Yard Front (or Back Road Sidings when necessary), including Cripple Sidings 12.30 p.m. to 1.30 p.m. Fresh engine to change, leave Shed 1.40 p.m. daily. On Satur- days, works 1.50 p.m. Old Yard to "T" Sidings.
Gloucester New Yd. —Back Road. (F.50)	2	6.0 a.m.	17½	22½	22½	22½	22½	20½	2½	129 5	†Works trip to Old Yard upon completion of Shunting requirements (Sundays).
Gloucester Old Yard (F.59)	3	5.20 a.m.	15½	15½	15½	15½	15½	13½	—	89 45	Shunts Back Road Sidings; Engineers', Co-opera- tive, and Signal Dept. Sidings. Engine to sub- sequently proceed to Shed as arranged by Yard Inspector, or working special trip to Old Yard if required. Fresh engine to leave Shed 1.25 p.m., work 1.35 p.m. Old Yard to "T" Sidings, then shunts Wagon Repairs Ltd. and Emlyn Works as necessary, also Back Road Sidings. Works 12.48 a.m. MX "T" Sidings to Docks Branch Sidings, thence L.E. to "T" Sidings (except Sundays) to proceed with shunting.
Gloucester Docks Branch Sidings.	4	6.0 a.m.	16	16	16	16	16	12	—	92 0	On Saturdays, works 12.15 p.m. "T" Sidings to Docks Branch Sidings, L.E. to Old Yard, 1.30 p.m. Old Yard to Barnwood Sidings, thence to Shed. To leave Shed again at 5.30 p.m., work 5.36 p.m. Old Yard to "T" Sidings, thence Shunting.
Gloucester Transfer Target No. 1 (F.57)	5	7.45 a.m. MO 5.15 a.m. MX	4½	7½	7½	7½	7½	7½	—	40 0	Also works 12.48 a.m. Suns., "T" Sidings to Docks Branch Sidings; 1.55 a.m. Suns., Over Sidings to Barnwood Sidings, thence to Shed.
Gloucester Docks ...	6	7.10 a.m.	14½	14½	14½	14½	14½	5½	—	80 5	Shunts Old Yard. Works 8.52 a.m. "T" Sidings to Old Yard and 7.30 p.m. SX Old Yard to Barnwood.
											Engine leave Shed 5.30 a.m. Shunts Docks Branch Sidings and Over Sidings and works trips between those points as necessary. To Shed 6.0 p.m. on Saturdays, or earlier if Yard requirements completed.
											See Note "C".
											6.40 a.m. from Shed, work 7.10 a.m. Docks Branch Sidings to Docks and scheduled trips between Docks and Docks Branch Sidings until 7.15 p.m. SX Docks to Docks Branch Sidings. Shunt Docks Branch Sidings (trip working to Over Sidings as required). To Shed 10.0 p.m. SX. On Saturdays, after working 1.0 p.m. Docks to Docks Branch Sidings, to proceed to Shed.

(For Notes see next page.)

Shunting Engines—continued

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STATION	En- gine No.	Starting Time	AUTHORISED HOURS							Total Hours per Week	PARTICULARS OF WORK
			Mon.	Tues.	Wed.	Thur.	Fri.	Sat.	Sun.		
Gloucester (Barn- wood Sidings)	7	7.15 a.m.	16½	17½	17½	17½	17½	17½	3½	h. m. 108 10	Shunts Barnwood Sidings until 12.50 a.m. (MX) then proceeds to Upper Yard Shunting until 6.0 a.m. MX. On Sundays retained at Barnwood until 3.30 a.m., thence to Shed.
Gloucester (Upper Yard)	8	6. 0 a.m.	16½	16½	16½	16½	16½	16½	—	97 30	Shunts Upper Yard.
Gloucester (Upper Yard) (F.52)	9	1. 0 a.m. MX	—	5	5	5	5	5	—	25 0	Shunts Upper Yard (Engine No. 7). Also works 2.50 a.m. MX Upper Yard to "T" Sidings.
Gloucester (Goods Yard) (Target 14) (F.54)	10	6.10 a.m.	7½	7½	7½	7½	7½	7½	—	47 30	5½ 55 a.m. ex Shed. Shunts Goods Yard then works 8.0 a.m. Upper Yard to "T" Sidings, 8.35 a.m. "T" Sidings to Upper Yard, 9.50 a.m. Upper Yard to High Orchard, 10½ 25 a.m. L.E. to Upper Yard, 11.0 a.m. Upper Yard to Quedgeley, 12.15 p.m. SX, 12.20 p.m. SO Quedgeley to Upper Yard, 2.0 p.m. Upper Yard to Barnwood.
Gloucester (Goods Yard) (F.58)	11	6. 0 p.m.	4	4	4	4	4	4	—	24 0	5½ 45 p.m. ex Shed. Shunts Goods Yard and Upper Yard as required. Also works 7.30 p.m. Goods Yard to Upper Yard, 7.55 p.m. Upper Yard to Goods Yard, 9.35 p.m. SO Goods Yard to Upper Yard.
Gloucester (High Orchard and Docks)	12	8.15 a.m. MO 8.20 a.m. MX	13½	13½	13½	13½	13½	7½	—	73 30	Shunts High Orchard-Docks.
Gloucester (Hempstead) (Target 8) (F.53)	13	5.40 a.m.	6½	6½	6½	6½	6½	6½	—	38 30	Works 5.40 a.m. Upper Yard to "T" Sidings. Light Engine ex "T" Sidings. 6.40 a.m. Upper Yard to Hempstead. 10.30 a.m. ex Hempstead and 12.0 noon Upper Yard to Barnwood Sidings.
Gloucester ... (Target 15) (F.55)	14	11.20 a.m. SX	7½	7½	7½	7½	7½	—	—	35 25	Works 11.20 a.m. Barnwood Sidings to Upper Yard. 12.30 p.m. Upper Yard to "T" Sidings, 1.10 p.m. "T" Sidings to Upper Yard, 2.17 p.m. Upper Yard to High Orchard, 3.15 p.m. High Orchard to Upper Yard, 4.35 p.m. Upper Yard to "T" Sidings, 5.10 p.m. "T" Sidings to Upper Yard. Light Engine Upper Yard to High Orchard, 6.23 p.m. High Orchard to Barnwood.
Gloucester ... (Target 15) (F.55)	14A	11.20 a.m. SO	—	—	—	—	—	8½	—	8 35	Works 11.20 a.m. Barnwood Sidings to Upper Yard, 2½ 17 p.m. L.E. Upper Yard to High Orchard, 2.35 p.m. High Orchard to Upper Yard, 4.35 p.m. Upper Yard to "T" Sidings, 5.10 p.m. "T" Sidings to Upper Yard, 6½ 0 p.m. Engine and Van Upper Yard to Quedgeley, 6.50 p.m. Quedgeley to Upper Yard, 7.50 p.m. Upper Yard to Barnwood.
Gloucester ... (Target 17) (F.56)	15	8.45 p.m. SX 11.35 p.m. SO	3½	6½	6½	6½	6½	6½	5½	39 35	Off Shed 7.35 p.m. SX. 11.0 p.m. SO. Works 8.45 p.m. SX High Orchard to Upper Yard, 9.45 p.m. SX, 11.35 p.m. SO. 2.0 a.m. Suns., Upper Yard to "T" Sidings. 10.20 p.m. SX, 12.5 a.m. Suns. and 2.30 a.m. Suns. "T" Sidings to Upper Yard 11.30 p.m. SX. "Q" Upper Yard to Barnwood Sidings. 12.40 a.m. MX Goods Shed to Barnwood, then shunts until 3.0 a.m. (Suns.X). On Sundays works 5.20 a.m. Upper Yard to Goods Shed.
Cheltenham Spa (St. James' Goods)	1	6.15 a.m.	15½	15½	15½	15½	15½	11½	—	88 45	See Note "D".
Cheltenham (High St.)	2	8. 0 a.m.	7	7	7	7	7	4	—	39 0	Shunts Cheltenham (High St.), Alston Junction and Lansdown Station as required.

A—Works 5.45 a.m. Freight ex Gloucester (daily); shunts Stroud Yard. (Assists 8.0 a.m. Passenger ex Cheltenham from Stroud to Kemble, when required), then proceeds to Brimscombe for assisting Up Trains or Shunting. Shunts at Stroud from 3.25 p.m. SX and, upon completion, assists 8.40 p.m. Gloucester to Old Oak Common from Stroud to Sapperton Sidings, when required, unless by arrangement it is more advantageous to do so from Brimscombe. Thence take up Banking requirements. Proceed to Gloucester Shed 8.10 a.m. (Tuesday to Saturdays) for re-servicing, but on the occasions the 8.0 a.m. Passenger ex Cheltenham is assisted, this engine to be intercepted at Stroud to berth Tail traffic off 7.35 a.m. rail car ex Gloucester and 7.58 a.m. Passenger ex Swindon on advice. On Saturdays shunts at Stroud from approximately 1.0 p.m. To work 1.50 p.m. SO Passenger, Stroud to Gloucester when required, in which case engine to be returned to Stroud immediately. Assist 8.48 a.m. Parcels ex Fishguard from Stroud to Sapperton Sidings, afterwards proceeding to Gloucester Shed unless otherwise ordered by Control.

C—Off Shed 5.5 a.m. MX, 7.35 a.m. MO. Works 5.18 a.m. MX "T" Sidings to Old Yard. 6.35 a.m. MX "T" Sidings to Old Yard. 8.45 a.m. and 11.45 a.m. Over Sidings to Barnwood, thence to Shed.

D—Shunts Malvern Road and works 6.45 a.m. thence to St. James'. Shunts St. James' Goods Yard, Malvern Road and New Street Sidings. Works evening trip St. James' to Malvern Road with traffic for night services. To Shed 9.45 p.m. SX, 5.30 p.m. SO.

STATION	En- gine No.	Starting Time.	AUTHORISED HOURS							Total Hours per Week	PARTICULARS OF WORK	
			Mon.	Tues.	Wed.	Thur.	Fri.	Sat.	Sun.			
Bullo Pill	1	6.25 a.m.	3 $\frac{1}{2}$	3 $\frac{1}{2}$	3 $\frac{1}{2}$	3 $\frac{1}{2}$	3 $\frac{1}{2}$	1 $\frac{1}{2}$	—	h. m. 18 35	Engine off 6.0 a.m. ex Lydney. Works 7.5 a.m., 2.20 p.m. SX , 11.30 a.m. SO , Branch Trains ex Bullo Pill. 7.15 p.m. SX , Bullo Pill to Lydney. Shunts Cripple Sidings and Docks as required.
Ashchurch	—	6.15 a.m.	5 $\frac{1}{2}$	5 $\frac{1}{2}$	5 $\frac{1}{2}$	5 $\frac{1}{2}$	5 $\frac{1}{2}$	5 $\frac{1}{2}$	—	33 0	Shunts Ashchurch as required.
Lydney	1	6. 0 a.m.	16	16	16	16	16	11	—	91 0	Shunt as required, and Goods Shed requirements until 7.45 a.m. Work 8.0 a.m. Lydney Jn. to Lydney Town and 8.45 a.m. Lydney Town to Lydney Jn. Work trips to Docks, Pine End and Salvage Sidings. Shunt Goods Shed on Saturday afternoons. Shunt Main Line Sidings and Goods Shed.
		2	5.45 p.m. SX	2 $\frac{1}{2}$	2 $\frac{1}{2}$	2 $\frac{1}{2}$	2 $\frac{1}{2}$	2 $\frac{1}{2}$	—	—	11 15	Shunt Main Line Sidings and Goods Shed.
		3	7.15 p.m. SO	—	—	—	—	—	—	1 $\frac{1}{2}$	—	1 15	Shunt when required. (Engine off 6.28 p.m. Passenger ex Berkeley Road.)
Ross-on-Wye	1	7. 0 a.m. SX	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	7 $\frac{1}{2}$	—	—	38 45	Shunt Yard and Shed, then work 11.45 a.m. Ross to Lydbrook and back and subsequent trains SX —also shunt at Ross from 5.50 p.m. to 7.30 p.m.
HEREFORD Barr's Court (Down Side)		1	6. 0 a.m.	18	24	24	24	24	24	6	144 0	Shunts Barr's Court Down Side—also shunts Coal runs on Up Side at 2.0 a.m. MX .
Barr's Court (Up Side)		2	6. 0 a.m.	20	20	20	20	20	18	2	120 0	Shunts Barr's Court Up Side until 2.0 a.m.
Worcester Sidings		3	6. 0 a.m.	18	24	24	24	24	24	6	144 0	Shunts Worcester Sidings and works as required.
Show Yard	4	11. 0 a.m. SX	7	7	7	7	7	—	—	35 0	Works 11.0 a.m. Worcester Sidings to Show Yard. Shunts Gas Works, then Painter Bros. Sidings at 2.0 p.m. Works trip to Worcester Sidings with London District traffic to connect 4.35 p.m. thence to Gloucester, then works trip ex Show Yard. Also shunts Worcester Sidings (Down Side) if required and thence to Barton. To Shed 6.0 p.m.
Moorfields	5	7.30 a.m.	12	12	12	12	12	6 $\frac{1}{2}$	—	66 30	Off Shed 7.15 a.m. Works 7.30 a.m. trip Barr's Court to Moorfields, then shunts and works trips to Worcester Sidings. Saturdays excepted. —Shunts Down Side on arrival approximately 11.0 a.m. to 1.45 p.m. (including Cripple Sidings 12.30 p.m. to 1.30 p.m.), thence Light Engine to Barton, works 2.5 p.m. trip to Worcester Sidings and Barr's Court, thence 3.15 p.m. trip to Moorfields. Shunts Moorfields and works trip to Worcester Sidings. To Shed 7.30 p.m. SX . Saturdays only. —Works 11.0 a.m. trip Worcester Sidings to Show Yard and back. Shunts Down Side Worcester Sidings and C. & W. Shops. To Shed 2.0 p.m.
Barton	6	8. 0 a.m.	12 $\frac{1}{2}$	12 $\frac{1}{2}$	12 $\frac{1}{2}$	12 $\frac{1}{2}$	12 $\frac{1}{2}$	10	—	72 30	Shunts Barton and works as required. Works 2.5 p.m. trip to Barr's Court on Saturdays when required.
Kidderminster	1	6. 0 a.m.	17	23	23	23	23	24	6	139 0	Shunt Yard, etc., trip to Foley Park 11.45 a.m. and trip Bewdley to Kidderminster, 12.5 p.m. SX . Trip to Foley Park 4.0 p.m. Engine changed daily at 2.0 p.m. To Shed 6.0 a.m. Sundays.
		4	3.30 p.m. SX	8	8	8	8	8	—	—	40 0	Shunts New Coal Yard and Mileage Sidings. To Shed 11.30 p.m. SX . Engine out continuously throughout Sugar Beet season.
Hartlebury	1	6. 0 a.m.	4	4	4	4	4	4	—	24 0	Leaves Kidderminster Shed 5.45 a.m. and works 10.25 a.m. Hartlebury to Shrewsbury.
		2	4. 0 p.m.	3 $\frac{1}{2}$	3 $\frac{1}{2}$	3 $\frac{1}{2}$	3 $\frac{1}{2}$	3 $\frac{1}{2}$	2	—	19 30	Stourport Slack Trip Engine. Works 7.30 p.m. trip to Stourport SX . Shunting at Stourport 8.15 p.m. till 9.5 p.m. and then to Shed. To Shed 6.30 p.m. SO . Stourport Shunting Engine.
		3	11. 0 a.m.	1	1	1	1	1	—	—	5 0	Leaves Kidderminster 10.45 a.m. SX and works 12.12 p.m. SX , Hartlebury to Elmley Lovett Sidings.

Shunting Engines—continued

STATION	En- gine No.	Starting Time	AUTHORISED HOURS							Totals Hours per Week	PARTICULARS OF WORK
			Mon.	Tues.	Wed.	Thur.	Fri.	Sat.	Sun.		
Stourport	1	5.45 a.m.	13½	13½	13½	13½	13½	10½	—	h. m. 76 30	Shunting and trip working to Hartlebury as required. Leaves Kidderminster Shed at 5.25 a.m. To Shed at 7.3 p.m. SX from Hartlebury. On Saturdays to Hartlebury at 4.0 p.m.
Henwick	1	4. 0 p.m. SX	2½	2½	2½	2½	2½	—	—	13 45	Engine of 3.30 p.m. SX ex Newland.
Bromsgrove	1	8. 5 a.m. (early)	8½	8½	8½	8½	8½	3½	—	48 0	Shunts C. & W. Dept. 8.5 a.m.—5.0 p.m. SX , 8.5 a.m.—11.30 a.m. SO .
	1	6.30 p.m. SX	8	8	8	8	8	—	—	42 15	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.)
	1	5. 0 p.m. SO (late)	—	—	—	—	—	2½	—		
Redditch	1	6. 5 a.m.	15½	15½	15½	15½	15½	10½	—	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	4.26 p.m. SX	½	½	½	½	½	—	—	3 45	Engine of 12.0 a.m. Worcester.

BANKING ENGINES

Brimscombe ...	...	1	12. 1 a.m.	24	24	24	24	24	24	24	6	150 0	Assists Up Trains. This engine, or No. 1A, whichever convenient to working, shunts Brimscombe and Chalford Yards daily, according to requirements, and similar arrangements to operate for assistance to 6.50 p.m. ex Neyland from Stroud to Kemble. On the occasions No. 1A Engine works 1.50 p.m. SO Stroud to Gloucester, to be available at Stroud when required to attach additional coach to 1.56 p.m. Railcar, Chalford to Gloucester. Proceeds to Shed 6.0 a.m. Sundays or as ordered by Control. (Extended to 4.45 p.m. Sundays during Engineer's occupation of Severn Tunnel.) See page 212.
		1A	—	—	—	—	—	—	—	—	—	—	
Honeybourne	...	3	7. 0 a.m.	8½	8½	8½	8½	8½	7	—	—	49 30	Shunting and Banking. Leaves Worcester Shed 6.0 a.m. daily. Runs to Evesham at 3.40 p.m. to take up working of Evesham No. 2 Engine SX . To Shed 2.0 p.m. SO . Engine of 7.40 p.m. SX Worcester to Honeybourne banking and shunting as required. Works 9.30 a.m. Honeybourne to Worcester MX . Leaves Worcester Shed at 8.10 a.m. to work 9.30 a.m. Honeybourne to Worcester MO .
		4	11. 0 p.m.	3	12½	12½	12½	12½	9½	—	—	62 30	
Ledbury ...	...	1	6. 0 a.m.	18	24	24	24	24	24	24	6	144 0	Banking, also shunts at Ledbury as required. Leaves Worcester 5.15 a.m. Mondays. To Shed on Sundays after last train requiring assistance has passed.
Bromsgrove ...	...	1	—	24	24	24	24	24	24	24	24	168 0	Loco. duties. Class 9 FE 2-10-0 9.10 a.m.—10.0 a.m. 5.20 p.m.—6.5 p.m. 1.20 a.m.—2.5 a.m. 6.15 a.m.—7.0 a.m. 2.15 p.m.—3.0 p.m. 10.15 p.m.—11.0 p.m. 3.0 a.m.—3.45 a.m. MX . 11.0 a.m.—11.45 a.m. 7.0 p.m.—7.45 p.m. 5.30 a.m.—6.15 a.m. 1.30 p.m.—2.15 p.m. 9.30 p.m.—10.15 p.m. 7.0 a.m.—7.45 a.m. 3.0 p.m.—3.45 p.m. 11.0 p.m.—11.45 p.m. 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.
		2	—	24	24	24	24	24	24	24	24	168 0	Class 4 Tank 0-6-0
		3	6.30 a.m. 6. 0 p.m. (Sun.)	17½	24	24	24	24	24	24	4 5	146 30	Class 4 Tank 0-6-0 To Shed 4.0 a.m. Sun.
		4	4.30 a.m. 7.50 p.m. (Sun.)	19½	24	24	24	24	24	24	2 3½		145 20	Class 4 Tank 0-6-0 To Shed 2.0 a.m. Sun.
		5	7. 5 a.m. 9. 0 p.m. (Sun.)	16½	24	24	24	24	24	24	5 2	143 55	Class 4 Tank 0-6-0 To Shed 5.0 a.m. Sun.
		6	7.30 a.m.	16½	24	24	24	24	24	24	5		141 30	Class 3 Tank 0-6-0 To Shed 5.0 a.m. Sun.
		7	1. 5 p.m. SO	—	—	—	—	—	—	3½	—	3 55	Class 3 Tank 0-6-0. Bromsgrove Shunt Engine No. 1 (late).

Banking Engines—continued

BANK ENGINES RETURNING LIGHT AFTER ASSISTING TRAINS

Page 180.—The undermentioned running times are those laid down for engines returning after assisting trains:—

From				To				Minutes.
Moreton-in-Marsh	...	...	...	Honeybourne	...	...	...	20
Chipping Campden	...	...	...	Honeybourne	...	...	...	10
Notgrove	...	...	...	Bourton-on-Water	...	...	...	17
Notgrove	...	...	...	Andoversford	...	...	...	18
SWINDON AND GLOUCESTER LINE								
Sapperton Sidings	...	...	...	Frampton Signal Box	...	...	...	4
Frampton Signal Box	...	...	...	St. Mary's Crossing	...	...	...	7
St. Mary's Crossing	...	...	...	Brimscombe	...	...	...	1

REFUGE SIDINGS AND LOOPS

STATION	Refuge Sidings	Running Loops	Number of Wagons Siding or Loop holds	STATION	Refuge Sidings	Running Loops	Number of Wagons Siding or Loop Holds
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OXFORD AND STOURBRIDGE JUNCTION

DOWN				UP			
Oxford	71	Stourbridge Engine Shed	52
Oxford North Junction to Wolver-	...	...	455	Stourbridge Junction	...	...	52
cot Junction	...	...	26	Stourbridge Junction South	...	...	60
Handborough	...	...	30	Churchill & Blakedown	...	...	41
Kingham	...	...	65	Woofferton	...	...	32
Moreton-in-Marsh	...	...	65	Woofferton	...	...	65
Moreton-in-Marsh	...	...	70	Tenbury Wells	...	...	34
Honeybourne South	...	...	60	Kidderminster Junction	...	...	60
Honeybourne South	...	...	50	Elmley Lovett	...	...	66
Evesham	...	...	150	Cutnall Green	...	...	45
Worcester (Wylde's Lane) to Wor-	...	...	46	Droitwich Spa	...	...	68
cester (Tunnel Junction)	...	...	44	Droitwich Spa	...	...	55
Fernhill Heath	...	...	37	Worcester (Tunnel Junction) to	...	...	150
Droitwich Spa	...	...	60	Worcester (Wylde's Lane)	...	...	42
Cutnall Green	...	...	65	Norton Junction	...	...	65
Kidderminster Junction	...	...	40	Pershore	...	...	88
Woofferton	...	...	46	Evesham	...	...	100
Tenbury Wells	...	...	60	Honeybourne North	...	...	65
Churchill & Blakedown	...	...	52	Honeybourne South	...	...	24
Hagley	...	...	...	Kingham	...	...	60
Stourbridge Junction	...	...	...	Handborough	...	...	333
				Wolvercot	...	...	65
				Oxford	...	...	...

WORCESTER AND HEREFORD

DOWN				UP			
Newland	...	...	41	Withington	...	...	41
Malvern Wells	...	...	54	Stoke Edith	...	...	41
Colwall	...	...	56	Ashperton	...	...	38
Stoke Edith	...	...	38	Colwall	...	...	64
Withington	...	...	34	Malvern Wells	...	...	54
				Malvern Link	...	...	43
				Newland West to Newland East	...	...	79
				Henwick	...	...	83

(For Notes see next page)

Refuge Sidings and Loops—continued

STATION	Refuge Sidings	Running Loops	Number of Wagons Siding or Loop holds ‡	STATION	Refuge Sidings	Running Loops	Number of Wagons Siding or Loop Holds ‡
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SWINDON AND BEACHLEY

DOWN				UP			
Purton	—	—	44	Beachley Junction	IC	—	71
Minety	—	—	68	Lydney	—	—	64
Coates	—	—	38	Bullo Pill	—	—	120D
Sapperton Sidings	—	—	65	Grange Court	—	—	65
Brimscombe	—	—	39H	Over Sidings to Over Junction	—	—	—
Stonehouse	—	—	44	No. 1 Loop	—	—	140X
Gloucester "T" Yard	—	—	78	No. 2 Loop	—	—	140Y
Over Sidings	—	—	140	Gloucester "T" Yard	—	—	67
Grange Court	—	—	71	Standish Junction	—	2	70 each
Bullo Pill	—	—	70	Stonehouse	—	—	42
Lydney	—	—	68	Stroud	—	—	33
Beachley Junction	—	IC	71	Brimscombe	—	—	53
				Sapperton Sidings	—	—	71
				Coates	—	—	30
				Minety	—	—	70
				Purton	—	—	70
				Swindon Loco. Yard	—	—	63

STRATFORD-UPON-AVON AND STANDISH JUNCTION

DOWN				UP			
Stratford-upon-Avon East†	—	I	57	Cheltenham (Malvern Road)	—	I**	58
Long Marston	—	I	53	Winchcombe	—	—	46
Cheltenham (Malvern Road)	—	I**	58	Long Marston	—	—	52
Standish Junction	—	2	70 each	Long Marston	—	—	97

BLACKWELL AND CHARFIELD

DOWN				UP			
Blackwell	—	I	57	Charfield	—	I	70
Spetchley	—	—	59	Coaley Junction	—	—	41
Abbotts Wood Junction	—	—	57	Tuffley	—	I**	60
Bredon	—	—	50	Gloucester (Barnwood)	—	—	60
Ashchurch	—	—	70	Cheltenham (Alston Junction)	—	I Z	86
Cheltenham (High St.)	—	—	54	Cheltenham (High St.)	—	—	45
Cheltenham (Alston Junction)	—	—	57	Tewkesbury Road Bridge	—	—	48
Gloucester (Engine Shed Junction to Tramway Junction)	—	—	70	Eckington	—	—	70
Tuffley	—	—	47	Abbotts Wood Junction	—	—	37
Stonehouse (Bristol Road)	—	—	52	Spetchley	—	—	60
Berkeley Road	—	—	42	Blackwell	—	—	40
Charfield	—	—	69				

B—Also available for Down trains as a Refuge Siding, but will only hold 31 wagons.

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

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

H—Also available for Up Trains.

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

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

Z—Goods Running Line.

*—No. 1 Siding, Berry Hill.

**—Available for Up and Down Trains.

†—See special instructions in regard to securing hand points leading from this Siding to adjacent sidings.

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

INSTRUCTIONS FOR CALCULATING LOADS OF FREIGHT TRAINS

1. The maximum "engine" and "working" loads applicable to the lines referred to in this Working Time Table are shewn on pages 175 to 182.

2. Loaded wagons bear labels overprinted with the numerals 1 (coal, coke or patent fuel), 2 (other minerals), 3 (General Merchandise) and Guards, to arrive at the load of a train, must ascertain the number of wagons of each class of traffic, or empty wagons to be conveyed. Wagons conveying empty containers to be counted as loaded Class 3 wagons.

NOTE.—The following traffics bearing Class 2 or Class 3 labels to be regarded as Class 1 for train loading purposes:—

Ballast.	Gravel.
Barytes.	Fertilisers, packed or in bulk.
Basic Slag.	Lime and limestone.
Beet Pulp (wet).	Loam.
Bricks, including firebricks.	Ores.
Cement, chalk.	Pig iron.
Cinder tap and mill scale.	Pitch, tar, creosote, in drums or barrels.
Clay and China Clay.	Sand.
Copper.	Scrap iron, steel and other metals, including turnings and borings.
Dross.	Sisal, slates, spar.
Explosives (in bulk).	Steel, billets, bloom, sheets, slabs and ingots.
Gannister.	Stone—all kinds, including concrete slabs and concrete sleepers.
Grain (in bulk).	Sugar in wagon loads, sugar beet.
	Sulphur in bulk, zinc and spelter.

3. The maximum "engine" and "working" loads shown on pages 175 to 182 apply (with a few exceptions specially indicated) to ordinary freight wagons of 13-ton carrying capacity. For train loading purposes, the calculation of larger capacity wagons is to be in accordance with the table provided—see Clause 6.

4. Special Class wagons when loaded and empty, are to be calculated as shewn in tables on pages 223 to 226.

5. Mixed loads should be calculated upon the basis of the traffic which forms the greatest proportion of the train, e.g.:—

A Train composed of	Traffic forming greatest proportion of Train	Equivalent Load of Train in Class 3 Traffic.
8 wagons Class 1... ..	Class 3	8 wagons Class 1 equal 16 Class 3.
4 wagons Class 2... ..	—	4 wagons Class 2 equal 6 Class 3.
25 wagons Class 3... ..	—	25 wagons Class 3 equal 25 Class 3.
4 Empty wagons	—	4 empty wagons equal 3 Class 3.
		Total 50 Class 3.

6. For the purpose of calculating mixed loads, a Ready Reckoner is given on page 220, shewing the relationship of all classes of traffic and empties (including larger capacity wagons) to each other.

7. With the exception of B.R. types, all engines are classified into seven groups—A, B, C, D, DX, E and EX. The Group letter is painted in a circle on both sides of the engine, just above the engine number.

8. The standard loads are also to apply to C, D, and E headcode freight trains subject to the following maxima:—

" C " HEADCODE					" D " AND " E " HEADCODE					
10XX	49XX, 59XX, 69XX, 79XX	*43XX, *53XX, *63XX, *73XX	Diesel D6XX, D8XX	Diesel D63XX plus D63XX coupled	10XX	49XX, 59XX, 69XX, 79XX	43XX, 53XX, 63XX, 73XX	22XX, 32XX	Diesel D6XX, D8XX	Diesel D63XX plus D63XX coupled
4037, 4073-4099, 5000-5099, 70XX	68XX	*78XX			4037, 4073-4099, 5000-5099, 70XX	68XX	78XX			
47XX					47XX					
B.R. Class 7 70XXX	B.R. Class 5 73XXX	B.R. Class 4 75XXX			B.R. Class 7 70XXX	B.R. Class 5 73XXX, 28XX, 38XX	B.R. Class 4 75XXX			
B.R. Class 9F 92XXX					B.R. Class 9F 92XXX					
Number of wagons conveying Class 3 traffic or equivalent not to exceed					Number of wagons conveying Class 3 traffic or equivalent not to exceed					
50	50	50	50	50	70	67	64	45	70	70

*—Not suitable for " C " headcode. Freight trains with loads in excess of 35 fully-fitted wagons.

Instructions for Calculating Loads of Freight Trains—continued

9. The following traffic suitably loaded in suitable wagons may be conveyed by the freight trains shown:—

Headcode	Distance train may run without intermediate examination (miles)	Maximum Speed (m.p.h.)	Class of traffic which may be conveyed Indicated by*				Type of Axle Box
			1	2	3	Empty	
"C"	160	55	—	*	*	*	Oil
"D"	160	45	*	*	*	*	Oil
"E"	125	35	*	*	*	*	Oil
"F"	125	30	*	*	*	*	Oil
"F"	125	30	—	—	—	—	Oil
"H"	125	25	*	*	*	*	Oil
Below "H"	85	25	*	*	*	*	Oil/Grease

*—Load not to exceed 80 per cent of that shown in Working Time Tables.

Tank Wagons of the following types may be conveyed by the trains indicated:—

Type of Tank	Highest Headcode train by which may be conveyed:—	
	Loaded	Empty.
Unstarred	"H"	"E"
One Star	"E"	"D" if wheelbase 10 ft. or more, otherwise "E"
Two Stars	"C"	"C"
Three Stars (including demountable)	"C"	"C"

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

- Total number of wagons.
- Equal to (.....No.) of Class (1, 2 or 3).
- Length (on ordinary wagon basis, 21 feet over buffers).
- Engine number.
- Home Station of Enginemen and time on duty.
- Home Station of Guard and time on duty.

Examples:—

- 7.10 p.m. A to B at.....(time)
50 equal 65 Class 3 equal 60 length.
Engine 4901.
Bristol Enginemen and Guard 8.0 p.m.
- 7.10 p.m. A to B at.....(time).
35 equal 60 Class 1 equal 47 length.
Engine 2854.
Swindon Enginemen 8.0 p.m.
Severn Tunnel Junction Guard 7.30 p.m.

READY RECKONER

Shewing Relationship of Different Classes of Traffic to each other

Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties	Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties
1	1	2	3	41	55	82	100
2	3	4	5	42	56	84	100
3	4	6	8	43	57	86	100
4	5	8	10	44	59	88	100
5	7	10	13	45	60	90	100
6	8	12	15	46	61	92	100
7	9	14	18	47	63	94	100
8	11	16	20	48	64	96	100
9	12	18	23	49	65	98	100
10	13	20	25	50	67	100	100
11	15	22	28	51	68	100	100
12	16	24	30	52	69	100	100
13	17	26	33	53	71	100	100
14	19	28	35	54	72	100	100
15	20	30	38	55	73	100	100
16	21	32	40	56	75	100	100
17	23	34	43	57	76	100	100
18	24	36	45	58	77	100	100
19	25	38	48	59	79	100	100
20	27	40	50	60	80	100	100
21	28	42	53	61	81	100	100
22	29	44	55	62	83	100	100
23	31	46	58	63	84	100	100
24	32	48	60	64	85	100	100
25	33	50	63	65	87	100	100
26	35	52	65	66	88	100	100
27	36	54	68	67	89	100	100
28	37	56	70	68	91	100	100
29	39	58	73	69	92	100	100
30	40	60	75	70	93	100	100
31	41	62	78	71	95	100	100
32	43	64	80	72	96	100	100
33	44	66	83	73	97	100	100
34	45	68	85	74	99	100	100
35	47	70	88	75	100	100	100
36	48	72	90				
37	49	74	93				
38	51	76	95				
39	52	78	98				
40	53	80	100				

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

Where variations occur between calculations obtained by the Ready Reckoner and the Maximum Loads shewn on pages 175 to 182, the latter must be strictly adhered to.

**TABLE SHEWING RELATIONSHIP OF HIGHER CAPACITY
WAGONS TO THE 13-TON BASIC WAGON**

LOADED							EMPTY						
13-ton	*14-17 ton and 20-22 ton wagons without rails	20-21 ton	22-24 ton and 21 ton steel coke crato wagons	24-25- 27 ton	33-ton Ironstone Hopper wagons	Loaded Continental Ferry wagons (= Class 3)	40-42 ton	6-16 ton	20-21 ton 25-27 ton	22-24-24 ton and 21 ton steel coke crato wagons	33-ton Ironstone Hopper wagons	40-42-ton	Continental Ferry wagons
1	1	1	1	1	—	—	—	1	—	—	—	—	1
2	2	—	—	—	—	—	—	2	1	—	—	—	2
3	—	2	2	2	—	—	—	3	2	2	2	—	3
4	3	—	—	—	2	2	—	4	3	3	3	—	4
5	4	3	3	3	—	—	—	5	4	4	4	2	5
6	5	4	4	4	3	3	2	6	5	5	5	—	6
7	6	5	—	—	—	—	—	7	—	—	—	—	—
8	7	6	5	5	4	—	3	8	6	5	5	—	7
9	8	7	6	6	5	4	—	9	7	6	6	3	8
10	9	8	7	7	—	5	4	10	8	7	7	—	9
11	10	9	8	8	—	—	—	11	9	8	8	—	10
12	11	10	9	9	6	—	—	12	10	9	9	—	11
13	12	11	10	10	7	6	5	13	11	10	10	5	12
14	13	12	11	11	8	7	—	14	12	11	11	—	13
15	14	13	12	12	9	8	6	15	13	12	12	6	14
16	15	14	13	13	10	9	7	16	14	13	13	—	15
17	16	15	14	14	11	10	8	17	15	14	14	7	16
18	17	16	15	15	12	11	9	18	16	15	15	—	17
19	18	17	16	16	13	12	10	19	17	16	16	8	18
20	19	18	17	17	14	13	11	20	18	17	17	—	19
21	20	19	18	18	15	14	12	21	19	18	18	9	20
22	21	20	19	19	16	15	13	22	20	19	19	—	21
23	22	21	20	20	17	16	14	23	21	20	20	10	22
24	23	22	21	21	18	17	15	24	22	21	21	—	23
25	24	23	22	22	19	18	16	25	23	22	22	11	24
26	25	24	23	23	20	19	17	26	24	23	23	12	25
27	26	25	24	24	21	20	18	27	25	24	24	—	26
28	27	26	25	25	22	21	19	28	26	25	25	13	27
29	28	27	26	26	23	22	20	29	27	26	26	14	28
30	29	28	27	27	24	23	21	30	28	27	27	15	29
31	30	29	28	28	25	24	22	31	29	28	28	16	30
32	31	30	29	29	26	25	23	32	30	29	29	17	31
33	32	31	30	30	27	26	24	33	31	30	30	18	32
34	33	32	31	31	28	27	25	34	32	31	31	19	33
35	34	33	32	32	29	28	26	35	33	32	32	—	34
36	35	34	33	33	30	29	27	36	34	33	33	20	35
37	36	35	34	34	31	30	28	37	35	34	34	21	36
38	37	36	35	35	32	31	29	38	36	35	35	22	37
39	38	37	36	36	33	32	30	39	37	36	36	23	38
40	39	38	37	37	34	33	31	40	38	37	37	24	39
41	40	39	38	38	35	34	32	41	39	38	38	25	40
42	41	40	39	39	36	35	33	42	40	39	39	26	41
43	42	41	40	40	37	36	34	43	41	40	40	27	42
44	43	42	41	41	38	37	35	44	42	41	41	28	43
45	44	43	42	42	39	38	36	45	43	42	42	29	44
46	45	44	43	43	40	39	37	46	44	43	43	30	45
47	46	45	44	44	41	40	38	47	45	44	44	31	46
48	47	46	45	45	42	41	39	48	46	45	45	32	47
49	48	47	46	46	43	42	40	49	47	46	46	33	48
50	49	48	47	47	44	43	41	50	48	47	47	34	49
51	50	49	48	48	45	44	42	51	49	48	48	35	50
52	51	50	49	49	46	45	43	52	50	49	49	36	51
53	52	51	50	50	47	46	44	53	51	50	50	37	52
54	53	52	51	51	48	47	45	54	52	51	51	38	53
55	54	53	52	52	49	48	46	55	53	52	52	39	54
56	55	54	53	53	50	49	47	56	54	53	53	40	55
57	56	55	54	54	51	50	48	57	55	54	54	41	56
58	57	56	55	55	52	51	49	58	56	55	55	42	57
59	58	57	56	56	53	52	50	59	57	56	56	43	58
60	59	58	57	57	54	53	51	60	58	57	57	44	59
61	60	59	58	58	55	54	52	61	59	58	58	45	60
62	61	60	59	59	56	55	53	62	60	59	59	46	61
63	62	61	60	60	57	56	54	63	61	60	60	47	62
64	63	62	61	61	58	57	55	64	62	61	61	48	63
65	64	63	62	62	59	58	56	65	63	62	62	49	64
66	65	64	63	63	60	59	57	66	64	63	63	50	65
67	66	65	64	64	61	60	58	67	65	64	64	51	66
68	67	66	65	65	62	61	59	68	66	65	65	52	67
69	68	67	66	66	63	62	60	69	67	66	66	53	68
70	69	68	67	67	64	63	61	70	68	67	67	54	69
	70	69	68	68	65	64	62		69	68	68	55	70

**Table shewing Relationship of Higher Capacity Wagons
to the 13-ton Basic Wagon—continued**

LOADED							EMPTY						
13-ton	*14-17 ton and Coke in 20-22 ton wagons without rails	20-21 ton	22-24 ton and 21 ton steel coke crate wagons	24-25- 27 ton	33½ ton Ironstone Hopper wagons	Loaded Continental Ferry wagons (= Class 3)	40-42 ton	6-16 ton	20-21 ton 25-27 ton	22-24-24½ ton and 21 ton steel coke crate wagons	33½ ton Ironstone Hopper wagons	40-42 ton	Continental Ferry wagons
71	57	46	41	—	—	—	—	71	—	—	46	—	64
72	58	—	—	40	32	29	25	72	54	45	47	24	65
73	—	47	42	—	—	—	—	73	55	—	—	—	66
74	59	—	—	41	33	—	—	74	56	46	48	—	—
75	60	48	43	—	—	30	—	75	—	47	49	25	67
76	61	49	44	42	—	—	26	76	57	—	—	—	68
77	62	—	—	43	34	31	—	77	58	48	50	—	69
78	—	50	45	—	—	—	—	78	59	49	51	26	70
79	63	—	—	44	35	—	27	79	—	—	—	—	71
80	64	51	46	—	—	32	—	80	60	50	52	—	72
81	65	52	47	45	36	—	28	81	61	—	53	27	73
82	66	—	—	—	—	33	—	82	62	51	—	—	74
83	—	53	48	46	37	—	—	83	—	52	54	—	75
								84	63	—	55	28	—
								85	64	53	—	—	—
								86	65	54	56	—	—
								87	—	—	—	29	—
								88	66	55	57	—	—
								89	67	—	58	—	—
								90	68	56	—	30	—
								91	—	57	59	—	—
								92	69	—	60	—	—
								93	70	58	—	31	—
								94	71	59	61	—	—
								95	72	—	62	—	—
								96	73	60	—	32	—
								97	—	—	63	—	—
								98	74	61	64	—	—
								99	—	62	—	33	—
								100	75	—	65	—	—

*—14-17 ton wagon, without rails, loaded with coke, for train loading purposes to be calculated as equal to one 13-ton loaded wagon.

DIMENSIONS OF SPECIAL WAGONS

Their Relationship to a 13-ton Capacity Wagon Loaded with Class 3 Traffic for Train Loading Purposes when Loaded and Empty respectively and the Highest Headcode Freight Train by which they may be conveyed—continued

- (1) The conditions regarding acceptance and conveyance of out-of-gauge and otherwise exceptional loads contained in B.T.C. Booklet No. 3 (B.R.20426) dated 1st November, 1956 must be observed. Such loads may only be conveyed under the authority of special instruction issued by the Operating Officer.
- (2) Any vacuum fitted or piped vehicles loaded or empty, e.g. Presflo, etc., fitted with roller bearing axle boxes, may be conveyed on "C" headcode freight trains. The axle box covers are painted red, or yellow with red horizontal bands.
- (3) Any vacuum fitted Engineering Department vehicles may be conveyed in Ballast trains under "C" headcode.
- (4) Any existing local instructions issued in connection with reduced equivalent loading in the case of pre-assembled or recovered track loaded on "Ganes" to be maintained.

CODE	DESCRIPTION	Highest headcode ordinary freight train on which vehicle can be conveyed		Equals		Maximum length over buffers of vehicle	Maximum carrying capacity of vehicle	Maximum Tare of vehicle	
		Loaded	Empty	when empty	when loaded			T.	C
ALUMINA ...	Bulk Alumina Van ...	D	D	1	3	23 0	15	10	9½
ANHYDRITE ...	25-ton Hopper—Anhydrite in bulk ...	D	D	1	3	20 6	25	9	8
ARM EB ...	Armour-plate Wagons... }	F	E	1	5	27 0	40	13	15
ARM EC ...		F	E	2	7	37 0	50	16	4
ARM EL ...		F	E	1	5	27 0	40	14	7
ARM ET ...		F	E	2	7	33 0	55	16	15
ARM EU ...		F	E	2	12	28 6½	100	18	19
ARM WB ...		F	E	2	6	37 0	45	18	15
ARM WC ...		F	E	2	7	25 1	50	17	19
ARM WE ...		F	E	1	5	27 0	40	14	7
ARM WF ...		F	E	2	7	33 0	55	16	15
ASMO ...	Covered Motor Car Truck ...	C	C	1	1	36 4	10	11	2
BOBOL A ...	Bolster Wagons... }	D	D	2	5	38 0	30	16	0
BOBOL B ...		D	D	1	4	38 0	25	14	3
BOBOL C ...		D	D	2	5	48 0	30	23	0
BOBOL D ...		D	D	2	6	55 0	42	21	19
BOCAR A (8-wheel) ...	Motor Car Body Trucks ...	D	D	2	2	50 11	5	16	5
BOCAR B (4-wheel) ...		D	D	1	1	36 5	5	8	6
BOILER EF ...	Boiler Bogie Wagon ... }	F	E	2	5	43 0	35	15	6
BOILER EG ...		F	E	2	5	38 6	35	16	12
BOILER EH ...		F	E	2	5	38 6½	35	17	3
BOPLATE B ...		F	E	1	4	40 7½	30	13	5
BOPLATE E ...	Bogie Steel Plate Wagon ... }	F	E	2	6	55 0	42	19	18
BORAIL EA ...		E	E	2	6	63 0	40	23	15
BORAIL MA, MB, MC, MD		E	E	3	8	65 0	50	25	5
BORAIL SA ...		E	E	2	6	67 1	40	21	3
BORAIL WB ...	Bolster Wagons... }	E	E	2	5	48 0	30	19	9
BORAIL WC ...		E	E	2	5	73 0	30	21	4
BORAIL WE ...		E	E	2	6	48 0	40	23	0
BORAIL WF ...		E	E	2	6	65 0	40	22	3
BRICK (Bogie) ...	Bogie Brick Wagon ...	D	D	2	7	40 11	50	17	4
BULKSALT ...	20-ton Covered Hopper ...	D	D	1	3	19 6	20	12	8
CARFIT ...	Carriage Trucks ... }	C	C	X	1	21 0	12	6	10
CARFIT A ...		C	C	X	1	24 0	12	7	10
CARFIT B ...		C	C	1	2	37 1	20	11	16
CARFIT S ...		C	C	X	1	20 0½	12	6	9
CARFLAT ...	Motor Car Flat Truck ...	C	C	2	3	60 0	5	22	0
CARTRUCK ...	Carriage Trucks ... }	D	D	X	1	21 0	12	5	9
CARTRUCK A ...		D	D	X	1	24 3	10	7	4
CATFISH (Engineer's Dept.)	Hopper Ballast Wagon ...	D	D	1	3	25 6	19	9	14
CHASSIS A, B ...	Container Chassis ...	C	C	X	1	20 11	12	5	15
COCKLE (Engineer's Dept.)	Ballast Plough Brake Van ...	D	C	1	3	23 5	12	12	0
CONFLAT (10 ft. 0 in. or over wheelbase)	Container Wagons ... }	C	C	X	1	—	—	—	—
CONFLAT (under 10 ft. 0 in. wheelbase)		D	D	X	1	—	—	—	—
COVRAIN ...	Covered Grain Hopper Wagon ...	D	D	1	3	22 6	20	10	5
COV HOP ...	Covered Hopper Van ...	E	H	1	3	24 6	24	10	13
CREOSOTE (Engineer's Dept.)	Creosote Tank Wagon ...	H	H	1	2	20 6	14	8	19
DAMO A ...	Motor Car Vans ... }	C	C	X	1	33 4	10	11	2
DAMO B ...		C	C	X	1	23 4	10	8	19
DEAL FLAT ...		D	D	X	1	30 0	12	7	11
DOG FISH (Engineer's Dept.)		D	C	1	4	25 6	24	11	0
DOLPHIN ...	Rail Sleeper and Ballast ...	F	F	3	7	68 7	40	25	2
DOUBLE ...	Bolster Wagon ...	F	E	X	2	28 6	14	7	9
FLAT EB ...	Flat Wagons ... }	E	E	X	1	28 0	10	5	19
FLAT ED, MG ...		E	E	X	1	33 0	12	7	18
FLAT EF, MP ...		F	E	2	5	23 4	35	14	1
FLAT EL ...		F	E	2	5	41 6	30	14	12

Dimensions of Special Wagons—continued

CODE	DESCRIPTION	Highest head- code ordinary freight train on which vehicle can be conveyed	Equals		Maximum length over buffers of vehicle	Maximum carrying capacity of vehicle	Maximum Tare of vehicle.	
			when empty	when loaded			T.	C.
		Loaded	Empty	Loaded Class 3 wagons.	Ft. in.	Tons .	T.	C.
FLAT EP	Flat Wagons	F	E	1	5	24 1	40	11 5
FLAT EQ		F	E	2	8	38 0	60	21 14
FLAT ES, ET, MS		F	E	2	6	43 7	45	14 19
FLAT EU		F	E	4	14	47 0	100	37 18
FLAT ME		F	E	2	5	33 0	35	16 0
FLAT MN		F	E	2	5	38 0	35	17 10
FLAT MO		F	E	2	6	38 0	40	17 10
FLAT WB		F	E	2	5	48 0	30	17 7
FLAT ROL EA		F	D	2	3	66 3	12	16 8
FLAT ROL EAA		F	F	10	22	89 0	120	96 10
FLAT ROL EAB, EJ, ER, EVV, MO, MVV, SB, WW	Flat Trolley	F	D	1	3	34 0	20	12 10
FLAT ROL ED		F	E	2	5	55 0	25	24 12
FLAT ROL EDD, MR, MSS, MUU		F	E	3	5	64 6	20	27 15
FLAT ROL EL, EN, MAA ...		F	E	2	6	54 6	35	23 5
FLAT ROL ELL, MLL, WLL		F	E	3	11	35 10 1/2	80	29 12
FLAT ROL ET, MHH ...		F	E	3	8	61 0	40	36 7
FLAT ROL EX, EY, EZ ...		F	E	3	8	51 8	50	30 6
FLAT ROL MA		F	D	1	1	24 0	12	9 4
FLAT ROL MBB, MCC ...		F	E	3	7	51 0	40	26 8
FLAT ROL MPP		F	E	3	9	57 7	60	31 13
FLAT ROL MRR	Rail and Timber Wagons ...	F	E	4	10	57 1	65	37 7
FLAT ROL MV		F	D	1	4	30 0	25	10 16
FLAT ROL WX		F	E	3	7	55 7	40	26 11
FLAT ROL WY		F	E	1	4	35 0	25	14 0
GANE		F	E	2	6	48 0	40	18 0
GANE A } Engineer's		F	E	2	6	65 0	40	22 5
GANNET } Dept.		D	D	1	3	23 6	25	9 0
G.U.V.		C	C	2	3	60 7	14	30 0
GIRDWAG MA		F	F	1	6	39 2 1/2	50	12 6
GIRDWAG WB		F	F	2	8	52 11	60	24 10
GIRDWAG WC	When used 4 per set } Girder When used 2 per set } Wagons	F	F	2	5	42 6	40	14 14
GIRDWAG WE		F	F	5	15	85 6	100	51 5
GIRDWAG MB, WE		F	F	2	8	46 6	60	21 12
GIRDWAG WF		F	F	2	6	52 1	40	16 6
GIRDWAG WG		F	F	2	6	41 3	40	15 16
GLASSWAG EA, EJ		X	E	X	1	19 0	10	6 2
GLASSWAG EB, EP, MD, WE		F	E	X	1	29 0	12	8 1
GLASSWAG EH	Glass Wagons	F	E	1	3	31 0	15	9 13
GLASSWAG EM, EO, MO		F	E	2	5	58 6	30	24 0
GLASSWAG EN		F	E	2	4	48 6	20	16 6
GLASSWAG WC		F	E	X	1	24 6	12	7 9
GRAIN		D	D	1	3	24 6	20	12 16
GRAMPUS } Engineer's		D	D	1	3	24 6	20	8 18
GUDGEON } Dept.		F	F	1	3	22 6	20	8 12
GUNSET EA		F	F	6	20	77 6	140	56 0
GUNSET EB		F	F	4	14	84 7	108	36 3
GUNSET EC		F	F	6	22	84 0	160	56 4
HADDOCK } Engineer's	Sleeper Wagon	E	E	X	2	23 8	12	6 14
HERRING } Dept.		D	D	1	3	19 0	20	8 2
HOPCEM		D	D	1	3	19 6	20	12 8
HOPOR		D	D	*	*	—	—	9 18
		D	D	*	*	—	—	9 16
		D	D	*	*	—	—	9 6
		D	D	*	*	—	—	11 11
HOPSALT		D	D	1	3	27 3	20	12 7
HOPSODASH		D	D	1	3	23 0	20	10 17
HYMAC EN	Well Trucks	E	D	X	1	21 1	10	5 16
HYMAC EP		E	D	1	3	23 6	20	7 3
HYMAC EX		E	D	1	3	22 6	21	8 17
HYMAC MC, MD, ME ...		E	D	X	1	23 5	12	7 3
HYMAC WJ		E	D	1	2	29 0	12	8 16
HYMAC WK		E	D	X	1	34 6	5	7 10
HYMAC WR		F	D	2	4	43 0	25	16 17
HYTWIN		F	E	2	4	39 3	26	15 0
LAMPREY } Engineer's		D	D	1	3	24 11	20	10 7
LING		D	D	X	2	23 0	14	7 16
LORIOT } Dept.	Flat Trolley Wagon	F	D	1	3	34 0	20	13 11

Dimensions of Special Wagons—continued

CODE	DESCRIPTION	Highest head-code ordinary freight trains on which vehicle can be conveyed	Equals		Maximum length over buffers of vehicle.	Maximum carrying capacity of vehicle.	Maximum Tare of vehicle.	
			when empty	when loaded			T.	C.
			Loaded	Empty	Loaded Class 3 wagons	Ft. in.	Tons.	T. C.
LOWMAC AB, MR ...	Machine Well Trucks ...	F	E	1	3	39 6	21	10 18
LOWMAC EF, EL, EM ...		F	E	1	3	31 0	15	10 17
LOWMAC EK ...		F	E	X	2	28 6	14	8 6
LOWMAC EN, ET, EU ...		F	E	1	3	33 0	20	11 15
LOWMAC EO ...		F	E	1	3	32 11	22	11 7
LOWMAC EP, EQ, ER, ES		F	E	1	4	33 5	25	13 11
LOWMAC MD, MG ...		F	E	X	2	31 4	15	8 5
LOWMAC MH, MJ, MK, ML		F	E	1	3	30 0	20	10 17
LOWMAC MO, MS, SC, SH		F	E	1	4	33 5	25	13 12
LOWMAC MU, SF, SG ...		F	E	1	3	36 7	20	13 0
LOWMAC SD ...		F	E	1	3	32 6	20	8 14
LOWMAC WB, WC, WE, WG, WH, WR		F	E	1	2	30 0	15	8 16
LOWMAC WBB, WP ...		F	E	1	4	33 0	25	13 11
LOWMAC WF ...		D	D	X	1	36 6	6	7 2
LOWMAC WM ...		F	E	1	3	30 0	20	9 12
LOWMAC WN, WW ...		F	E	1	3	36 7	20	11 15
LOWMAC WT ...		D	D	X	1	28 11	8	7 13
LOWMAC WV ...		D	D	1	2	31 11	15	8 10
MACKEREL (Engineer's Dept.) ...	Hopper Ballast Wagon ...	D	D	1	3	24 8	17	9 1
MATCAR ...	Motor Car Truck ...	C	C	2	3	16 8½	12½	24 16
MERMAID (Engineer's Dept.)	Ballast Side Tip Wagon ...	D	D	1	3	24 0	14	9 19
MINNOW (Engineer's Dept.)	Sleeper Wagon ...	F	F	1	2	31 6	14	8 14
MOGO ...	Motor Car Van ...	C	C	X	1	20 6	12	7 11
OYSTER (Engineer's Dept.)	Ballast Plough Brake Van ...	E	E	2	3	24 5	16	16 0
PALBRICK A, B ...	13-ton and 16-ton Pallet Brick Wagons	C	C	X	2	20 11	13 & 16	6 18
PARROT ...	20-ton Case Wagon ...	F	F	2	4	63 0	20	18 14
PIGIRON ...	30-ton Wagon ...	D	D	1	4	20 6	30	9 7
PILCHARD (Engineer's Dept.)	Ballast and Sleeper Bogie Wagon ...	E	E	1	3	36 7	20	14 7
PIPE ...	Steel Pipe Wagon ...	D	D	1	2	24 6	13	8 10
PIPE FIT ...		C	C	1	2	24 11	12	8 12
PLATE ...	Steel Plate Wagon ...	C	C	1	3	30 1½	22	9 13
PLATE FIT ...		C	C	1	3	30 1½	22	9 13
PRAWN (S. and T. Dept.)...	Bogie Bolster Wagon ...	F	F	2	5	48 0	30	15 6
PRESFLO ...	Compressed Air Discharge Wagon	D	D	1	3	20 6	20	12 8
PRESFLO (fitted with Roller Bearing Axle Boxes) ...		C	C	1	3	20 6	20	12 8
PROTOL EB ...	Propeller Trolleys ...	F	D	1	3	31 0	20	12 5
PROTOL ED ...		F	D	2	4	42 0	20	18 18
PROTOL EG ...		F	D	2	6	49 0	40	22 4
RECTANK EA, EB, MA, MB, WB	—	F	D	2	5	37 2	35	15 2
ROLL WB, WC, WE, WH	10-15-ton Wagons ...	H	F	1	3	23 0	15	9 11
SALMON ...	Bogie Rail Wagon ...	F	F	3	8	65 0	50	27 0
SHARK (Engineer's Dept.)	Ballast Plough Brake Van ...	E	E	2	4	24 5	20	20 0
SHRIMP ...	Bogie Bolster Wagon ...	F	F	2	5	48 0	30	17 12
SIGNAL DEPT. WAGON...	10-ton and 14-ton Wagons	D	D	X	2	28 0	10/14	5 11
SINGLE ...	Single Bolster Wagon ...	F	F	X	1	19 6	12	5 18
SLEEPER ...	Chaired Sleeper Wagon ...	F	F	1	3	35 5	18	11 16
SLEEPER WAGON	10-14 tons ...	E	E	X	2	31 6	14	7 17
SLUDGE (Engineer's Dept.)	Fall Down Sides ...	F	F	1	2	34 6	14	8 12
SOLE (Engineer's Dept.)	Refuse Wagon ...	F	F	X	2	19 6	14	8 3
STARFISH (Engineer's Dept.)	Ballast Wagon ...	D	D	X	2	23 8	12	6 12
STRIPCOIL ...	Ballast Wagon ...	D	D	X	2	19 6	10	6 2
STURGEON...	42-ton Wagon ...	H	H	2	6	33 0	42	18 4
STURGEON A (Engineer's Dept.)	56-ton Wagon ...	H	H	3	9	36 5	56	29 3
SULPHATE ...	Rail, Sleeper and Ballast Wagon	F	F	3	8	69 1	50	25 13
TIERWAG ...	Bogie, Rail Sleeper (Modified Design)	F	F	3	8	69 1	50	27 18
TRANSFORMER EA	Bogie Wagon ...	F	E	2	7	42 0	50	20 15
TRANSFORMER MA	Motor Car Truck ...	C	C	2	3	59 11	12½	24 16
TRANSFORMER MB	Transformer Wagons ...	H	H	4	11	65 6	70	40 0
TRANSFORMER MC		H	H	4	10	62 6	60	39 19
TRANSFORMER WL		H	H	6	18	87 1	120	58 1
TRESTLE AB, ED ...		H	H	7	21	92 1	135	72 11
TRESTLE EA ...	Trestle Plate Wagons ...	F	D	2	6	55 0	42	20
TRESTLE EG ...		F	D	1	3	30 1½	21	9
TRESTLE EH ...		F	D	2	6	49 0	40	18
		F	D	2	7	43 10½	50	20

Dimensions of Special Wagons—continued

CODE	DESCRIPTION	Highest head- code ordinary freight train on which vehicle can be conveyed	Equals		Maximum length over buffers of vehicle.	Maximum carrying capacity of vehicle.	Maximum Tare of vehicle.	
			when empty	when loaded			T.	C.
			Loaded	Empty	Loaded Class 3 wagons.	Ft. In.	Tons	T. C.
TRESTROL AO, ED, MD, ME, MO	Trestle Trolleys (Tare weights in- clude trestles)	F	E	3	7	64 9	40	28 11
TRESTROL EA ...		F	E	3	8	58 6	50	26 18
TRESTROL EB, MF ...		F	E	4	9	63 0	50	38 0
TRESTROL EC, MG ...		F	E	4	9	71 0	55	38 0
TRESTROL EJ ...		F	E	1	3	32 0	20	10 19
TRESTROL EM ...		F	E	3	6	64 4½	30	31 8
TRESTROL EN ...	Hopper Ballast Wagon...	F	E	3	6	63 0	30	25 15
TRESTROL MB, MC ...		F	E	3	7	61 8	35	31 6
TROUT (Engineer's Dept.)		D	D	1	3	24 7	25	9 18
TUBE ...	Long Open ...	D	D	X	2	28 0	15	7 12
TUBE FIT ...		D	D	1	3	33 9½	20	10 8
TUBE BA ...		C	C	1	3	33 9½	22	9 10
TUNNY (Engineer's Dept.)	Ballast Wagon ...	D	D	1	3	24 6	20	8 18
TWIN ...	Bolster Wagon ...	F	E	1	3	34 1	20	10 12
TWINCASE ...	Single Bolster Wagons short coupled in pairs	F	E	1	3	37 2	18	12 0
WALRUS (Engineer's Dept.)	Hopper Ballast Wagon...	E	E	2	6	35 6	40	20 9
WARFLAT ...	Flat Wagon ...	E	D	2	7	43 10½	50	20 0
WELTROL EB ...	Well Trolley ...	F	F	3	7	58 6	40	33 0
WELTROL EC ...		F	F	2	5	57 6	30	19 13
WELTROL ED, MV ...		F	F	2	6	38 6	40	21 18
WELTROL EF, ML, SA ...		F	F	2	6	59 0	40	24 19
WELTROL EG ...		F	F	3	8	51 8	54	26 18
WELTROL EH ...		F	F	3	8	58 7	55	28 2
WELTROL EK ...		F	F	4	12	57 6	81	38 16
WELTROL EL ...		F	F	2	5	58 6	25	23 5
WELTROL EM ...		F	F	2	4	58 6	20	22 12
WELTROL EN ...		F	F	7	18	83 2	110	72 16
WELTROL EP, MR ...		F	F	4	9	62 6	50	37 3
WELTROL ES ...		F	F	5	11	75 1	65	49 8
WELTROL EU, MU ...		F	F	5	13	73 8	80	47 13
WELTROL MA ...		F	F	1	3	33 6	20	14 0
WELTROL MB, MC ...		F	F	2	4	45 0	20	19 13
WELTROL MJ, MK ...		F	F	2	6	49 0	40	22 0
WELTROL MO, MP ...		F	F	3	8	58 1	50	29 13
WELTROL WB ...		F	F	2	3	53 0	15	15 1
WELTROL WBB ...		F	F	2	5	43 6	25	21 15
WELTROL WC, WN ...		F	F	2	4 or 6	56 0	25 or 40	18 15
WELTROL WE, WO ...		F	F	2	4 or 6	65 0	20 or 35	24 19
WELTROL WF, WP, WX ...		F	F	2	5 or 6	57 0	25 or 40	21 10
WELTROL WG, WR, WT, WU, WV		F	F	2	6	50 0	35	23 8
WELTROL WH ...	10-ton to 14-ton Rail Tank Wagon ...	F	F	2	9	45 6	65	23 12
WELTROL WJ ...		F	F	3	8	57 0	50	28 6
WELTROL WK ...		F	F	2	3	49 0	10	17 2
WELTROL WL ...		H	H	8	20	89 6	120	82 2
WELTROL WM ...		F	F	2	3 or 4	65 7	12 or 20	21 3
WELTROL WY ...		F	F	1	2	37 0	15	8 6
WELTROL WZ ...		F	F	2	4	50 0	25	16 8
WHEELWAG EA ...		D	D	X	1	28 0	10	7 10
WHEELWAG EH ...		E	E	1	3	32 0	15	10 19
WHEELWAG ET ...		E	D	2	4	47 3	20	18 2
—	20-ton Rail Tank Wagon ...	According to stars painted on vehicles. See page 219		1	2½	20 6	14	10 0
—	22-ton (Esso Rail Tank Wagon)			1	3	24 6	20	12 10
—	23-ton Rail Tank Wagon ...			1	3½	27 9½	22	13 0
—	40-ton Bogie Tank Wagon ...			2	4	27 8	23	17 12
—	40-ton Tank Wagon ...			2	6	51 5	40	22 7
WHELK (S. and T. Dept.)...	Bogie Plate Wagon ...	F	E	2½	6½	33 10	40	24 0
WHITING (Engineer's Dept.)	Rail and Ballast Wagon ...	F	F	2	6	55 0	42	19 18
WINKLE (S. and T. Dept.)	Plate Wagon ...	D	D	X	2	31 6	14	7 10
				1	3	30 2	22	9 13

Notes.

*—See special tables in pages 221 and 222.

†—When 5 or more loaded 10/14-ton rail tank cars are conveyed, these should be calculated on the basis of 5=12 Class 3 wagons.

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

In compiling the WORKING LOAD, allowance must be made for the additional length of any vehicle exceeding 21 feet over buffers in order to conform with the maximum length of train over section which train works. See also appropriate clause under "Instructions for Calculating Loads of Freight Trains" shown on pages 218 and 219.

MILITARY TANKS (A.F.V.)

K227

Calculation for Freight Train Loading Purposes

Vehicle	Dimensions		Maximum Capacity	Tare Weight		Equivalent to following Class 3 Traffic		
	Ft.	In.	Tons	Tons	Cwts.	When Empty	Loaded with One Tank	Loaded with Two Tanks
Rectank M.A.	37	2	35	15	2	2 equals 3	} See below	} See below
" M.B.	37	2	35	14	1	2 equals 3		
" E.A.	37	2	35	14	10	2 equals 3		
" E.B.	37	0	35	15	5	2 equals 3		
" W.B.	37	0	38	14	10	2 equals 3		
Warflat	43	10½	50	20	8	2		
Warwell	47	0	50	26	15	3		

Type of Tank	Equivalent to following Class 3 Traffic when loaded on "Warwells"		Equivalent to following Class 3 Traffic when loaded on "Rectanks"		Equivalent to following Class 3 Traffic when loaded on "Warflats"	
	Loaded with One Tank	Loaded with Two Tanks	Loaded with One Tank	Loaded with Two Tanks	Loaded with One Tank	Loaded with Two Tanks
Churchill Mk. I-VI	—	—	—	—	6	—
" Mk. VII-XI	—	—	—	—	6	—
" Crocodile (less trailer)	—	—	—	—	6	—
" A.P.C.	—	—	—	—	5	—
" AVRE III, IV and VII	—	—	—	—	6	—
Cromwells Mk. I-VIII	—	—	—	—	5	—
S.P. 25-pdr. Sexton	1 = 5 2 = 9 5	—	—	—	—	—
Ram G.P.O.	—	—	—	—	—	—
Stuart Towing conveyed singly on Rectank M.A.	} —	—	—	—	—	—
" M.B.		—	—	—	—	—
" W.B.		—	3	—	—	—
" E.A.		—	—	—	—	—
Stuart Towing conveyed in pairs	—	—	—	—	—	5 2 = 9

CALCULATION OF COACHING STOCK ON FREIGHT TRAINS

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

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

DIMENSIONS OF PASSENGER-FITTED VEHICLES OVER 21 FEET IN LENGTH

Codes of Vehicles		Maximum Length over Buffers	Codes of Vehicles		Maximum Length over Buffers	Codes of Vehicles		Maximum Length over Buffers
		Ft. In.			Ft. In.			Ft. In.
B ... ..	...	43 1	CCT ... ..	...	31 0½	Parcels Vans ... ..	...	31 11
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 6	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 4	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						

COMPUTATION OF STEAM CRANES AND ENGINEERING DEPARTMENT TRACK RELAYING CRANES FOR TRAIN LOADING PURPOSES

TARE OF CRANE		Equivalent in Class 1 traffic
Not exceeding 32 tons ... ..	...	1½
Exceeding 32 tons but not exceeding 48 tons ... ..	...	2
" 48 " " " " 64 " ... ..	...	3
" 64 " " " " 80 " ... ..	...	4
" 80 " " " " 96 " ... ..	...	5
" 96 " " " " 112 " ... ..	...	6
" 112 " " " " 128 " ... ..	...	7
" 128 " " " " 144 " ... ..	...	8
" 144 " " " " 160 " ... ..	...	9