Summary of Through Services, Exchange Trips and Light Engines via Bordesley Junction—continued

Train No.	Time	From	To	Headcode	Bordesley Junction Arrive	Pass	Depart
WEEKDAYS—continued					a.m.	p.m.	p.m.
7V27	11.20 a.m. **SX** ...	Washwood Heath ...	Banbury Hump Rec. ...	F	11*56		12* 5 **SX**
5O12	12.15 p.m. **SX** ...	,, ,, ...	Eastleigh	D	p.m.	12/38 **SX**	
8V33	12.25 p.m. **SX** ...	,, ,, ...	Stoke Gifford	H	12*57		1* 5 **SX**
9T23	12.34 p.m.	,, ,, ...	Bordesley Junction ...	J	1. 7		
7V23	2. 0 p.m. **SX** ...	,, ,, ...	Stoke Gifford	F	2*30		2*32 **SX**
5O13	2.30 p.m. **SO** ...	,, ,, ...	Eastleigh	D	2*55		3* 5 **SO**
7V28	2.15 p.m. **SX** ...	,, ,, ...	Banbury Hump Rec. ...	F	2*43		3*15 **SX**
0T22	3‖ 0 p.m. L.E. ...	Saltley M.P.D.	Bordesley Junction ...	G	3‖15		
9T23	4.14 p.m.	Washwood Heath ...	,, ,, ...	J	4.48		
0T22	5‖30 p.m. L.E. ...	,, ,, ...	,, ,, ...	G	5‖50		
7V22	6.10 p.m.	,, ,, ...	Banbury Hump Rec. ...	F		6/43	
7V40	6.50 p.m.	,, ,, ...	Morris Cowley... ...	F	7*33		7*50 **SX**, 8.14 **SO**
0T23	8‖50 p.m. L.E. ...	Saltley M.P.D.	Bordesley Junction ...	G	9‖10		
7O06	5.20 p.m. **SX** } ...	Spondon	Eastleigh	F	{ 9L35		10L43 **FX**
	5.40 p.m. **SO** }				{ 9L35		11.37 **FO**
0T22	10‖ 5 p.m. L.E. ...	Washwood Heath ...	Bordesley Junction ...	G	10‖30		
SUNDAYS					a.m.	a.m.	a.m.
9T23	12. 5 a.m.	,, ,, ...	,, ,, ...	J	12.38		
0T22	1‖ 0 a.m. L.E. ...	,, ,, ...	,, ,, ...	G	1‖15		
0M48	2‖48 a.m. L.E. ...	Saltley M.P.D.	,, SUSPENDED	G	3‖ 0 †		
0M48	3‖45 a.m. L.E. ...	Saltley M.P.D.	Bordesley Jct. SUSPENDED	G	4‖ 0 ¶		
0V00	4‖ 0 a.m. L.E. ...	Lawley Street	Tyseley M.P.D. ...	G		4/18	
9T23	4.25 a.m.	Washwood Heath ...	Bordesley Junction ...	J	4.58		

†—To work 9.35 p.m. Didcot (Saturdays). ¶—To work 5.45 p.m. Fawley (Saturdays).

To London Midland Region:—

WEEKDAYS					a.m.	a.m.	a.m.
0O11	12‖ 5 a.m. **MO** L.E.	Tyseley M.P.D.... ...	Washwood Heath ...	G		12/25 **MO**	
7M47	5.35 p.m. **SX** ...	Hinksey...	,, ,, ...	F	12*14		12*30 **MX**
0V23	1‖ 0 a.m. **MO** L.E....	Tyseley M.P.D.... ...	,, ,, ...	G		1/14 **MO**	
0O06	1‖25 a.m. **SX** L.E. ...	,, ,, ...	,, ,, ...	G		1/38 **SX**	
9T23	1.45 a.m. **MX** ...	Bordesley Junction ...	,, ,, ...	J			1.45 **MX**
9T22	2.20 a.m. **MX** ...	Bordesley Junction ...	,, ,, ...	J			2.20 **MX**
5M05	7.35 p.m.	Southampton	Lawley Street	D	2E 6		2E37 **MX**
0V24	2‖30 a.m. **MX** L.E....	Tyseley M.P.D.... ...	Washwood Heath ...	G	2‖39		2‖44 **MX**
0V24	2‖35 a.m. **MO** L.E....	Tyseley M.P.D. ...	Washwood Heath ...	G		2/45 **MO**	
7M48	8.35 p.m.	Didcot	Spondon	F	1L40		2L47 **MX**
0V25	4‖10 a.m. **SX** L.E. ...	Tyseley M.P.D.... ...	Washwood Heath ...	G	4‖18		4‖20
9T22	4.40 a.m. **MX** ...	Bordesley Junction ...	,, ,, ...	J			4.40 **MX**
0M00	3‖ 0 a.m. **SO** L.E. ...	Banbury	Saltley M.P.D.	G	4‖45		4‖55 **SO**
0M00	3‖ 0 a.m. **MSX** L.E.	Banbury	Saltley M.P.D.	G	4‖57		4‖59 **MSX**
9T23	5.35 a.m. **MX** ...	Bordesley Junction ...	Washwood Heath ...	J			5.35 **MX**
9T23	8.30 a.m.	,, ,, ...	,, ,, ...	J			8.30
0V27	10‖15 a.m. **SX** L.E. ...	Tyseley M.P.D.... ...	,, ,, ...	G	10‖24		10‖25 **SX**
9T23	10.52 a.m.	Bordesley Junction ...	,, ,, ...	J			10.51
0V33	11‖20 a.m. **SX** L.E. ...	Tyseley M.P.D.... ...	,, ,, ...	G	11‖29		11‖30 **SX**
					p.m.	p.m.	p.m.
0V23	12‖47 p.m. **SX** L.E. ...	,, ,, ...	,, ,, ...	G	12‖55		12‖56 **SX**
9T23	2. 0 p.m.	Bordesley Junction ...	,, ,, ...	J			2. 0
0M00	11‖55 a.m. **SX** ...	Banbury	Saltley M.P.D.	G	1‖34		1‖35 **SX**
9T22	4. 0 p.m.	Bordesley Junction ...	Washwood Heath ...	J			4. 0
9T23	5.30 p.m.	,, ,, ...	,, ,, ...	J			5.30
9T22	7.30 p.m.	,, ,, ...	,, ,, ...	J			7.30
5M08	4.40 p.m. **SX** ...	Hinksey...	Water Orton ...	D	7*27		7*47 **SX**
0M00	7‖ 0 p.m. **FSX** L.E.	Banbury	Saltley M.P.D.	G	9‖21		9‖22 **FSX**
0M00	9‖50 p.m. L.E. ...	Bordesley Junction ...	,, ,, ...	G			9‖50
9T23	9‖55 p.m.	,, ,, ...	Washwood Heath ...	J			9.55
0M00	8‖20 p.m. **FO** L.E. ...	Banbury	Saltley M.P.D	G	10‖ 8		10‖ 9 **FO**
4M28	5.44 p.m. **FSX** ...	Swindon	Longbridge	C	9W*35		10W*25 **FSX**
5M08	7.20 p.m. **SO** ...	Hinksey	Water Orton		10*23		10*35 **SO**
0V23	11‖ 0 p.m. **FSX** L.E.	Tyseley M.P.D. ...	Washwood Heath ...	G	11‖11		11‖13 **FSX**
0V11	11‖25 p.m. **SX** ...	Tyseley M.P.D.... ...	Washwood Heath ...	G	11‖35		11‖47 **SX**‡
9T22	11.52 p.m.	Bordesley Junction ...	,, ,, ...	J			11.52

‡—Coupled to 10‖0 p.m. **SX** L.E. Banbury to Saltley M.P.D., due 11‖39 p.m.

SUNDAYS					a.m.	a.m.	a.m.
7M47	5.38 p.m. **SO** ...	Hinksey...	Washwood Heath ...	F	12*14		12*30
0M00	12‖50 a.m. L.E. ...	Bordesley Junction ...	Saltley M.P.D.	G			12‖50 ¶
9T23	1.45 a.m.	Bordesley Junction ...	,, ,, ...	J			1.45
9T22	2.20 a.m.	,, ,, ...	,, ,, ...	J			2.20
5M05	7.35 p.m. **SO** ...	Southampton	Lawley Street SUSPENDED	D	2E20		2E52
7M48	8.35 p.m. (Sats.) ...	Didcot	Spondon SUSPENDED	F	1L16		3L30
7M48	5.45 p.m. **SO** ...	Fawley	Spondon	F	4L 6		4L35
9T23	5.50 a.m.	Bordesley Junction ...	Washwood Heath ...	J			5.50

¶—Detached from 9.35 p.m. **SO** Hinksey to Oxley Sidings.

Through Services and Exchange Trips—continued

EXCHANGE OF TRAFFIC AT BANBURY JUNCTION

FROM L.M. REGION

Trains are booked as under:—

Train	Train No.	Head Code	Banbury Junction arrive
			a.m.
WEEKDAYS			
1.35 a.m. **MX** ex Woodford	9V50	J	2.10 **MX**
3.30 a.m. **SX** Woodford to Didcot	8V76	H	4*12 **SX**
4.23 a.m. **MX** ex Woodford	9V51	J	4 58 **MX**
4.43 a.m. ex Woodford	9V52	J	5 18
6. 5 a.m. **MX** ex Woodford	9V53	J	6 40 **MX**
8. 0 a.m. **SX**, 8.10 a.m. **SO** ex Woodford	9V55	J	8 35 **SX**, 8 45 a.m. **SO**
10.18 a.m. **SX** Woodford to Didcot	8V—	H	pass 10/51 **SX**
10.30 a.m. ex Woodford	9V56	J	11 5
11.15 a.m. **SX** Woodford to Cement Sidings	9V36	J	pass G11/50L **SX**
			p.m.
3.55 a.m. **MSX** ex York	4V24	C	12 15 **MSX**
12.10 p.m. ex Woodford	9V61	J	12 45
5.40 a.m. **SX** Dringhouses to Bristol	4V23	C	pass G2/1L **SX**
2.30 p.m. **SX**, 2.15 p.m. **SO** ex Woodford	9V59	J	3.5 **SX**, 2.50 **SO**
3.15 p.m. **SX** ex Woodford	9V60	J	3 50 **SX**
5.15 p.m. **SX** Woodford to Didcot	7V35	F	pass G5/4L **SX**
8.50 p.m. ex Woodford	9V64	J	9 25
9. 0 p.m. **SX** ex Nottingham	5V52	D	11 46 **SX**
SUNDAYS			
			a.m.
12.30 a.m. ex Woodford	9V50	J	1 5
4.40 a.m. ex Woodford	9V52	J	5 15
			p.m.
7†30 p.m. E.B.V. ex Woodford	0M26	G	7†55

TO WOODFORD—L.M. REGION

Trains are booked as under:—

Train	Banbury Jn. depart	Train No.	Head Code	Balance
WEEKDAYS	a.m.			
Pilot **MX**	12 30 **MX**	7M05	F	9. 0 p.m. **SX** ex Nottingham.
Pilot **MX**...	1 30 **MX**	7M06	F	—
3.37 a.m. **MX** Pilot ex Banbury South ... ... (10.25 p.m. **SX** ex Bristol)	4 10 **MX**	7M17	F	1.35 a.m. **MX** ex Woodford.
1.20 a.m. **MX** Oxford (Hinksey) to Woodford ...	pass 2/29 **MX**	7M07	F	4.23 a.m. **MX** ex Woodford.
Pilot	6 10 **MO**	7M10	F	4.43 a.m. ex Woodford.
	6 30 **MX**	7M10	F	4.43 a.m. ex Woodford.
4.50 a.m. **SX** Slough to Woodford	pass 7/56 **SX**	7M25	F	10.18 a.m. **SX** Woodford to Didcot.
8. 5 a.m. Pilot **MX** ex Banbury South ... ... (2.24 a.m. **MX** Southall)	8 37 **MX**	7M01	F	6. 5 a.m. **MX** ex Woodford.
7.35 a.m. **SX** Didcot to Woodford	pass 9/53 **SX**	7M11	F	3.30 a.m. **SX** Woodford to Didcot.
(Pilot) **SX** ... ... (2.35 a.m. Reading)	10*23	7M06 **SO** / 7M19 **SX**	F	8. 0 a.m. **SX**, 8.10 a.m. **SO** ex Woodford.
11‖22 a.m. **SX** L.E. Banbury M.P.D. to Woodford ...	pass 11/27 **SX**	0V23	G	To work 5.40 a.m. **SX** Dringhouses to Bristol
Pilot	11 40 **SX**	7M35	F	10.30 a.m. ex Woodford.
	p.m. 12 4 **SO**	7M35	F	
3.50 a.m. **MSX**, 4.5 a.m. **MO** Stoke Gifford to Woodford.	pass 12/29 **SX**	7M09	F	—
12. 5 a.m. **SO** Tavistock Junction to Woodford SUS	PENDED 12 50 **SO**	5M63	D	3.15 p.m. ex Woodford.
12. 5 a.m. **MSX** Tavistock Junction 4.20 a.m. **MO** Taunton to Woodford	2 7 **SX**	5M63	D	3.15 p.m. ex Woodford.
2.10 p.m. **SX** Cement Sidings to Woodford... ...	pass 2/52 **SX**	7M13	F	11.15 a.m. **SX** Woodford to Cement Sidings.
3.55 p.m. **SX**, 3.50 p.m. **SO** Pilot ex Banbury South (11.40 a.m. **SX** Reading)	4 31 **SX**	7M16	F	2.30 p.m. **SX** ex Woodford.
	4 39 **SO**	7M16	F	2.15 p.m. **SO** ex Woodford.
11.50 a.m. **FSX** North Acton to Woodford ...	pass 4/53 **FSX**	7M15	F	—
11.50 a.m. **FO** North Acton to Woodford	pass 5/13 **FO**	7M15	F	—
Pilot (1.5 p.m. Reading **FSX**)	7 12	7M18	F	—
3.31 p.m. **SX Q** Bevois Park to Leicester	9*25 **SX Q**	7M12	F	—
Pilot	10 30 **SX**	7M14	F	8.50 p.m. ex Woodford.
	10 25 **SO**	7M14	F	
9.30 p.m. **SX** Didcot to Woodford	pass 11/ 2 **SX**	7M04	F	5.15 p.m. **SX** Woodford to Didcot.
SUNDAYS	a.m.			
Fish Empties	12 55	3M21	C	—
10.10 p.m. **SO** Portobello to Wooford	pass 1/23	7M08	F	—
Pilot	2 25	9M30	J	12.30 a.m. ex Woodford.
2.30 a.m. Reading to Woodford	pass 5/ 8	7M10	F	—
2.42 a.m. Southall to Woodford	5*52	7M11	F	—
6.25 a.m. Pilot ex Banbury South ... ... (10.15 p.m. **SO** Bristol)	7 5	7M17	F	4.40 a.m. ex Woodford.
3. 0 a.m. Stoke Gifford to Woodford	pass 7/28	7M09	F	—
	p.m.			
9.30 p.m. Banbury to Woodford	9 30	4M26	C	7†30 p.m. E.B.V. ex Woodford.

H130

Q SCHEDULES FOR SPECIAL BANANA TRAINS FROM SOUTHAMPTON DOCKS AND AVONMOUTH

		C	C	C	C	C	C	C	C	C	C	C
		To Moor Street	To Banbury or Moor Street	To Crewe	To Banbury or Moor Street	To Banbury or Moor Street	To Banbury	To Crewe	To Crewe	To Banbury	To Woodford	To Banbury
		4H21	4V05	4M47	4V11	4V07	4H14	4M48	4M42	4H16	4M26	4H19
		SX	MSX	MSX	SX	SX	SX	SX	SX	SX	SX	SX
		PM	am	am	am	am	am	am	am	PM	PM	PM
SOUTHAMPTON DOCKS dep	1	.....	2 55	2 55	10 22	11 25	.....	10 22	11 25	.....	.....	.....
AVONMOUTH ... dep	2	10 0	..	..	PM	PM	11 45 PM	PM	PM	2 25	3 40	6 10
Cement Sidings.....	3	.....	6 29	.....	1 39d	3 2	3 4	.....	.....	5 53	8 2	9 47
Bletchington	4	..	[4]	..	..	..	[2]	..	..	6*40	..	PM
Aynho Station ..... arr	5	.....	.....	.....	.....	.....	.....	.....	.....	.....	[4]	.....
... dep	6	..	..	..	..	..	..	..	..	..	.....	..
Aynho Junction.....	7	.....	6 47	.....	1 53d	3 16	3 30	.....	.....	7 0	8 20	10 1
Astrop Sidings	8	..	..	..	..	G3 22L	G3 36L	..	..	..	..	G10 7L
Banbury South ..... arr	9	.....	6055a	.....	20 1	30*37	3051	.....	.....	7C 8	8028	10C*22
... ... dep	10	..	7C 0	..	20 6	30*50	3056k	..	..	7013	8033	10C*31
Banbury Station ..... arr	11	.....	.....	.....	.....	g	.....	.....	.....	.....	.....	.....
... ... dep	12	..	..	..	GL	..	GL	..	..	..	..	..
BANBURY JN..... arr	13	.....	7 6	.....	2 15	3 56	4 6	.....	.....	7 19	8 39	10 40
... ... dep	14	..	7E35	..	2E50C	4E35i	..	..	..	..	9*25	..
Cropredy ..... arr	15	.....	.....	.....	.....	h	.....	.....	.....	.....	.....	.....
... ... dep	16	..	..	..	..	..	..	..	..	..	..	..
Fenny Compton..... arr	17	.....	[5]	.....	C	.....	.....	.....	.....	.....	.....	.....
... ... dep	18		..	..	..	[3]	..	..	..	..	..	..
Southam Road ..... arr	19		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
... ... dep	20		..	..	..	..	..	..	..	..	..	..
Fosse Road..... arr	21		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
... ... dep	22		..	..	..	..	..	..	..	..	..	..
LEAMINGTON SPA arr	23		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
(GENERAL) ... ... dep	24		T8 5L	..	T3 17L	T 5 5L	..	..	..	..	..	..
Budbrook	25		.....	.....	G3 26L	.....	.....	.....	.....	.....	.....	.....
Hatton ... ... arr	26		..	..	..	..	..	..	..	..	..	..
..... dep	27		8 20	.....	3 38	5 20	.....	.....	.....	.....	.....	.....
Lapworth ... ... arr	28		..	..	..	..	..	..	..	..	..	..
..... dep	29		R8 25L	.....	M3 44L	R5 25L	.....	.....	.....	.....	.....	.....
Knowle and Dorridge ... arr	30	MX	..	..	..	..	..	..	..	..	..	..
..... dep	31	am	G8 30L	.....	.....	.....	.....	.....	.....	.....	.....	.....
Bentley Heath Crossing arr	32	..	8*33	..	..	..	..	..	..	..	..	..
..... dep	33	.....	8*48		.....	.....	.....	.....	.....	.....	.....	.....
Tyseley ... ... dep	34	R1 51L	R9 2L		3 54	5 35	..			..	..	..
Small Heath South ..... arr	35	.....	.....		.....	.....	.....			.....	.....	.....
... ... dep	36	..	..		..	..	..			..	..	..
BORDESLEY JN..... dep	37	1 54	9 5	Via Wombourn	R3 57L	5 38	.....	Via Wombourn	Via Wombourn	.....	To be regulated with 3.31 pm SX Q Bevois Park to Leicester	.....
Birmingham (Moor St.) arr	38	1 59	9 10		4 2	5 43	..			..		..
..... dep	39	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....
Birmingham (Snow Hill) arr	40	..	..	..	..	..	..	..	..	..	..	..
..... dep	41	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Handsworth Junction ... arr	42	..	..	..	..	..	..	..	..	..	..	..
..... dep	43	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
West Bromwich ... ... arr	44	..	..	..	..	..	..	..	..	..	..	..
..... dep	45	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Swan Village Junction	46	..	..	..	..	..	..	..	..	..	..	..
Priestfield ..... arr	47	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
... ... dep	48	..	..	..	..	..	..	..	..	..	..	..
Stow Heath ..... arr	49	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
... ... dep	50	..	..	..	..	..	..	..	..	..	..	..
WOLVERHAMPTON arr	51	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
(L.L.)... ... ... dep	52	..	..	..	..	..	..	..	..	..	..	..
OXLEY SIDINGS ... arr	53	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
... ... dep	54	..	..	..	..	..	..	..	..	..	..	..
Oxley Sidings North	55	.....	.....	11 9	.....	.....	.....	6* 1	6 25	.....	.....	.....
Cosford ... ... arr	56	..	..	[2]	..	..	..	..	[2]	..	..	..
..... dep	57	.....	.....	11 25r	.....	.....	.....	6 22v	6 41	.....	.....	.....
Hollinswood ... ... arr	58	..	..	..	..	..	..	..	..	..	..	..
..... dep	59	.....	.....	1136m	.....	.....	.....	6 35	6 52	.....	.....	.....
Wellington No. 1... ... arr	60	..	..	..	..	..	..	..	..	..	..	..
Signal Box ..... dep	61	.....	.....	[2]	.....	.....	.....	.....	.....	.....	.....	.....
WELLINGTON ... arr	62	..	..	..	..	..	..	..	..	..	..	..
..... dep	63	.....	.....	11 45	.....	.....	.....	6 42	6 59	.....	.....	.....
Wellington No. 4 Signal Box	64	..	..	11 46	..	..	..	6 43	7 0	..	..	..
CREWE (Gresty Lane)	65	.....	.....	12 35	.....	.....	.....	7 45	7 55	.....	.....	.....

NOTES

a— 3.35 a.m. MX Park Royal to Bordesley Junction to be kept clear.
c— 2|40 p.m. TThO (L.E.) Banbury M.P.D. to Nuneaton and 1.45 p.m. SX Banbury Junction to Leamington Spa to be kept clear.
d— 11.40 a.m. SX Reading to Woodford to be kept clear.
f— 6.48 p.m. SX Ardley to Greaves Sidings to be kept clear.
g— 3|50 p.m. SX (L.E.) Banbury M.P.D. to Banbury O.I.C. to be kept clear.
h— 3.35 p.m. SX Banbury O.I.C. to Croes Newydd to be kept clear.
k— 3.55 p.m. Pilot Trip, Banbury South to Woodford to be kept clear.
m— 10.40 a.m. SX Oxley Sidings to Saltney to be kept clear.
— 9.33 a.m. SX Oxley Sidings to Wellington to be kept clear.
y— 5.35 p.m. Oxley Sidings to Crewe to be kept clear.

Q SCHEDULES FOR SPECIAL BANANA TRAINS FROM SOUTHAMPTON DOCKS AND AVONMOUTH

		C	C	C	C		
		10.0 pm SX Avonmouth to Moor Street	2.55 am Southampton to Crewe	10.22 am Southampton to Crewe	11.25 am Southampton to Crewe		
		4H21	4M47	4M48	4M42		
		MX	MSX	SX	SX		
		am	am	PM	PM		
CUTNALL GREEN.....	1	1 49	9 40	3 55	4 57	.....	.....
Hartlebury ... ... arr	2	..	[2]	..	..	..	..
..... dep	3	1 54	9 47	3 59	5 4	.....	.....
KIDDERMINSTER ... arr	4	2D 2	[4]	4* 7	..	..	..
..... dep	5	2 17	9 55	4*18	5 10	.....	.....
STOURBRIDGE JN. arr	6	2033	10C10	4GW43	5C26	..	..
..... dep	7	2AE53	10C15	4TW53	5C31	.....	.....
Cradley Heath and C.... arr	8	..	..	..	..	..	..
..... dep	9	3 0	.....	.....	.....	.....	.....
Old Hill ... ... arr	10	..	..	..	..	..	..
..... dep	11	.....	.....	.....	.....	.....	.....
Rowley Regis and B. ... arr	12	3AE15	..	..	..	..	..
....., dep	13	3 20	.....	.....	.....	.....	.....
Handsworth Junction ... arr	14	..	..	..	..	..	..
..... dep	15	R3 29L	.....	.....	.....	.....	.....
Birmingham (Snow Hill) arr	16	..	..	..	..	..	..
..... dep	17	T3 35L	.....	.....	.....	.....	.....
Moor Street ... ... arr	18	3 43	..	..	..	..	..
KINGSWINFORD JUNCTION S. dep	19	.....	.....	.....	.....	.....	.....
Blowers Green ... ... arr	20	..	..	..	..	..	..
..... dep	21	.....	.....	.....	.....	.....	.....
Dudley ... ... arr	22	..	..	..	..	..	..
..... dep	23	.....	.....	.....	.....	.....	.....
Priestfield ... ... arr	24	..	..	..	..	..	..
..... dep	25	.....	.....	.....	.....	.....	.....
KINGSWINFORD JUNCTION ..... arr	26	..	..	..	..	..	..
..... dep	27	.....	10 23	5 1	5 39	.....	.....
Baggeridge Junction ... arr	28	..	..	..	..	..	..
..... dep	29	.....	10 29	5 7	5 45	.....	.....
Wombourn ... ... arr	30	..	10W40	..	5W56	..	..
..... dep	31	.....	10W45	5 16	6W 1	.....	.....
Oxley Branch Junction... arr	32	..	11C 0	5C31	6C16	..	..
..... dep	33	.....	11C 5	5C36	6C21	.....	.....
Oxley North... ... ... arr	34	..	..	5*40	..	..	..
..... dep	35	.....	11 9	6* 1	6 25	.....	.....

		C	C
		12.45 pm Barry Docks to Bradford	
		4N08	
		SX	
		PM	
Stratford-upon-Avon ... ... (Evesham Road)	1	4 43	.....
STRATFORD-UPON-AVON arr (General) ..... dep	2	4W45	..
	3	4W55	.....
Bearley West Junction	4	5 4	..
Bearley East.....	5	5 5	.....
Hatton West Junction	6	5 15	..
Hatton ..... arr	7	5*17	.....
... ... dep	8	5*20	..
LEAMINGTON SPA ..... arr	9	.....	.....
GENERAL ... ... dep	10	5 30	..
Southam Road..... arr.	11	.....	.....
... ... dep	12	..	..
Fenny Compton ..... arr	13	.....	.....
... ... dep	14	..	..
BANBURY JUNCTION ... arr	15	6L 4	.....
... ... dep	16	6L15N	..

L.E. ex Woodford at 5|2 p.m. **SX Q**, Banbury Jn. arr. 5|30 p.m., to work train forward.

N—Reverse

		C															
		10.0 pm SX Avonmouth to Moor Street															
		4H21															
		MX															
Stratford-upon-Avon (Evesham Road)	1	am 12 50	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
STRATFORD-UPON-AVON (General)... arr	2	12W52	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
dep	3	1W 2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Bearley West Junction arr	4	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
..... dep	5	1 13	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Henley-in-Arden ... ... arr	6	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
..... dep	7	[5]	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Earlswood Lakes ... ... arr	8	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
..... dep	9	1 42	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
TYSELEY ... ... arr	10	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
..... dep	11	R1 51L	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

SHUNTING ENGINES

STATION	Engine No.	Starting Time	AUTHORISED HOURS FROM STARTING TIME Mon. H. M.	Tues. H. M.	Wed. H. M.	Thur. H. M.	Fri H. M.	Sat. H. M.	Sun. H. M.	Total Hours per Week	PARTICULARS OF WORK AND REMARKS
Banbury General ...	1	6. 0 a.m.	—	—	SUS	PEN	DED	—	—	—	Banbury Junction Up Yard Engine.
	2	6. 0 a.m.	15 0	19 30	19 30	19 30	19 30	19 30	5 0	117 30	Hump, Junction end. Diesel off Shed 5.30 a.m. Monday. (Immobilised in Yard, 5.0 a.m. to 6.30 a.m. **MX**, 1.0 p.m. to 2.30 p.m., 9.0 p.m. to 10.30 p.m.).
	3	6. 0 a.m.	18 0	24 0	24 0	24 0	24 0	24 0	6 0	144 0	Hump and Local Yard Engine. Diesel off Shed 5.45 a.m. Monday. To perform any work required at South End between 10.0 p.m. and 6.0 a.m. Monday to Friday nights and after 2.0 p.m. Saturday. Also shunts **C** and **D** Headcode trains at London end of Hump Yard.
	4	6. 0 a.m.	16 0	16 0	16 0	16 0	16 0	8 0	—	88 0	South End, Merton St. and Goods Yard Engine. Diesel off Shed 5.55 a.m. Monday.
	6	6. 0 a.m.	—	—	SUS	PEN	DED	—	—	—	N.E. Loop Pilot.
	7	6. 0 a.m.	18 0	24 0	24 0	24 0	24 0	24 0	6 0	144 0	Junction, Down Side, Old Yard. Shunts in New Yard as required. Diesel off Shed 5.45 a.m. **MO.**
	8	2. 0 p.m.	—	—	SUS	PEN	DED	—	—	—	Junction, Down Side, New Yard. Shunts Cripple Sidings. Diesel off Shed 1.45 p.m.
Leamington Spa General	1	5.30 a.m. 5. 0 p.m.	8 0 7 0	8 0 12 30	8 0 12 30	8 0 12 30	8 0 12 30	8 0 12 30	— 4 30	122 0	Shunts Exchange Sidings. To perform Station work as required between 5.30 a.m and 9.30 a.m.
	2	5.30 a.m.	13 30	13 30	13 30	13 30	13 30	13 30	—	81 0	Shunts Down Yard, Goods Yard and Ford's Sdg. and Passenger Pilot, 1.0 p.m.–5.0 p.m.
Leamington Spa (Milverton)	—	7.25 a.m.	1 0	1 0	1 0	1 0	1 0	1 0	—	6 0	Engine of 7†16 a.m. E.B.V ex Leamington (Avenue).
Warwick	1	3.30 p.m.	1 30	1 30	1 30	1 30	1 30	—	—	7 30	Shunting.
Knowle & Dorridge...	1	9 10 a.m..	1 0	1 0	1 0	1 0	1 0	—	—	5 0	Engine of 8.30 a.m. **SX** Bordesley Junction.
	2	11.15 a.m.	3 45	3 45	3 45	3 45	3 45	—	—	18 45	Engine of 9.35 a.m. **SX** Bordesley Junction.
Hall Green	1	1.30 p.m.	—	—	—	—	—	1 20	—	1 20	—
Tyseley C.S. ... ... **(Cripple Sidings)**	—	—	—	—	—	—	—	—	—	—	To be covered by T.C.S. No. 2 Passenger Diesel.
Tyseley Goods ...	1	4. 0 a.m.	2 20	—	—	—	—	—	—	13 20	Diesel Loco. Off Shed 3.45 a.m. **MO.**
	2	6.40 a.m.	1 50	1 50	1 50	1 50	1 50	1 50	—		Diesel Loco. after working 6.30 a.m. Bordesley Junction. Shunts as required, then to Bordesley Junction No. 4.
	2	6.35 p.m.	3 20	3 20	3 20	3 20	3 20	—	—	16 40	6|30 p.m. Diesel ex Tyseley C.S. Shunts as required, then to T.C.S. No. 2. Passenger. Diesel.
Bordesley Junction...	1	6. 0 a.m.			SUS	PEN	DED				Up Side, Baltic Yard. Diesel off Shed 5.40 a.m. **MO.**
	2	6. 0 a.m. 2.20 p.m. 10.20 p.m.	7 30 7 10 1 40	7 30 7 10 7 10	7 30 7 10 7 10	7 30 7 10 7 10	7 30 7 10 7 10	7 30 7 10 7 10	— — 5 30	131 0	Up Side, Baltic and Baulk Yards. Diesel Loco, off Shed 5.40 a.m. **MO.** Immobilised in Yard, 5.30 a.m. to 6.0 a.m. **MX**, 1.30 p.m. to 2.20 p.m. and 9.30 p.m. to 10.20 p.m. daily.
	3	6. 0 a.m. 6.20 a.m. 2.20 p.m. 10.20 p.m.	7 30 — 7 10 1 40	— 7 10 7 10 7 10	— 7 10 7 10 7 10	— 7 10 7 10 7 10	— 7 10 7 10 7 10	— 7 10 7 10 7 10	— — — 5 30	129 20	Down Side, Bottom Yard. Diesel Loco. off Shed 5.45 a.m. **MO.** Immobilised in Yard 5.30 a.m. to 6.20 a.m. **MX**, 1.30 p.m. to 2.20 p.m. and 9.30 p.m. to 10.20 p.m. daily.
	4	9. 0 a.m. 10.20 p.m.	8 0 1 40	8 0 7 10	8 0 7 10	8 0 7 10	8 0 7 10	8 0 7 10	— 5 30	91 0	Diesel Loco. ex Tyseley Goods No. 1. Shunts in Up Side Old Yard as required, thence L.E. to Tyseley C.S. to stable until 6.30 p.m. Up Side, Old Yard. Diesel Loco. off No. 6.
	5	6. 0 a.m. 6.20 a.m. 2.20 p.m. 10.20 p.m.	7 30 — 7 10 1 40	— 7 10 7 10 7 10	— 7 10 7 10 7 10	— 7 10 7 10 7 10	— 7 10 7 10 7 10	— 7 10 7 10 7 10	— — — 5 30	129 20	Down Side, Caledonia Sidings, Diesel Loco. off Shed 5.45 a.m. **MO.** Immobilised in Yard 5.30 a.m. to 6.20 a.m. **MX**, 1.30 p.m. to 2.20 p.m. and 9.30 p.m. to 10.20 p.m. daily.
	6	6. 0 a.m. 6.20 a.m. 2.20 p.m.	7 30 — 7 10	— 7 10 7 10	— 7 10 7 10	— 7 10 7 10	— 7 10 7 10	— 7 10 7 10	— — —	86 20	Diesel Loco. off Shed 5.40 a.m. **MO.** Shunts Small Heath and Hockley etc. traffic off Reception Roads, crosses traffic between Up Side and Down Side as required. Immobilised in Yard 6.0 a.m. to 6.20 a.m **MX** 1.30 p.m. to 2.20 p.m. and 9.30 p.m. to 10.0 p.m. daily. Becomes No. 4 Pilot at 10.20 p.m.
Bordesley Goods ...	1	11.30 a.m.	—	1 0	1 0	1 0	1 0	—	—	4 0	Cattle Pens.
Moor Street Goods	1	4.15 a.m.	19 45	24 0	24 0	24 0	24 0	17 30	—	133 15	Diesel. L.E. ex Tyseley 3.50 a.m. **MO.**

Shunting Engines—continued

STATION	Engine No.	Starting Time	AUTHORISED HOURS FROM STARTING TIME												Total Hours per Week	PARTICULARS OF WORK AND REMARKS
			Mon.		Tues.		Wed.		Thur.		Fri.		Sat.		Sun.			
			H.	M.	H.	M.	H.	M.	H.	M.	H.	M.	H.	M.	H.	M.		
Hockley (Goods) ...	1	6. 0 a.m.	18	0	24	0	24	0	24	0	24	0	24	0	6	0	144 0	Diesel.
	2	6. 0 a.m.	16	0	16	0	16	0	16	0	16	0	8	0	—		88 0	Diesel.
	4	6. 0 a.m.	6	0	6	0	6	0	6	0	6	0	13	0	—		78 0	Diesel.
		5. 0 p.m.	7	0	7	0	7	0	7	0	7	0	—		—			
Queen's Head ...	—	—	—		—		—		—		—		—		—		—	See Handsworth Goods.
Handsworth (Goods)	1	6. 0 a.m.	16	0	16	0	16	0	16	0	16	0	16	0	—		96 0	Diesel off Shed 5.40 .ma. **MO.** Also shunts Queen's Head.
West Bromwich (Goods)	1	6.30 a.m.	14	10	14	10	14	10	14	10	14	10	10	0	—		80 50	Diesel off Shed 5.45 a.m. **MO.**
Wednesbury Central	1	6. 0 a.m.	18	0	24	0	24	0	24	0	24	0	24	0	—		138 0	Shunts Exchange Sidings, Monway Sidings, and Tube Shed.
	2	7. 0 a.m.	5	15	5	15	5	15	5	15	5	15	4	15	—		42 35	Diesel off Shed 6.30 a.m. **MO.** Shunts Shed, Private Sidings, Basin Exchange Sidings and Cripple Siding. Goods Dept. requirements after 5.0 p.m. to be performed by No. 1 Engine.
		2.35 p.m.	2	25	2	25	2	25	2	25	2	25	—		—			
Swan Village Goods	1	6.30 a.m.	1	30	1	30	1	30	1	30	1	30	1	30	—		9 0	Steam Engine ex Shed 6.0 a.m.
		9. 0 a.m.	10	30	10	30	10	30	10	30	10	30	8	30	—		61 0	At 1.0 p.m. cross Messrs. Wall's traffic. Shunt Old Mileage Yard, position empty wagons on No. 2 Road, New Sidings, thence to New Depot. Engine to be used for shunt at Horseley Piggott, Great Bridge, at 2.0 p.m. when required **SX.**
	2	11.10 a.m.	1	15	1	15	1	15	1	15	1	15	—		—		6 15	Engine of 10.0 a.m. **SX** Bordesley Junction. Shunts Coke traffic from No. 3 Gas Works Sidings. Then works 12.30 p.m. **SX** Swan Village to Great Bridge South and return and 4.0 p.m. Swan Village Gas to Bordesley Junction.
		2.35 p.m.	1	0	1	0	1	0	1	0	1	0	—		—		5 0	
Great Bridge South (Goods)	1	12.55 p.m.	—	45	—	45	—	45	—	45	—	45	—		—		3 45	Engine of 12.30 p.m. **SX** Swan Village.
	2	5.55 p.m.	—	30	—	30	—	30	—	30	—	30	—		—		2 30	Engine of 2.33 p.m. **SX** Oxley Sidings.
Bilston Cent. (Goods)	1	7. 0 a.m.	11	0	11	0	11	0	11	0	11	0	7	0	—		62 0	Diesel Loco. Off Shed 6.30 a.m. **MO.**
Priestfield	1	6. 0 a.m.	1	0	1	0	1	0	1	0	1	0	1	0	—		16 0	Leaves Shed 5.30 a.m. At Walsall Street 7.0 a.m. to 1.0 p.m. **SX** and 3.0 p.m. to 7.0 p.m.
		1. 0 p.m.	2	0	2	0	2	0	2	0	2	0	—		—			
	2	7. 0 p.m.	5	0	6	30	6	30	6	30	6	30	1	30	—		41 30	Diesel Loco.
		2.30 p.m.	—		—		—		—		—		9	0	—			
Walsall Street (Goods)	1	7. 0 a.m.	10	0	10	0	10	0	10	0	10	0	—		—		57 30	Diesel Loco.
		7. 0 a.m.	—		—		—		—		—		7	30	—			At Priestfield 1.0 p.m. to 3.0 p.m. **SX.**
Victoria Basin (Goods)	1	5. 0 a.m. MO	19	0	24	0	24	0	24	0	24	0	24	0	6	0	145 0	Diesel Loco. Off Shed 4.55 a.m. **MO.**
		6. 0 a.m. MX																
	2	6. 0 a.m	17	0	17	0	17	0	17	0	17	0	17	0	—		102 0	See also Victoria Basin Pilot trips—page 125.
Oxley Sidings ...	1	10. 0 p.m.	—		—		SUS		PEN		DED		—		—		—	Up Side Old Yard. Diesel Loco.
	2	6. 0 a.m.	7	30	—		—		—		—		—		—		132 0	Up Side, Diesel Loco. Immobilised in Yard 1.30 p.m. to 2.30 p.m. and 9.30 p.m. to 10.30 p.m. daily.
		6.20 a.m.	—		7	30	7	30	7	30	7	30	7	30	—			
		2.30 p.m.	7	0	7	0	7	0	7	0	7	0	7	0	—			
		10.30 p.m.	1	30	7	30	7	30	7	30	7	30	7	30	6	0		
	3	6. 0 a.m.	7	30	—		—		—		—		—		—		127 0	Down Side, Birkenhead Yard, Diesel Loco. Immobilised in Yard 5.30 a.m. to 6.30 a.m. **MX**, 1.30 p.m. to 2.30 p.m. and 9.30 p.m. to 10.30 p.m. daily.
		6.30 a.m.	—		7	0	7	0	7	0	7	0	7	0	—			
		2.30 p.m.	7	0	7	0	7	0	7	0	7	0	7	0	—			
		10.30 p.m.	1	30	7	0	7	0	7	0	7	0	7	0	6	0		
	4	6. 0 a.m.	8	0	8	0	8	0	8	0	8	0	8	0	—		93 0	Down Side, Crewe Yard, Diesel Loco.
		10. 0 p.m.	2	0	7	30	7	30	7	30	7	30	7	30	5	30		
Shifnal...	1	9.20 a.m.	1	0	1	0	1	0	1	0	1	0	—	25	—		5 25	Engine of 7.47 a.m. **SX**, 7.50 a.m. **SO** ex Wellington.
Hollinswood... ...	1	8.40 a.m.	—	20	—	20	—	20	—	20	—	20	—	20	—		2 0	Engine of 7.47 a.m. **SX**, 7.50 a.m. **SO** ex Wellington.
Wellington	1	6. 0 a.m.	4	10	4	10	4	10	4	10	4	10	4	10	—		25 0	Banks 10.15 a.m. (to Horsehay) if required.
		11.45 a.m.	—	30	—	30	—	30	—	30	—	30	—	30	—		3 0	
	2	10.35 a.m.	—	40	—	40	—	40	—	40	—	40	—		—		3 20	Engine off 7.10 a.m. Crewe. Then works 11.25 **SX** a.m. to Crewe.
	3	5.40 p.m.	3	15	3	15	3	15	3	15	3	15	3	15	—		19 30	Engine off 2.30 p.m. ex Market Drayton.
	4	1. 0 p.m.	2	15	2	15	2	15	2	15	2	15	—		—		11 15	Engine off 10.35 a.m. **SX** Buildwas; then works 3.23 p.m. **SX** to Ketley.
Hadley Junction ...	1	9.40 a.m.	1	20	1	20	1	20	1	20	1	20	1	20	—		8 0	Engine of 9.0 a.m. Dawley & S.
	2	2.50 p.m.	1	20	1	20	1	20	1	20	1	20	—		—		6 40	Engine of 2.35 p.m. **SX** Wellington.
	3	1.30 p.m.	—		—		—		—		—		1	0	—		1 0	Engine of 10.46 a.m. Stafford **SO.**

Shunting Engines—continued

STATION	Engine No.	Starting Time	AUTHORISED HOURS FROM STARTING TIME Mon. H. M.	Tues. H. M.	Wed. H. M.	Thur. H. M.	Fri. H. M.	Sat. H. M.	Sun. H. M.	Total Hours per Week	PARTICULARS OF WORK AND REMARKS
Oldbury & Langley Green	1	6. 0 a.m.	15 0	15 0	15 0	15 0	15 0	10 0	—	85 0	Diesel Loco. Off Shed 4.55 a.m. **MO.** Shunts at West End and works four trips to and from Chemical Sidings & Albright & Wilson's Siding at 6.40 a.m. **Q**, 8.45 a.m., 2.0 p.m. **SX** and 4.20 p.m. **SX.** To also perform shunting as required at Langley Green Goods Depot after completion of chemical Branch Trips.
	2	6. 0 a.m.	16 30	16 30	16 30	16 30	16 30	11 0	—	93 30	Diesel Loco. Off Shed 4.55 a.m. **MO.** Shunts New Depot and East End.
	3	6. 0 a.m.	9 40	9 40	9 40	9 40	9 40	8 0	—	56 20	Steam Engine. Off Shed 4.55 a.m. daily. To work trip to Oldbury Goods at 6.30 a.m., returning at 7.0 a.m. Shunt Langley Green Goods and position BP. & Shell Oil. Work empty tanks to Yard. Trip to Hughes Johnson as required. Shunt at West End as required. Work trip from Oldbury Goods to Langley Green Yard with outwards traffic
Cradley Heath ... (Goods)	1	6. 0 a.m.	15 0	15 0	15 0	15 0	15 0	11 20	—	86 20	Diesel Loco. off Shed 5.40 a.m. **MO.** To work trips to Corngreaves Sidings and Old Hill Goods at 7.45 a.m. and 12.55 p.m. Shunt as required and return with traffic to Cradley Heath. Work 5.10 p.m. trip Old Hill Goods to Cradley Heath **SX**, 5.25 p.m. Cradley Heath to Stourbridge Junction **SO.**
Corngreaves Sidings	—	—	—	—	—	—	—	—	—	—	Shunting covered by Cradley Heath Goods No. 1 Diesel Loco. as required.
Netherton (Goods)	—	—	—	—	—	—	—	—	—	—	Shunting covered by Blowers Green No. 1 Engine as required.
	2	12.40 p.m.	1 20	1 20	1 20	1 20	1 20	– 30	—	7 10	Engine of No. **9T31** Bank Train.
Rowley Regis & B. ...	1	6. 0 a.m.	18 0	24 0	24 0	24 0	24 0	19 0	—	133 0	Shell-Mex & B.P. Sidings to be shunted as necessary. Diesel Loco. off Shed 5.30 a.m. **MO.**
Old Hill (Goods) ...	—	—	—	—	—	—	—	—	—	—	Shunting covered by Cradley Heath Goods No. 1 Diesel Loco. as reqiured.
Halesowen (Goods)	1	6.10 a.m.	15 0	15 0	15 0	15 0	15 0	15 0	—	90 0	Diesel Loco. off Shed 5.20 a.m. **MO.** Shunts as required at Junction and Station Sidings.
	2	7.10 a.m.	15 0	15 0	15 0	15 0	15 0	14 0	—	89 0	Engine of No. **9T14** Bank Train. Shunts Station Yard and Goods Shed until 2.0 p.m. then to Basin and performs Basin and Junction shunting, working traffic from Basin for No. **9T08** Bank Train. **SX** assists Nos. **9T08** and **9T17** Bank Trains, thence to Shed. On Saturdays to assist No. **9T08** Bank Train and thence to Shed.
Lye	1	6. 0 a.m.	6 30	6 30	6 30	6 30	6 30	6 30	—	69 10	Diesel Loco. off Shed 5.40 a.m. **MO.**
		4. 0 p.m.	—	—	—	—	—	3 30	—		
		5. 0 p.m.	5 20	5 20	5 20	5 20	5 20	—	—		
Bilston West... ...	1	6. 0 a.m.	12 0	12 0	12 0	12 0	12 0	12 0	—	72 0	Diesel Loco. Off Shed 5.40 a.m. **MO.**
Princes End	1	12.50 p.m. **SX**	1 30	1 30	1 30	1 30	1 30	—	—	9 0	Engine of 9.25 a.m. **SO**, 12.35 p.m. **SX** Dudley to Princes End. (No. **9T02** Bank Train.)
		9.45 a.m. **SO**	—	—	—	—	—	1 30	—		
Dudley...	1	6. 0 a.m.	18 0	24 0	24 0	24 0	24 0	24 0	—	138 0	Diesel Loco. Off Shed 5.45 a.m. **MO.**
	2	6.30 a.m.			**SUS**	**PEN**	**DED**			3 25	Engine of No. **9T02** Bank Train.
	3	11.55 a.m.	– 35	– 35	– 35	– 35	– 35	—	—		
		9. 5 a.m.	—	—	—	—	—	– 30	—		
Blowers Green ...	1	7.30 a.m.	10 0	10 0	10 0	10 0	10 0	10 0	—	60 0	Shunts as required. To also cover shunting requirements at Netherton Goods. To work 8.15 a.m. Blowers Green to Netherton and 7.5 p.m. **SX** Netherton to Dudley. To assist No. **9T31** Bank Train (if required) from Blowers Green.

Shunting Engines—continued

STATION	Engine No.	Starting Time	AUTHORISED HOURS FROM STARTING TIME							Total Hours per Week	PARTICULARS OF WORK AND REMARKS
			Mon.	Tues.	Wed.	Thur.	Fri.	Sat.	Sun.		
			H. M.	H. M.	H. M.	H. M.	H. M.	H. M.	H. M.		
Round Oak	1	7. 0 a.m.	13 20	13 20	13 20	13 20	13 20	11 50	—	78 30	Diesel Loco. Off Shed 6.50 a.m. **MO.** Immobilised in Yard 1.20 p.m. to 2.30 p.m.
	2	4.35 p.m.	3 55	3 55	3 55	3 55	3 55	3 55	—	23 30	Engine of 3†35 p.m. Stourbridge Junction.
Kingswinford Junc....	1	6.10 a.m. 1.30 p.m.	6 30 6 30	6 30 6 30	6 30 6 30	6 30 6 30	6 30 6 30	6 30 6 30	— —	78 0	Diesel Loco. Off Shed 5.57 a.m. daily. To shunt as required at Kingswinford Junction, Moor Lane and Brettell Lane Goods also Harrison & Pearson Sidings. To shed at 8.0 p.m. Immobilised in Kingswinford Junction Yard 12.40 p.m. to 1.30 p.m.
Bromley	1	11.55 a.m.	1 0	1 0	1 0	1 0	1 0	1 0	—	6 0	Shunts Richard Thomas & Baldwin's traffic. Engine of No. **9T01** Bank Train.
Pensnett	1	9.45 a.m. 12.10 p.m. 3.25 p.m.	– 50 – 20 1 0	– 50 – 20 1 0	– 50 – 20 1 0	– 50 – 20 1 0	– 50 – 20 1 0	– 50 – 20 1 0	— — —	13 0	Shunts Private Sidings as required. Engine of No. **9T18** Bank Train.
Stourbridge Goods...	1	7.30 a.m. 1. 0 p.m. 3.30 p.m. 11.30 a.m.	3 0 2 10 2 30 —	3 0 2 10 2 30 —	3 0 2 10 2 30 —	3 0 2 10 2 30 —	3 0 2 10 2 30 —	3 0 — — 2 50	— — — —	44 10	Engine of No. **9T03** Bank Train.
Stourbridge Junction	1	6. 0 a.m.	17 0	23 0	23 0	23 0	23 0	23 0	6 0	138 0	Shunting Up Side. Back Yard. Diesel Loco. Immobilised in Yard 1.30 p.m. to 2.30 p.m.
	2	7. 0 a.m.	15 0	21 0	21 0	21 0	21 0	21 0	5 30	125 30	Shunting Up Side. Middle Yard. Diesel Loco. Immobilised in Yard, 5.30 a.m. to 6.30 a.m. **MX**, 1.30 p.m. to 2.30 p.m. and 9.30 p.m. to 10.30 p.m.
	3	6.30 a.m.	16 30	22 0	22 0	22 0	22 0	22 0	6 30	133 0	Shunting Down Side. Diesel Loco. Immobilised in Yard 5.30 a.m. to 6.30 a.m. **MX** and 1.30 p.m. to 2.30 p.m.
Kidderminster ...	1	6. 0 a.m.	17 15	22 30	22 30	22 30	22 30	22 30	6 0	135 45	Diesel Loco. Off Shed 5.55 a.m. **MO.** Shunt Yard, etc. Trip to Foley Park and 12.5 p.m. **SX** trip Bewdley to Kidderminster Junction. Trip to Foley Park 4.0 p.m. Immobilised in Yard 5.30 a.m. to 6.15 a.m. **MX** and 1.15 p.m. to 2.0 p.m. To Shed 6.0 a.m. Sundays.
	2	3.30 p.m.	8 0	8 0	8 0	8 0	8 0	—	—	40 0	Steam engine. Shunts New Coal Yard and Mileage Sidings. To Shed 11.30 p.m. **SX.** Engine out continuously throughout Sugar Beet season.
Hartlebury	1	6.10 a.m.	2 0	2 0	2 0	2 0	2 0	2 0	—	12 0	Leaves Kidderminster Shed 5.55 a.m. **SX**, 5.57 a.m. **SO** and works 8.22 a.m. Hartlebury to Stourport.
	2	8. 0 a.m.	2 0	2 0	2 0	2 0	2 0	2 0	—	12 0	Leaves Kidderminster Shed at 7.37 a.m. and works 10.25 a.m. Hartlebury to Coton Hill.
	3	11. 0 a.m.	1 0	1 0	1 0	1 0	1 0	—	—	5 0	Leaves Kidderminster 10†52 a.m. **SX**, 11†15 a.m. **SO**, and works 12†16 p.m. **SX**, 11.40 a.m. **SO Q** Hartlebury to Elmley Lovett Sidings.
	4	4. 0 p.m. 4.15 p.m.	3 30 —	3 30 —	3 30 —	3 30 —	3 30 —	— 2 0	—	19 30	Engine off 3†36 p.m. Elmley Lovett. Work 7.45 p.m. trip to Stourport **SX.** Shunting at Stourport 8.15 p.m. till 9.5 p.m. and then to Shed. **SO** To Shed 6.48 p.m. Stourport Shunting Engine.
Stourport	1	5.45 a.m.	13 0	13 0	13 0	13 0	13 0	10 15	—	75 15	Shunting and trip working to Hartlebury as required. Leaves Kidderminster Shed at 5.20 a.m. **SX**, 5.30 a.m. **SO.** To Shed at 7.0 p.m. **SX** from Hartlebury. on Saturdays to Hartlebury at 4.0 p.m.

BANK ENGINES

STATION	Engine No.	Starting Time	AUTHORISED HOURS FROM STARTING TIME														Total Hours per Week	PARTICULARS OF WORK AND REMARKS
			Mon.		Tues.		Wed.		Thur.		Fri		Sat.		Sun.			
			H.	M.	H.	M.	H.	M.	H.	M.	H.	M.	H.	M.	H.	M.		
Warwick	1	5. 0 a.m. MO 7. 0 a.m. MX	10	30	8	30	8	30	8	30	8	30	8	0	—		52 30	Banking and shunting Target No. **0T25.** To Knowle and Dorridge at 3.0 p.m. **SO.** 3.32 p.m. **SX**
Stratford-upon-Avon	1	6. 0 a.m.	18	0	24	0	24	0	24	0	24	0	24	0	6	0	144 0	Banking Target No. **0T23.**
Stourbridge Junction	4	7. 0 a.m. MO	8	0	—		—		—		—		—		—		} 90 15	Banking Target No. **0T37.**
		10.45 p.m.	1	15	15	0	15	0	15	0	15	0	15	0	6	0		
	5	5.10 a.m. MO	18	50	—		—		—		—		—		—		} 138 50	Banking Target No. **0T38.**
		1. 0 a.m. MX	—		23	0	24	0	24	0	24	0	24	0	1	0		
	6	9.30 p.m.	2	30	8	0	8	0	8	0	8	0	8	0	5	30	48 0	Banking Target No. **0T39.**
	7	6.30 p.m. SX	5	30	10	30	10	30	10	30	10	30	5	0	—		52 30	Banking Target No. **0T40.**
	8	8.30 a.m. SX	4	30	4	30	4	30	4	30	4	30	4	30	—		27 0	Banking Target No. **0T41**—Assists No. **9T04** Bank Train at 1.10 p.m. from Stourbridge Junction.

TRIP ENGINES

Banbury	2.0 p.m. to 10.0 p.m.	To work forward from Banbury South to Banbury Junction traffic off terminating trains, etc. To work as required from Banbury Junction to Banbury Ironstone Sidings.

Time Allowances for Freight Trains—continued

Ardley and Bletchington to Wellington, Dudley and Stourbridge Junction—continued

DOWN	Point-to-Point Allowances C Head Code Mins.	D Head Code Mins.	E Head Code Mins.	F Head Code Mins.	H, J & K Head Code Mins.
Wednesbury Central ...	—	—	—	6A	4B
Bilston Central	8C	10C	13C	5	5
Stow Heath	—	—	—	—	4
Wolverhampton	4	5	5	6	5
Cannock Road Junction ...	—	—	2	2	2
Oxley Sidings	3	3	3	3	3
Oxley North	2	2	2	2	2
Codsall	—	—	—	—	8
Albrighton...	—	—	—	—	7
Cosford	14	15	17	18	4
SHIFNAL	4	5	5	6	*8
Madeley Junction	—	—	—	—	8
Hollinswood	7	8	8	11	4
OAKENGATES... ...	—	—	—	—	3
Ketley Junction	—	—	—	—	5
Stafford Junction	—	—	—	—	—
WELLINGTON ...	7	8	9	9	3

A—From West Bromwich. B—From Swan Village Junction.
C—From Handsworth Junction.
*—11 minutes through train Albrighton to Shifnal.

UP	Point-to-Point Allowances C Head Code Mins.	D Head Code Mins.	E Head Code Mins.	F Head Code Mins.	H, J & K Head Code Mins.
WELLINGTON ...	15A	16A	18A	21A	4B
Stafford Junction... ...	—	—	—	—	3
Ketley Junction	—	—	—	—	—
OAKENGATES ...	—	—	—	—	8
Hollinswood	11	11	12	13	4
Madeley Junction ...	—	—	—	—	2
SHIFNAL	5	5	6	6	5
Lawton Siding	—	—	—	—	2
Ruckley	—	—	—	—	2
Cosford	4	4	5	6	3
Albrighton	—	—	—	—	8§
Codsall	—	—	—	—	8
Birches and Bilbrook Halt	—	—	—	—	—
Oxley Sidings North ...	13	14	16	18	8
Oxley Sidings	—	2	2	2	2
Cannock Road Junction...	—	—	—	—	3
Wolverhampton	3	3	4	4	2
Priestfield...	3	3	4	4	4
Bilston Central	—	2	3	3	3
Wednesbury Central ...	—	5	4	5	5

§—14 minutes allowed through trains Shifnal to Albrighton.
A—From Abbey Foregate Goods.
B—From Admaston I.B.S.

BIRMINGHAM AND LEAMINGTON SPA TO STRATFORD-UPON-AVON

Birmingham (Snow Hill)...	—	—	—	—	—
Birmingham (Moor St.) ...	—	—	—	—	2
Bordesley Junction ...	—	3	4	4	3
Tyseley	4	3	4	4	5
Hall Green...	—	—	—	—	5
Shirley	—	—	—	—	8
Earlswood Lakes	11	13	15	17	9
Danzey	—	—	—	—	9
Henley-in-Arden	—	—	—	—	7
Bearley West Junction ...	17	17	20	23	11
Leamington Spa Gen. ...	—	—	—	—	—
Warwick	—	3	4	4	5
Hatton	15	13	13	14	17
Hatton West Junction...	—	1	1	1	1
Claverdon	—	—	—	—	4
Bearley	—	9	11	13	10
Bearley West Junction	—	3	3	4	4
Wilmcote	—	—	—	—	4
Stratford-upon-Avon ...	6	6	8	8	5

Stratford-upon-Avon ...	12E	13E	16E	18E	—
Stratford Goods Junction	—	—	—	—	8F
Wilmcote...	—	—	—	—	9
Bearley West Junction ...	9	9	11	12	3
Bearley...	1	2	2	2	2
Claverdon	—	—	—	—	11
Hatton West Junction	—	10	12	14	5
Hatton	—	1	1	1	1
Warwick	—	—	—	—	12
Leamington Spa Gen....	—	10	12	15	6
Henley-in-Arden... ...	—	—	—	—	14
Danzey	—	—	—	—	18
Earlswood Lakes... ...	24	26	30	35	20
Shirley	—	—	—	—	7
Hall Green	—	—	—	—	6
Tyseley	9	11	12	13	5
Bordesley Junction ...	—	3	4	4	4
Birmingham (Snow Hill)	6	3	3	4	6

E—From Honeybourne East Junction F—From Milcote.

KINGSWINFORD JUNCTION AND OXLEY SIDINGS

Stourbridge Junction ...	—	—	—	—	—
Brettell Lane	—	—	—	6	10
Kingswinford Junction S.	6	6	6	1	1
Brockmoor Halt	—	—	—	—	1
Bromley Halt	—	—	—	—	2
Pensnett Box	—	—	—	—	3
Baggeridge Junction ...	5	5	6	7	2
Himley Station	—	—	—	—	5
Wombourn Station ...	8	8	9	10	7
Tettenhall Station... ...	—	—	—	—	12
Oxley Branch Junction ...	10	11	12	13	4
Oxley North	—	—	—	—	2
Oxley Middle	—	—	—	—	3

Oxley North	—	—	—	—	—
Oxley Branch Junction ...	2	2	2	2	2
Tettenhall Station ...	—	—	—	—	3
Wombourn Station ...	11	11	11	11	11
Himley Station	—	—	—	—	6
Baggeridge Junction ...	8	8	9	10	6
Pensnett Box	—	—	—	—	1
Bromley Halt	—	—	—	—	3
Brockmoor Halt... ...	—	—	—	—	2
Kingswinford Junction S.	5	6	7	8	1
Brettell Lane	—	—	—	1	1
Stourbridge Junction ...	6	6	6	5	6

Time Allowances for Freight Trains—continued

CUTNALL GREEN AND WOLVERHAMPTON VIA DUDLEY

DOWN	Point-to-Point Allowances C Head Code Mins.	D Head Code Mins.	E Head Code Mins.	F Head Code Mins.	H, J & K Head Code Mins.
Cutnall Green	5A	6A	7A	7A	8A
Hartlebury...	4	5	6	6	7
Hartlebury Junction ...	...	...	...	...	...
Kidderminster Junction ...	...	...	...	...	...
KIDDERMINSTER ...	6	7	8	9	12
Churchill and Blakedown	—	—	—	—	12
Hagley	—	—	—	—	6
STOURBRIDGE JN. ...	12	14	17	19	6
Brettell Lane	—	—	—	6	10
Kingswinford Jn. and Sdgs.	—	—	—	1	1
Round Oak	—	—	—	—	5
Blowers Green	—	—	—	15	10
Dudley	17	18	22	3	3
Tipton (Five Ways) ...	—	—	1	3	3
Daisy Bank and Bradley ...	—	—	—	3	4
Bilston West	—	—	—	3	3
Priestfield	8	8	9	2	—
Stow Heath Box	—	—	—	—	3
Wolverhampton (L.L.) ...	3	3	4	4	5
Cannock Road Junction ...	—	—	2	2	2
Oxley Sidings South Box...	3	3	3	3	3

UP	Point-to-Point Allowances C Head Code Mins.	D Head Code Mins.	E Head Code Mins.	F Head Code Mins.	H, J & K Head Code Mins.
Oxley Sidings	—	—	—	—	—
Cannock Road Junction...	—	—	—	—	3
Wolverhampton (L.L.) ...	3	3	4	4	2
Priestfield...	3	3	4	4	4
Bilston West	—	2	3	3	4
Tipton (Five Ways) ...	—	—	—	7	7
Dudley	10	9	10	4	4
Blowers Green	—	—	—	3	3
Round Oak	—	7	9	7	8
Kingswinford Junction and Sidings	—	—	—	3	4
Brettell Lane	—	—	—	1	1
Stourbridge Junction ...	15	8	9	5	6
Hagley	—	—	—	—	6
Churchill and Blakedown	—	—	—	—	4
KIDDERMINSTER ...	11	12	14	16	8
Kidderminster Junction...	...	...	...	...	...
Hartlebury Junction ...	...	...	...	...	...
Hartlebury	5	6	7	8	9
Cutnall Green	4	5	6	6	7

A—From Droitwich Spa.

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

DOWN	Point-to-Point Times Mins.
Hartlebury	...
Hartlebury Junction	...
Stourport Sand Siding	...
Stourport	8
Up: Kidderminster	...
Up: Kidderminster Junction...	...
Bewdley Junction (South Box)	...
Bewdley	8*
Bewdley Junction (North Box)	...
Up Trains: Wyre Forest	18
Up Trains: Cleobury Mortimer	5
Up Trains: Stop Board	2
Up Trains: Neen Sollars	8
Up Trains: Newnham Bridge	5
Up Trains: Tenbury Wells	8
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

UP	Point-to-Point Times Mins.
Buildwas Station	8A
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: Tenbury Wells	...
Down Trains: Newnham Bridge	8
Down Trains: Neen Sollars	6
Down Trains: Cleobury Mortimer	11
Down Trains: Wyre Forest	...
Bewdley Junction (North Box)	18§
Bewdley	9†
Bewdley Junction (South Box)	...
Down: Kidderminster Junction	9
Down: Kidderminster	...
Stourport	10‡
Stourport Sand Sidings	...
Hartlebury Junction...	7
Hartlebury	1

A—From Cressage. *—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

FENNY COMPTON AND STRATFORD-UPON-AVON (RACECOURSE JUNCTION)

DOWN	Point-to-Point Allowances C Head Code Mins.	D Head Code Mins.	E Head Code Mins.	F Head Code Mins.	H, J & K Head Code Mins.
Fenny Compton	—	—	—	—	—
Burton Dassett	11	11	11	12	13
Kineton	9	9	9	11	12
Ettington	12	12	12	12	13
Clifford Sidings	13	15	17	20	21
Stratford-upon-Avon ... (Racecourse Junction)	3	3	4	4	5

UP	Point-to-Point Allowances C Head Code Mins.	D Head Code Mins.	E Head Code Mins.	F Head Code Mins.	H, J & K Head Code Mins.
Stratford-upon-Avon ... (Racecourse Junction)	—	—	—	—	—
Clifford Sidings	3	3	4	4	5
Ettington	13	15	17	19	20
Kineton	12	12	12	12	14
Burton Dassett	9	9	9	11	12
Fenny Compton	11	11	11	12	13

BANBURY AND KINGHAM

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

A—From King's Sutton.

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

WELLINGTON AND LONGVILLE

	Point-to-Point Allowances Mins.
WELLINGTON	—
Ketley Junction	4
Ketley	3
Lawley Bank	8
Stop Board	5
Horsehay and Dawley	1
Madeley Junction	—
Kemberton	5
Madeley (Salop)	2
Lightmoor Junction	3
Lightmoor Junction	7
Stop Board	—
Coalbrookdale...	10
Buildwas	3
MUCH WENLOCK	16
Westwood Siding	10
Presthope	2
Longville	9

	Point-to-Point Allowances Mins.
Longville	—
Presthope	11
Westwood Siding	—
Stop Board, Top of Incline	2
MUCH WENLOCK	7
Stop Board, Top of Incline	1 stop
Bradley Siding	3
Buildwas	7
Coalbrookdale	4
Lightmoor Junction	9
Lightmoor Junction	—
Madeley (Salop)	4
Kemberton	2
Madeley Junction	7
Horsehay and Dawley	12
Stop Board	—
Lawley Bank	4
Stop Board	6
Ketley...	1
Ketley Junction	2
WELLINGTON	3

WELLINGTON AND HADLEY JUNCTION

	Point-to-Point Allowances C Head Code Mins.	D Head Code Mins.	E Head Code Mins.	F Head Code Mins.	H, J & K Head Code Mins.
DOWN Wellington—Hadley Junction	5	5	5	6	7
UP Hadley Junction—Wellington	4	4	7	8	9

ENGINE LOADS FOR MAIN LINE FREIGHT TRAINS

HAULED BY STEAM ENGINES

SECTION		WORKING LOADS	MAXIMUM ENGINE LOADS																									
		Maximum number of wagons to be conveyed except for Trains specially provided for in the Working Time Tables 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			
From	To		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 T affic	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
DOWN TRAINS																												
Oxford	Banbury General ...	100	33	44	66	83	38	51	76	95	42	56	84	105	55	73	110	138	60	80	120	150	66	88	132	165	73	97	146	183
Banbury General ...	Banbury Junction ...	100	37	49	74	93	43	57	86	100	45	60	90	113	54	72	108	135	69	92	138	173	75	100	150	188	82	109	164	205
Banbury Junction ...	Fenny Compton ...	78	27	36	54	58	31	41	62	78	33	44	66	83	45	60	90	113	49	65	98	123	55	73	110	138	60	80	120	150
Fenny Compton ...	Leamington Spa Gen.	78	37	49	74	93	43	57	86	108	45	60	90	113	62	83	124	155	69	92	138	173	75	100	150	188	82	109	164	205
Leamington Spa Gen.	Warwick	80	27	36	54	68	31	41	62	78	33	44	66	83	45	60	90	113	49	65	98	123	55	73	110	138	60	80	120	150
Warwick	Hatton North* ...	80	18	24	36	45	21	28	42	53	22	29	44	55	30	40	60	75	30	40	60	75	37	49	74	93	37	49	74	93
Hatton North ...	Bordesley Junction	80	27	36	54	68	31	41	62	78	33	44	66	83	45	60	90	113	49	65	98	123	55	73	110	138	60	80	120	150
Bordesley Junction	West Bromwich ...	60	18	24	36	45	21	28	42	53	22	29	44	55	30	40	60	75	30	40	60	75	37	49	74	93	37	49	74	93
Moor Street Starting	Snow Hill	60	14	19	28	35	16	21	32	40	17	23	34	43	23	31	46	58	23	31	46	58	28	37	56	70	28	37	56	70
West Bromwich ...	Wednesbury Cent.	80	37	49	74	93	43	57	86	108	45	60	90	113	62	83	124	155	69	92	138	173	75	100	150	188	82	109	164	205
Wednesbury Cent....	Bilston	80	19	25	38	48	22	29	44	55	24	32	48	60	32	43	64	80	32	43	64	80	38	51	76	95	38	51	76	95
Bilston Central ...	Oxley Sidings ...	60	22	29	44	55	26	35	52	65	28	37	56	70	37	49	74	93	42	56	84	105	45	60	90	113	49	65	98	123
Oxley Sidings ...	Victoria Basin ...	60	18	24	36	45	21	28	42	53	22	29	44	55	30	40	60	75	30	40	60	75	—	—	—	—	37	49	74	93
Oxley Sidings ...	Hollinswood ...	60	18	24	36	45	21	28	42	53	22	29	44	55	30	40	60	75	30	40	60	75	37	49	74	93	37	49	74	93
Hollinswood... ...	Shrewsbury ...	58‡‡	25	33	50	63	28	37	56	70	31	41	62	78	42	56	84	105	46	61	92	115	50	67	100	125	55	73	110	138
Tyseley	Stratford-upon-Avon	60	29	39	58	73	33	44	66	83	37	49	74	93	48	64	96	120	53	71	106	133	58	77	116	145	64	85	128	160

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 tables, but if there is only one Brake Van, and the assistant engine is at 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 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 to 100 thirteen-ton wagons.
For instructions for Calculating Loads of Freight Trains see pages 182 and 183.

*—The assisted load from Warwick to Hatton is the same as the single load from Leamington to Warwick. ‡‡—Hollinswood to Crewe—60.

For maximum loads for " C," " D " and " E " trains see page 183. For loading groups of L.M.R. Locomotives, see page 183.

B.R. Standard Class 9F (2–10–0) Locomotives may convey loads of 10 per cent in excess of that shewn for Groups E and EX engines over those routes where the Class 9F (2–10–0) engines are authorised.

Engine Loads for Main Line Freight Trains—continued

HAULED BY STEAM ENGINES

SECTION		WORKING LOADS	MAXIMUM ENGINE LOADS																									
		Maximum number of wagons to be conveyed except for Trains specially provided for in the Working Time Tables 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			
From	To		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
UP TRAINS.																												
Wellington	Hollinswood ...	59	22	29	44	55	25	33	50	63	27	36	54	68	36	48	72	90	39	52	78	98	43	57	86	108	47	63	94	118
Hollinswood... ...	Oxley Sidings ...	60	18	24	36	45	21	28	42	53	22	29	44	55	30	40	60	75	30	40	60	75	37	49	74	93	37	49	74	93
Oxley Sidings ...	Wolverhampton ...	"A" 50	17	23	34	43	19	25	38	48	21	28	42	53	27	36	54	68	27	36	54	68	33	44	66	83	33	44	66	83
Cannock Road ...	Wolverhampton ...	50	12	16	24	30	14	19	28	35	16	21	32	40	21	28	42	53	21	28	42	53	25	33	50	63	25	33	50	63
Wolverhampton ...	Wednesbury Cent.	50	37	49	74	93	43	57	86	108	45	60	90	113	62	83	124	155	69	92	138	173	75	100	150	188	82	109	164	205
Wednesbury Cent....	West Bromwich ...	60	17	23	34	43	20	27	40	50	22	29	44	55	29	39	58	73	29	39	58	73	35	47	70	88	35	47	70	88
West Bromwich ...	Leamington Spa Gen.	65	29	39	58	73	33	44	66	83	37	49	74	93	48	64	96	120	53	71	106	133	58	77	116	145	64	85	128	160
Leamington Spa Gen.	Claydon Crossing ...	60	26	35	52	65	30	40	60	75	32	43	64	80	42	56	84	105	42	56	84	105	52	69	104	130	57	76	114	143
Claydon Crossing ...	Banbury General ...	60	37	49	74	93	43	57	86	108	45	60	90	113	62	83	124	155	69	92	138	173	75	100	150	188	82	109	164	205
Banbury General ...	Oxford	80	37	49	74	93	43	57	86	108	45	60	90	113	62	83	124	155	69	92	138	173	75	100	150	188	82	109	164	205
Victoria Basin ...	Oxley Sidings ...	60	37	49	74	93	43	57	86	108	45	60	90	113	62	83	124	155	69	92	138	173	—	—	—	—	82	109	164	205
Stratford-upon-Avon	Wilmcote	80	14	19	28	35	16	21	32	40	17	23	34	43	23	31	46	58	23	31	46	58	28	37	56	70	28	37	56	70
Wilmcote	Earlswood Lakes ...	60	24	32	48	60	27	36	54	68	30	40	60	75	40	53	80	100	44	59	88	110	48	64	96	120	53	71	106	133
Earlswood Lakes ...	Tyseley	60	37	49	74	93	43	57	86	108	45	60	90	113	62	83	124	155	69	92	138	173	75	100	150	188	82	109	164	205

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 tables, but if there is only one Brake Van, and the assistant engine is at 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 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 to 100 thirteen-ton wagons.

For instructions for Calculating Loads of Freight Trains see pages 182 and 183.

" A "—The working load may be increased from 50 to 70 wagons from Oxley Sidings to Wednesbury, when necessary and possible, by arrangements made through the Control.

For maximum loads for **" C,"** **" D "** and **" E "** trains see page 182. For loading groups of L.M.R. Locomotives, see page 183.

B.R. Standard Class 9F (2–10–0) Locomotives may convey loads of 10 per cent in excess of that shewn for Groups E and EX engines over those routes where the Class 9F (2–10–0) engines are authorised.

Engine Loads for Main Line Freight Trains—continued

HAULED BY STEAM ENGINES

SECTION From	SECTION To	WORKING LOADS Maximum number of wagons to be conveyed except by Trains specially provided for in the Working Time Tables or by arrangement	MAXIMUM ENGINE LOADS																							
			For Group A Engines				For Group B Engines				For Group C Engines				For Group D Engines				For Group DX Engines				For Group E Engines				For Group EX Engines			
			Class 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
DOWN																														
Worcester	Kidderminster ...	60	27	36	54	68	31	41	62	78	33	44	66	83	44	59	88	110	48	64	96	120	53	71	106	133	58	77	116	145
Kidderminster ...	Stourbridge Jn. ...	60	21	28	42	53	24	32	48	60	26	35	52	65	34	45	68	85	37	49	74	93	42	56	84	105	46	61	92	115
Stourbridge Jn. ...	Blowers Green ...	50	13	17	26	33	15	20	30	38	17	23	34	43	22	29	44	55	22	29	44	55	27	36	54	68	27	36	54	68
Blowers Green ...	Dudley	50	19	25	38	48	22	29	44	55	24	32	48	60	32	43	64	80	32	43	64	80	38	51	76	95	38	51	76	95
Stourbridge Jn. ...	Kingswinford Jn. ...	50	16	21	32	40	18	24	36	45	20	27	40	50	26	35	52	65	26	35	52	65	32	43	64	80	32	43	64	80
Dudley	Priestfield Jn. ...	50	37	49	74	93	43	57	86	108	45	60	90	113	62	83	124	155	69	92	138	173	66	88	132	165	73	97	146	183
Worcester	Oxley	60	—	—	45	—	—	—	55	—	For Vegetable Trains to Crewe65 — For 11.30 p.m. Worcester to Stourbridge Junction.								Assisted Stourbridge Jct. to Blowers Green and Oxley to Hollinswood. 60 unassisted throughout.								—	—	—	—
Worcester	Stourbridge Jn. ...	60	—	—	46	—	—	—	55	—																	—	—	—	—
UP																														
Priestfield Jn. ...	Blowers Green ...	50	22	29	44	55	25	33	50	63	27	36	54	68	36	48	72	90	39	52	78	98	43	57	86	108	47	63	94	118
Blowers Green ...	Stourbridge Jn. ...	50	37	49	74	93	43	57	86	108	45	60	90	113	69	92	138	173	69	92	138	173	66	88	132	165	82	109	164	205
Stourbridge Jn. ...	Worcester	60	33	44	66	83	38	51	76	95	42	56	84	105	55	73	110	138	61	81	122	153	66	88	132	165	74	99	148	185

For maximum loads for "C," "D" and "E" Headcode Trains see page 182.

ASSISTED TRAINS.—The load for trains assisted up inclines, except where otherwise shewn, will be the maximum load for train engine, plus the maximum load the assistant engine can haul, as shewn in the above tables, but if there is only one Brake Van, and the assistant engine is at 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 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 to 100 thirteen-ton wagons.

For Instructions for Calculating Loads of Freight Trains see pages 182 and 183. For loading groups of L.M.R. Locomotives, see page 183.

B.R. Standard Class 9F (2–10–0) Locomotives may convey loads of 10 per cent in excess of that shewn for Groups E and EX engines over those routes where the Class 9F (2–10–0) engines are authorised.

ENGINE LOADS FOR BRANCH FREIGHT TRAINS

HAULED BY STEAM ENGINES

BRANCH		WORKING LOADS	MAXIMUM ENGINE LOADS																									
		Maximum number of wagons to be conveyed except by Trains specially provided for in the Working Time Tables 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			
From	To		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
BANBURY GENERAL AND KINGHAM																												
DOWN TRAINS																												
King's Sutton ...	Adderbury	80	30	40	60	75	35	47	70	88	37	49	74	93	50	67	100	125	60	80	120	150	—	—	—	—	—	—	—	—
Adderbury ...	Bloxham	80	21	28	42	53	24	32	48	60	26	35	52	65	34	45	68	85	42	56	84	105	—	—	—	—	—	—	—	—
Bloxham	Hook Norton ...	60	18	24	36	45	21	28	42	53	22	29	44	55	30	40	60	75	37	49	74	93	—	—	—	—	—	—	—	—
Hook Norton ...	Chipping Norton ...	50	17	23	34	43	19	25	38	48	21	28	42	53	27	36	54	68	33	44	66	83	—	—	—	—	—	—	—	—
Chipping Norton ...	Kingham	50	17	23	34	43	19	25	38	48	21	28	42	53	27	36	54	68	33	44	66	83	—	—	—	—	—	—	—	—
UP TRAINS																												
Kingham	Chipping Norton ...	45	17	23	34	43	20	27	40	50	22	29	44	55	29	39	58	73	35	47	70	88	—	—	—	—	—	—	—	—
Chipping Norton ...	Hook Norton ...	45	15	20	30	38	17	23	34	43	18	24	36	45	25	33	50	63	30	40	60	75	—	—	—	—	—	—	—	—
Hook Norton ...	King's Sutton ...	80	33	44	66	83	38	51	76	95	42	56	84	105	55	73	110	138	66	88	132	165	—	—	—	—	—	—	—	—
KIDDERMINSTER, BEWDLEY AND TENBURY WELLS																												
DOWN TRAINS																												
Tenbury Wells ...	Newnham Bridge ...	45	33	44	66	83	38	51	76	95	42	56	84	105	55	73	110	138	—	—	—	—	—	—	—	—	—	—	—	—
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 ...	Bewdley	45	37	49	74	93	43	57	86	113	47	63	94	118	63	84	126	158	—	—	—	—	—	—	—	—	—	—	—	—
Bewdley	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	105	55	73	110	138	—	—	—	—	—	—	—	—	—	—	—	—
Newnham Bridge ...	Tenbury Wells ...	45	25	33	50	63	29	39	58	73	31	41	62	78	42	56	84	105	—	—	—	—	—	—	—	—	—	—	—	—
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	118	—	—	—	—	57	76	114	143	—	—	—	—
Stourport	Bewdley	45	24	32	48	60	27	36	54	68	30	40	60	75	40	53	80	100	—	—	—	—	48	64	96	120	—	—	—	—
Bewdley	Highley	45	28	37	56	70	32	43	64	80	35	47	70	88	47	63	94	118	—	—	—	—	57	76	114	143	—	—	—	—
Highley	Bridgnorth... ...	45	18	24	36	45	21	28	42	53	22	29	44	55	30	40	60	75	—	—	—	—	37	49	74	93	—	—	—	—
Bridgnorth... ...	Ironbridge	45	21	28	42	53	24	32	48	60	26	35	52	65	34	45	68	85	—	—	—	—	42	56	84	105	—	—	—	—
Ironbridge	Buildwas	45	27	36	54	68	31	41	62	78	33	44	66	83	44	59	88	110	—	—	—	—	53	71	106	133	—	—	—	—
Buildwas	Berrington... ...	45	22	29	44	55	25	33	50	63	27	36	54	68	36	48	72	90	39	52	78	98	43	57	86	108	47	63	94	118
Berrington... ...	Shrewsbury ...	45	24	32	48	60	27	36	54	68	30	40	60	75	40	53	80	100	44	59	88	110	48	64	96	120	53	71	106	133
SHREWSBURY, BRIDGNORTH AND HARTLEBURY (SEVERN VALLEY BRANCH)																												
Shrewsbury ...	Berrington... ...	45	21	28	42	53	24	32	48	60	25	35	52	65	34	45	68	85	37	49	74	93	42	56	84	105	46	61	92	115
Berrington... ...	Buildwas	45	22	29	44	55	25	33	50	63	27	36	54	68	36	48	72	90	39	52	78	98	43	57	86	108	47	63	94	118
Buildwas	Linley	45	29	39	58	73	33	44	66	83	37	49	74	93	48	64	96	120	—	—	—	—	58	77	116	145	—	—	—	—
Linley	Bridgnorth... ...	45	21	28	42	53	24	32	48	60	26	35	52	65	34	45	68	85	—	—	—	—	42	56	84	105	—	—	—	—
Bridgnorth... ...	Highley **A**	45	18	24	36	45	21	28	42	53	22	29	44	55	30	40	60	75	—	—	—	—	37	49	74	93	—	—	—	—
Highley	Bewdley **A**... ...	45	32	43	64	80	37	49	74	93	39	52	78	98	52	69	104	130	—	—	—	—	64	85	128	160	—	—	—	—
Bewdley	Hartlebury... ...	45	18	24	36	45	21	28	42	53	22	29	44	55	30	40	60	75	—	—	—	—	37	49	74	93	—	—	—	—

A—The maximum loads for trains starting from Alveley Sidings via the exit at the Highley end are:—Group "B" engines—17 Class 1. Group "D" engines—21 Class 1.
The maximum loads for trains propelled from the Sidings at the Hampton Loade end in accordance with the special instructions and starting from the single line are:—Group "B" engines—21 Class 1. Group "D" engines—30 Class 1.

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 182 and 183.

For Loading groups of L.M.R. Locomotives, see page 183.

Engine Loads for Branch Freight Trains—continued

HAULED BY STEAM ENGINES

BRANCH From	BRANCH To	WORKING LOADS Maximum number of wagons to be conveyed except by Trains specially provided for in the Working Time Tables or by arrangement	MAXIMUM ENGINE LOADS For Group A Engines Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties	For Group B Engines Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties	For Group C Engines Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties	For Group D Engines Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties	For Group E Engines Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties
SEVERN JUNCTION																						
Ketley Junction ...	Horsehay	30	8	11	16	20	9	12	18	23	10	13	20	25	13	17	26	33	—	—	—	—
Horsehay	Lightmoor Junction	30	21	28	42	53	24	32	48	60	24	32	48	60	29	39	58	73	—	—	—	—
Lightmoor Junction	Buildwas	40	29	39	58	73	33	44	66	83	33	44	66	83	37	49	74	93	45	60	90	113
Buildwas	Presthope	45	8	11	16	20	9	12	18	23	9	12	18	23	—	—	—	—	—	—	—	—
Presthope	Longville	45	29	39	58	73	33	44	66	83	33	44	66	83	—	—	—	—	—	—	—	—
Longville	Presthope	45	18	24	36	45	21	28	42	53	21	28	42	53	—	—	—	—	—	—	—	—
Presthope	Buildwas	45	25	33	50	63	27	36	54	68	27	36	54	68	—	—	—	—	—	—	—	—
Buildwas	Lightmoor Junction	30	10	13	20	25	12	16	24	30	12	16	24	30	17	23	34	43	20†	27†	40†	50†
Lightmoor Junction	Ketley	30‡	8	11	16	20	9	12	18	23	10	13	20	25	13	17	26	33	—	—	—	—
Ketley	Ketley Junction ...	60	25	33	50	63	27	36	54	68	27	36	54	68	33	44	66	83	—	—	—	—
MADELEY																						
Madeley Junction ...	Lightmoor Junction	30B	17	23	34	43	19	25	38	48	21V	28	42	53	*27	36	54	68	37	49	74	93
Lightmoor Junction	Madeley Junction	30B	18	24	36	45	21	28	42	53	22	29	44	55	30	40	60	75	20†	27†	40†	50†
Lightmoor Junction	Madeley Junction	30	17	23	34	43	19	25	38	48	21	28	42	53	27	36	54	68	—	—	—	—
Stopping at Kemberton (Colliery)																						

B—Trains running from Oxley Sidings to Buildwas and vice versa may be loaded to the maximum capacity of the engine, but must not exceed 60 wagons in length. **V**—Group **C** engines are authorised to convey 22 Class 1 wagons from Oxley Sidings to Buildwas throughout. *—Group **D** engines are authorised to convey 30 Class 1 wagons from Oxley Sidings to Buildwas throughout. †—Load for through trains, Buildwas to Oxley Sidings. ‡—Working load Horsehay to Ketley 24 wagons. B.R. Standard Class 9F (2–10–0) locomotives may convey loads of 10 per cent in excess of that shewn for Groups **E** and **EX** engines over those routes where the Class 9F (2–10–0) locomotives are authorised. **ASSISTED TRAINS.**—See page 148.

For Loading groups of LMR Locomotives, see page 183.

BRANCH From	BRANCH To	WORKING LOADS Maximum number of wagons to be conveyed except by Trains specially provided for in the Working Time Tables or by arrangement	MAXIMUM L.M.R. ENGINE LOADS Class 2 Engines Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties	Class 3 Engines Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties	Class 4 Engines Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties	Class 5 Engines Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties	Class 6 Engines Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties	Class 7 Engines Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties	Class 8 Engines Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties
WELLINGTON, HADLEY JUNCTION AND DAWLEY & STIRCHLEY																														
Wellington ...	Hadley Junction ...	60	35	47	70	88	42	56	84	105	50	67	100	125	55	73	110	138	61	81	122	153	67	89	134	168	74	99	148	185
Hadley Junction ...	Wellington... ...	62	34	45	68	85	40	53	80	100	48	64	96	120	53	71	106	133	59	79	118	148	64	85	128	160	70	93	140	175
Hadley Junction ...	Priors Lee Siding ...	60	13	17	26	33	16	21	32	40	19	25	38	48	21	28	42	53	23	31	46	58	25	33	50	63	28	37	56	70
Priors Lee Siding ...	Hadley	60	25	33	50	63	30	40	60	75	36	48	72	90	40	53	80	100	44	59	88	110	48	64	96	120	53	71	106	133
Priors Lee Siding ...	Dawley & Stirchley	60	31	41	62	78	37	49	74	93	45	60	90	113	49	65	98	123	54	72	108	135	60	80	120	150	66	88	132	165
Dawley & Stirchley	Priors Lee Siding ...	60	25	33	50	63	30	40	60	75	36	48	72	90	40	53	80	100	44	59	88	110	48	64	96	120	53	71	106	133
Dawley & Stirchley	Madeley Market ...	Line closed between Dawley & Stirchley and Coalport East.																												
Madeley Market ...	Dawley & Stirchley																													
Madeley Market ...	Coalport (East) ...																													
Coalport East) ...	Madeley Market ...																													

Engine Loads for Branch Freight Trains—continued

HAULED BY STEAM ENGINES

BRANCH From	BRANCH To	WORKING LOADS Maximum number of wagons to be conveyed except for Trains specially provided for in the Working Time Tables or by arrangement	MAXIMUM ENGINE LOADS For Group A Engines Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties	For Group B Engines Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties	For Group C Engines Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties	For Group D Engines Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties	For Group E Engines Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties
GREAT BRIDGE SOUTH.																						
Swan Village Junction ...	Swan Village Basin ...	60	18	24	36	45	21	28	42	53	22	29	44	55	30	40	60	75	37	49	74	93
Swan Village Basin ...	Great Bridge South	60	25	33	50	63	25	33	50	63	25	33	50	63	33	44	66	83	37	49	74	93
Great Bridge South ...	Swan Village Basin ...	60	16	21	32	40	18	24	36	45	20	27	40	50	25	33	50	63	32	43	64	80
Swan Village Basin ...	Swan Village Jn. (X)	60	16	21	32	40	18	24	36	45	20	27	40	50	25	33	50	63	32	43	64	80
Swan Village	Dudley (via L.M.R.)	60	12	16	24	30	13	17	26	33	14	19	28	35	19	25	38	48	23	31	46	58
HALESOWEN.																						
Old Hill	Halesowen	45	25	33	50	63	§29	39	58	73	§32	43	64	80	—	—	—	—	—	—	—	—
Halesowen	Old Hill	45	14	19	28	35	15	20	30	38	17	23	34	43	—	—	—	—	—	—	—	—
HATTON																						
Hatton	Bearley Junction ...	80	29	39	58	73	33	44	66	83	37	49	74	93	43	57	86	108	58	77	116	145
Bearley Junction	Hatton	80	19	25	38	48	22	29	44	55	24	32	48	60	32	43	64	80	38	51	76	95
LONGBRIDGE																						
Halesowen	Rubery	45	10	13	20	25																
Rubery	Longbridge	45	21	28	42	53																
Longbridge	Hunnington	45	12	16	24	30																
Hunnington	Halesowen	45	21	28	42	53																
OLDBURY																						
Oldbury & Langley Green	Oldbury Goods ...	60	26	35	52	65																
Oldbury Goods	Oldbury & L. G. ...	60	15	20	30	38																
OLD HILL																						
Old Hill	Coxes Lane	45	18	24	36	45	21	28	42	53	22	29	44	55	27	36	54	68	33	44	66	83
Coxes Lane	Blowers Green ...	45	10	13	20	25	12	16	24	30	12	16	24	30	15	20	30	38	18	24	36	45
Blowers Green	Coxes Lane	45	29	39	58	73	31	41	62	78	31	41	62	78	37	49	74	93	45	60	90	113
Coxes Lane	Old Hill	45	10	13	20	25	12	16	24	30	12	16	24	30	15	20	30	38	18	24	36	45
STOURBRIDGE EXTENSION																						
Handsworth Junction ...	Oldbury & L. G. ...	45	18	24	36	45	21	28	42	53	22	29	44	55	30	40	60	75	37	49	74	93
Oldbury & Langley Green	Stourbridge Junction	45	23	31	46	58	27	36	54	68	29	39	58	73	38	51	76	95	47	63	94	118
Stourbridge Junction ...	Lye	50	37	49	74	93	43	57	86	108	45	60	90	113	62	83	124	155	75	100	150	188
Lye	Cradley Heath & C.	50	22	29	44	55	25	33	50	63	27	36	54	68	36	48	72	90	43	57	86	108
Cradley Heath & C. ...	Rowley Regis & B. ...	50	10	13	20	25	12	16	24	30	12	16	24	30	17	23	34	43	20	27	40	50
Rowley Regis & B. ...	Handsworth Junction	60	32	43	64	80	37	49	74	93	39	52	78	98	52	69	104	130	64	83	128	160
CORNGREAVES AND OLD HILL GOODS																						
Cradley Heath & C. ...	Old Hill Goods ...	—	12*	16*	24*	30*																
Cradley Heath & C. ...	Old Hill Goods ...	—	10†	13†	20†	25†																
Old Hill Goods	Cradley Heath & C.	—	15	20	30	38																
Cradley Heath & C. ...	Corngreaves Branch	—	10	13	20	25																
Corngreaves Branch ...	Cradley Heath & C.	—	23	31	46	58																
NETHERTON BASIN																						
Windmill End	Netherton Basin ...	60	29	39	58	73	31	41	62	78	31	41	62	78	37	49	74	93	—	—	—	—
Netherton Basin	Windmill End ...	45	17	23	34	43	19	25	38	48	20	27	40	50	25	33	50	63	—	—	—	—
BANBURY JUNCTION	(W.R. Engines only).																					
Banbury Junction	Woodford	70	18	24	36	45	21	28	42	53	22	29	44	55	30	40	60	75	37	49	74	93
Woodford	Banbury Junction ...	70	27	36	54	68	31	41	62	78	33	44	66	83	44	59	88	110	53	71	106	133

GALTON JUNCTION AND SMETHWICK JUNCTION
36 Class 1 traffic or equivalent is regarded as the maximum load for a 53XX engine over this section.

ASSISTED TRAINS.—For particulars see foot of page 148. **X**—With clear road through Swan Village Junction. **Z**—For maximum loads for "C," "D" and "E" trains, see page 182. For Loading groups of LMR Locomotives, see page 183. *—Good weather conditions. †—Unfavourable weather conditions. §—In the event of Tender Engines working over the section, when run tender first, it will probably be necessary to slightly reduce the above loads.

Engine Loads for Branch Freight Trains—continued

HAULED BY STEAM ENGINES

BRANCH From	BRANCH To	WORKING LOADS Maximum number of wagons to be conveyed except for Trains specially provided for in the Working Time Tables or by arrangement	MAXIMUM ENGINE LOADS For Group A Engines Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties	For Group B Engines Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties	For Group C Engines Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties	For Group D Engines Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties	For Group DX Engines Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties	For Group E Engines Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties	For Group EX Engines Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties
FENNY COMPTON AND STRATFORD-UPON-AVON																														
Fenny Compton ...	Ettington	60	22	29	44	55	25	33	50	63	27	36	54	68	36	48	72	90	36	48	72	90	43	57	86	108	43	57	86	108
Ettington	Clifford Sidings ...	60	18	24	36	45	21	28	42	53	23	31	46	58	30	40	60	75	30	40	60	75	37	49	74	93	37	49	74	93
Clifford Sidings ...	Stratford-upon-Avon	60	36	48	72	90	42	56	84	105	43	57	86	108	60	80	120	150	60	80	120	150	72	96	144	180	72	96	144	180
Stratford-u-Avon	Clifford Sidings ...	60	18	24	36	45	21	28	42	53	23	31	46	58	30	40	60	75	30	40	60	75	37	49	74	93	37	49	74	93
Clifford Sidings ...	Ettington	60	17	23	34	43	19	25	38	48	21	28	42	53	28	37	56	70	28	37	56	70	33	44	66	83	33	44	66	83
Ettington	Fenny Compton ...	60	22	29	34	55	25	33	50	63	27	36	54	68	36	48	72	90	36	48	72	90	43	57	86	108	43	57	86	108
The working load Woodford to Honeybourne is raised to 43 Class 1 (8F engines), 47 Class 1 (9F engines) for Steel trains ex Woodford only.																														
KINGSWINFORD JUNCTION AND OXLEY SIDINGS																														
DOWN TRAINS																														
Kingswinford Jn....	Baggeridge Junction	60	26	35	52	65	30	40	60	75	32	43	64	80	42	56	84	105	—	—	—	—	52	69	104	130				
Baggeridge Jn. ...	Tettenhall	60	18	24	36	45	21	28	42	53	22	29	44	55	30	40	60	75	—	—	—	—	37	49	74	93				
Tettenhall ...	Codsall	60	21	28	42	53	24	32	48	60	26	35	52	65	34	45	68	85	—	—	—	—	42	56	84	105				
Tettenhall ...	Oxley Sidings ...	55	18	24	36	45	21	28	42	53	22	29	44	55	30	40	60	75	—	—	—	—	37	49	74	93				
UP TRAINS																														
Oxley Sidings ...	Tettenhall	50	37	49	74	93	43	57	86	108	47	63	94	118	62	83	124	155	—	—	—	—	75	100	150	188	B			
Codsall	Wombourn	50	35	47	70	88	40	53	80	100	43	57	86	108	57	76	114	143	—	—	—	—	70	93	140	175				
Wombourn ...	Himley	60	35	47	70	88	40	53	80	100	43	57	86	108	57	76	114	143	—	—	—	—	70	93	140	175				
Himley	Baggeridge Junction	60	18	24	36	45	21	28	42	53	22	29	44	55	30	40	60	75	—	—	—	—	37	49	74	93				
Baggeridge Jn. ...	Pensnett	60	17	23	34	43	19	25	38	48	21	28	42	53	27	36	54	68	—	—	—	—	33	44	66	83				
Pensnett	Kingswinford Jn. ...	50	20	27	40	50	23	31	46	58	25	33	50	63	33	44	66	83	—	—	—	—	40	53	80	100				
											When not stopping at Bromley Basin.																			
Pensnett	Kingswinford Jn. ...	60	19	25	38	48	22	29	44	55	24	32	48	60	32	43	64	80	—	—	—	—	38	51	76	95				
											When stopping at Bromley Basin.																			
STOURBRIDGE																														
Stourbridge Jn. ...	Stourbridge Goods	30	21	28	42	53	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Stourbridge Goods	Stourbridge	18	6	8	12	15	—	—	—	—	7	9	14	18	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Stourbridge ...	Stourbridge Jn. ...	32	13	17	26	33	—	—	—	—	17	23	34	43	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

ASSISTED TRAINS.—The load for trains assisted up inclines, except where otherwise shewn, will be the maximum load for train engine, plus the maximum load the assistant engine can haul, as shewn in the above tables, but if there is only one Brake Van, and the assistant engine is at 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 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 to 100 thirteen-ton wagons.

For Instructions for calculating loads of Freight Trains, see pages 182 and 183. For Loading groups of L.M.R. Locomotives, see page 183.

B—NOTE.—During the Fruit and Vegetable Season the maximum for the Worcester and Crewe trains will be 60 wagons throughout, except as provided on page 182.

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

B.R. Standard Class 9F (2–10–0) locomotives may convey loads of 10 per cent in excess of that shewn for Groups **E** and **EX** engines over those routes where the Class 9F (2–10–0) engines are authorised.

WORKING OF DIESEL MAIN LINE LOCOMOTIVES

The following types of diesel main line locomotives are authorised to work freight trains on all lines where they are permitted to operate, subject to the undermentioned conditions:—

Diesel Hydraulic Locomotives		Diesel Electric Locomotives
D. 6XX, 2000 h.p.	D.63XX, 1000 h.p. and 1100 h.p.	D. 1–D.10 Class, 2300 h.p.
D. 8XX, 2200 h.p.	D.70XX, 1700 h.p.	D.11–D.199 Class, 2500 h.p.
D.10XX, 2700 h.p.		D.1500–D.1513 Class, 2500 h.p.

CONDITIONS

The regulations governing the working of freight trains, as set out in the Regional Appendix, will apply. Particular attention is drawn to the following features:—

HEADCODE

" C " The vacuum brake must be operative on at least 75 per cent of the total vehicles on the train, excluding the brake van.

" D " A minimum of one half of the total number of vehicles on the train, excluding the brake van, must be brake operative and coupled to the locomotive by means of the vacuum pipe. Where the table of ADDITIONAL BRAKING POWER specifies a greater number of vacuum-braked vehicles than is represented by this proportion, the number required by the table must be provided.

" E " At least the proportion of vacuum-braked vehicles required by the Regulations must be provided. Where the table of ADDITIONAL BRAKING POWER specifies a greater number of vacuum-braked vehicles, the number stated in the table will apply.

" F " and Inferior A proportion of vacuum-braked vehicles formed next to the locomotive, and with the brakes operative from the locomotive, must be provided to augment the locomotive brake power in accordance with the tables of ADDITIONAL BRAKING POWER.

Unless the train is so short that no braked vehicles are necessary, it must be understood that " F " and lower headcode trains, when hauled by diesel locomotives, will convey a vacuum-fitted portion.

All Headcodes No alteration is to be made in freight train headcodes on account of these instructions even though cases arise where the tables of ADDITIONAL BRAKE POWER call for the provision of a greater proportion of wagons with the vacuum brake operative than is required by the conditions applicable to the headcode normally carried.

INCLINE INSTRUCTIONS

The existing " Incline Instructions " in regard to pinning down of a proportion of wagon brakes prior to negotiating steep falling gradients must continue to be strictly applied in all cases.

LOAD

The maximum load conveyed must be in accordance with the maximum load tables applicable to the type of locomotives used and the headcode of the train, subject to the maximum working loads and to an overall maximum of 70 wagons, excluding the brake van.

TIMINGS

Freight trains regularly worked by diesel locomotives and distinguished by the symbol " ■ " are timed on the basis of the point-to-point timings applicable to diesel traction for the headcode concerned. Other freight trains, irrespective of the type of power actually used, will remain on steam locomotive point-to-point timings for the time being. The maximum loads shewn in the maximum load tables for diesel locomotives apply to either method.

ROUTE AVAILABILITY

All Diesel Locomotives are subject to route availability as defined by the Chief Civil Engineer in certificates issued from time to time.

WORKING OF DIESEL LOCOMOTIVES IN MULTIPLE

A table showing the types of Diesel Hydraulic Locomotives which may work in multiple, i.e. with through control and a Driver on the leading locomotive only, appears weekly in Section " D " of the Weekly Speed and Engineering Notice, and all concerned should refer to the current issue of this notice for up-to-date information in connection with this working.

Diesel Hydraulic Locomotives which can or cannot be worked in multiple may work in tender, i.e. without through control but with a Driver on each locomotive.

MINIMUM NUMBER OF VACUUM BRAKED WAGONS REQUIRED, FORMED NEXT TO DIESEL LOCOMOTIVE AND WITH BRAKES OPERATED BY DRIVER

Code Letter ...	A		B		C		D		E		F		G		H		J		
Total Number of Wagons in Train (excluding Brake Van)	D6XX, D8XX, D63XX D70XX	Two D63XX, D6XX plus D63XX, D8XX plus D63XX	D6XX, D8XX, D63XX D70XX	Two D63XX, D6XX plus D63XX, D8XX plus D63XX	D6XX, D8XX, D63XX D70XX	Two D63XX, D6XX plus D63XX, D8XX plus D63XX	D6XX, D8XX, D63XX D70XX	Two D63XX, D6XX plus D63XX, D8XX plus D63XX	D6XX, D8XX, D63XX D70XX	Two D63XX, D6XX plus D63XX, D8XX plus D63XX	D6XX, D8XX, D63XX D70XX	Two D63XX, D6XX plus D63XX, D8XX plus D63XX	D6XX, D8XX, D63XX D70XX	Two D63XX, D6XX plus D63XX, D8XX plus D63XX	D6XX, D8XX, D63XX D70XX	Two D63XX, D6XX plus D63XX, D8XX plus D63XX	D6XX, D8XX, D63XX D70XX	Two D63XX, D6XX plus D63XX, D8XX plus D63XX	Total Number of Wagons in Train (excluding Brake Van)
1																			1
2																			2
3	1																		3
4	2		1																4
5	2	1	2		1														5
6	3	2	2	1	2														6
7	4	3	3	1	2	1	1												7
8	5	3	4	2	3	1	2		1										9
9	6	4	4	3	4	2	3		2		1								9
10	6	5	5	3	4	2	3	1	2		2		1						10
11	7	5	6	4	5	3	4	1	3		2		1		1				11
12	8	6	6	5	5	4	4	2	3	1	3		2		1				12
13	8	7	7	5	6	4	4	2	4	1	3		2		2		1		13
14	9	8	8	6	7	5	5	3	4	2	3	1	3		2		1		14
15	10	8	8	7	7	6	6	3	4	2	4	1	3		2		2		15
16	10	9	9	8	8	6	6	4	5	2	4	2	4	1	3		2		16
17	11	10	10	8	9	7	7	5	5	3	5	2	4	1	3		2		17
18	12	10	10	9	9	8	7	5	6	3	5	2	4	1	3		3		18
19	13	11	11	10	10	8	8	6	6	4	5	3	5	2	4	1	3		19
20	13	12	12	10	11	9	8	6	7	5	6	3	5	2	4	1	3		20
21	14	12	13	11	11	10	9	7	7	5	6	4	6	3	5	1	4	1	21
22	15	13	13	12	12	10	10	7	8	6	7	4	6	3	5	2	4	1	22
23	15	14	14	12	13	11	10	8	8	6	7	5	6	4	5	2	4	1	23
24	16	15	15	13	13	12	11	9	9	7	8	5	7	4	6	3	5	1	24
25	17	16	15	14	14	12	11	9	9	7	8	6	7	5	6	3	5	2	25
26	18	17	16	14	15	13	12	10	10	8	9	6	8	5	7	3	5	2	26
27	19	17	17	15	15	14	12	10	10	8	9	7	8	6	7	4	6	2	27
28	20	18	17	16	16	14	13	11	11	9	10	7	9	6	7	4	6	3	28
29	21	19	18	17	17	15	13	11	11	9	10	8	9	6	8	5	6	3	29
30	21	19	19	17	17	16	14	12	12	10	11	8	10	7	8	5	7	4	30
31	22	20	20	18	18	16	15	13	13	10	11	9	10	7	9	5	7	4	31
32	22	21	20	19	19	17	15	13	13	11	12	9	10	8	9	6	8	4	32
33	23	21	21	19	19	17	16	14	14	11	12	10	11	8	9	6	8	5	33
34	24	22	22	20	20	18	16	14	14	12	13	10	11	9	10	7	8	5	34
35	24	23	22	21	21	19	17	15	15	12	13	11	12	9	10	7	9	6	35

Minimum Number of Vacuum Braked Wagons Required, formed next to Diesel Locomotive and with Brakes Operated by Driver—continued

Code Letter ...	A		B		C		D		E		F		G		H		J		
Total Number of Wagons in Train (excluding Brake Van)	D6XX, D8XX, D63XX D70XX	Two D63XX, D6XX plus D63XX, D8XX plus D63XX	D6XX, D8XX, D63XX D70XX	Two D63XX, D6XX plus D63XX, D8XX plus D63XX	D6XX, D8XX, D63XX D70XX	Two D63XX, D6XX plus D63XX, D8XX plus D63XX	D6XX, D8XX, D63XX D70XX	Two D63XX, D6XX plus D63XX, D8XX plus D63XX	D6XX, D8XX, D63XX D70XX	Two D63XX, D6XX plus D63XX, D8XX plus D63XX	D6XX, D8XX, D63XX D70XX	Two D63XX, D6XX plus D63XX, D8XX plus D63XX	D6XX, D8XX, D63XX D70XX	Two D63XX, D6XX plus D63XX, D8XX plus D63XX	D6XX, D8XX, D63XX D70XX	Two D63XX, D6XX plus D63XX, D8XX plus D63XX	D6XX, D8XX, D63XX D70XX	Two D63XX, D6XX plus D63XX, D8XX plus D63XX	Total Number of Wagons in Train (excluding Brake Van)
36	25	24	23	21	21	19	17	15	15	13	13	11	12	9	10	7	9	6	36
37	26	25	24	22	22	20	18	16	16	13	14	11	13	10	11	8	9	6	37
38	27	26	24	23	22	21	18	16	16	14	14	12	13	10	11	8	10	7	38
39	28	26	25	23	23	21	19	17	17	14	15	12	13	11	12	9	10	7	39
40	29	27	26	24	24	22	20	18	17	15	15	15	14	11	12	9	10	7	40
41	29	28	26	25	24	23	20	18	18	15	16	13	14	12	12	9	11	8	41
42	30	28	27	26	25	23	21	19	18	16	16	14	15	12	13	10	11	8	42
43	31	29	28	26	26	24	21	19	19	16	17	14	15	12	13	10	11	8	43
44	31	30	29	27	26	25	22	20	19	17	17	15	16	13	14	11	12	9	44
45	32	30	29	28	27	25	22	20	20	17	18	15	16	13	14	11	12	9	45
46	33	31	30	28	28	26	23	21	20	18	18	16	17	14	14	11	13	10	46
47	33	32	31	29	28	27	24	21	21	18	19	16	17	14	15	12	13	10	47
48	34	32	31	30	29	27	24	22	21	19	19	17	17	15	15	12	13	10	48
49	35	33	32	30	30	28	25	23	22	19	20	17	18	15	16	13	14	11	49
50	35		33	31	30	28	25	23	22	20	20	18	18	16	16	13	14	11	50
51	36		33	32	31	29	26	24	23	20	21	18	19	16	16	13	14	11	51
52	37		34	32	32	30	26	24	23	21	21	19	19	16	17	14	15	12	52
53	37		35	33	32	30	27	25	24	21	22	19	20	17	17	14	15	12	53
54	38		35		33	31	28	25	24	22	22	19	20	17	18	14	15	12	54
55	39		36		33	32	28	26	25	22	22	20	20	18	18	15	16	13	55
56	39		37		34	32	29	26	25	23	23	20	21	18	18	15	16	13	56
57	40		37		35	33	29	27	26	23	23	21	21	18	19	16	17	13	57
58	41		38		35		30	28	26	24	24	21	22	19	19	16	17	14	58
59	41		39		36		30	28	27	24	24	22	22	19	19	16	17	14	59
60	42		39		37		31	29	27	25	25	22	23	20	20	17	18	14	60
61	43		40		37		31	29	28	25	26	23	23	20	20	17	18	15	61
62	44		41		38		32	30	28	26	26	23	23	21	21	17	18	15	62
63	45		41		39		33	30	29	26	26	24	24	21	21	18	19	16	63
64	46		42		39		33	31	29	27	27	24	24	21	21	18	19	16	64
65	46		43		40		34	31	30	27	27	25	25	22	22	19	19	16	65
66	47		43		41		34	32	30	28	28	25	25	22	22	19	20	17	66
67	48		44		41		35	33	31	28	28	26	26	23	23	20	20	17	67
68	48		45		42		35	33	31	29	29	26	26	23	23	20	20	17	68
69	48		46		43		36		32	29	29	27	27	24	23	20	21	18	69
70	48		46		43		36		32	30	30	27	27	24	24	21	21	18	70

Minimum Number of Vacuum Braked Wagons Required, formed next to Diesel Locomotive and with Brakes Operated by Driver—continued

Code Letter ...	K		L		M		N		P		Q		R		S		T		
Total Number of Wagons in Train (excluding Brake Van)	D6XX, D8XX, D63XX D70XX	Two D63XX, D6XX plus D63XX, D8XX plus D63XX	D6XX, D8XX, D63XX D70XX	Two D63XX, D6XX plus D63XX, D8XX plus D63XX	D6XX, D8XX, D63XX D70XX	Two D63XX, D6XX plus D63XX, D8XX plus D63XX	D6XX, D8XX, D63XX D70XX	Two D63XX, D6XX plus D63XX, D8XX plus D63XX	D6XX, D8XX, D63XX D70XX	Two D63XX, D6XX plus D63XX, D8XX plus D63XX	D6XX, D8XX, D63XX D70XX	Two D63XX, D6XX plus D63XX, D8XX plus D63XX	D6XX, D8XX, D63XX D70XX	Two D63XX, D6XX plus D63XX, D8XX plus D63XX	D6XX, D8XX, D63XX D70XX	Two D63XX, D6XX plus D63XX, D8XX plus D63XX	D6XX, D8XX, D63XX D70XX	Two D63XX, D6XX plus D63XX, D8XX plus D63XX	Total Number of Wagons in Train (excluding Brake Van)
1																			1
2																			2
3																			3
4																			4
5																			5
6																			6
7																			7
8																			8
9																			9
10																			10
11																			11
12																			12
13																			13
14	1																		14
15	1		1																15
16	1		1		1														16
17	2		1		1														17
18	2		2		1		1												18
19	3		2		1		1												19
20	3		2		2		1												20
21	3		3		2		1												21
22	3		3		2		1		1										22
23	4		3		2		2		1										23
24	4	1	4		3		2		1		1								24
25	4	1	4		3		2		1		1								25
26	5	1	4	1	3		2		2		1								26
27	5	2	4	1	3		3		2		1		1						27
28	5	2	5	1	4		3		2		1		1						28
29	6	2	5	2	4		3		2		1		1						29
30	6	3	5	2	4		3		2		2		1						30
31	6	3	5	2	5	1	4		2		2		1		1				31
32	6	3	6	2	5	1	4		3		2		2		1				32
33	7	4	6	3	5	1	4		3		2		2		1				33
34	7	4	6	3	5	1	4		3		2		2		1				34
35	7	4	7	3	6	2	4		3		2		2		1				35

Minimum Number of Vacuum Braked Wagons Required, formed next to Diesel Locomotive and with Brakes Operated by Driver—continued

Code Letter ...	K		L		M		N		P		Q		R		S		T		
Total Number of Wagons in Train (excluding Brake Van)	D6XX, D8XX, D63XX D70XX	Two D63XX, D6XX plus D63XX, D8XX plus D63XX	D6XX, D8XX, D63XX D70XX	Two D63XX, D6XX plus D63XX, D8XX plus D63XX	D6XX, D8XX, D63XX D70XX	Two D63XX, D6XX plus D63XX, D8XX plus D63XX	D6XX, D8XX, D63XX D70XX	Two D63XX, D6XX plus D63XX, D8XX plus D63XX	D6XX, D8XX, D63XX D70XX	Two D63XX, D6XX plus D63XX, D8XX plus D63XX	D6XX, D8XX, D63XX D70XX	Two D63XX, D6XX plus D63XX, D8XX plus D63XX	D6XX, D8XX, D63XX D70XX	Two D63XX, D6XX plus D63XX, D8XX plus D63XX	D6XX, D8XX, D63XX D70XX	Two D63XX, D6XX plus D63XX, D8XX plus D63XX	D6XX, D8XX, D63XX D70XX	Two D63XX, D6XX plus D63XX, D8XX plus D63XX	Total Number of Wagons in Train (excluding Brake Van)
36	8	5	7	4	6	2	5	1	3		3		2		1				36
37	8	5	7	4	6	2	5	1	4		3		2		2				37
38	9	5	8	4	6	2	5	1	4		3		3		2				38
39	9	6	8	5	7	3	5	1	4		3		3		2				39
40	9	6	8	5	7	3	6	1	4		3		3		2				40
41	10	6	8	5	7	3	6	2	4		4		3		2				41
42	10	7	9	6	7	3	6	2	5		4		3		2				42
43	10	7	9	6	8	4	6	2	5	1	4		3		2				43
44	11	8	9	6	8	4	6	2	5	1	4		4		3				44
45	11	8	10	7	8	4	7	3	5	1	4		4		3				45
46	11	8	10	7	8	5	7	3	5	1	5		4		3				46
47	12	9	10	7	9	5	7	3	6	1	5		4		3				47
48	12	9	11	8	9	5	7	3	6	2	5	1	4		3				48
49	12	9	11	8	9	5	8	3	6	2	5	1	4		3				49
50	12	10	11	8	10	5	8	4	6	2	5	1	4		3				50
51	13	10	12	8	10	6	8	4	6	2	6	1	5		4				51
52	13	10	12	9	10	6	8	4	6	2	6	1	5	1	4				52
53	14	11	13	9	10	6	8	5	7	3	6	1	5	1	4				53
54	14	11	13	9	11	7	9	5	7	3	6	2	5	1	4				54
55	14	11	13	10	11	7	9	6	7	3	6	2	5	1	4				55
56	15	11	13	10	11	7	9	5	7	3	6	2	6	1	4				56
57	15	12	14	10	11	7	9	5	8	3	6	2	6	1	4				57
58	15	12	14	11	11	8	9	6	8	4	7	2	6	2	5				58
59	16	12	14	11	12	8	10	6	8	4	7	3	6	2	5				59
60	16	13	15	11	12	8	10	6	8	4	7	3	6	2	5	1			60
61	16	13	15	12	12	8	10	6	8	4	7	3	6	2	5	2			61
62	17	13	15	12	12	9	10	6	9	4	7	3	7	3	5	3			62
63	17	14	16	12	13	9	11	7	9	5	7	4	7	4	5	4			63
64	17	14	16	13	13	9	11	7	9	5	8	5	7	5	5	5			64
65	18	14	16	13	13	9	11	7	9	6	8	6	7	6	6	6			65
66	18	15	17	13	13	10	11	7	9	7	8	7	7	7	7	7			66
67	18	15	17	13	14	10	12	8	9	8	8	8	8	8	8	8			67
68	19	15	17	14	14	10	12	9	9	9	9	9	9	9	9	9			68
69	19	16	18	14	14	10	12	10	10	10	10	10	10	10	10	10			69
70	19	16	18	14	14	11	12	11	11	11	11	11	11	11	11	11			70

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MAXIMUM LOADS AND BRAKING CHARACTERISTICS OF B.R. STANDARD 350 h.p. DIESEL ELECTRIC SHUNTING LOCOMOTIVES

In connection with the working of local freight trips by 350 h.p. Diesel Electric Shunting Locomotives, the following instructions are to apply for the sections shewn below:—

SECTION OF LINE:—TYSELEY TO BORDESLEY JUNCTION

Maximum Speed—15 m.p.h.

Maximum Load	Class 1	Class 2	Class 3	Empties
Tyseley to Bordesley Junction	62	83	100	100
Bordesley Junction to Tyseley	45	60	82	100

SUPPLEMENTARY BRAKING POWER WITH VACUUM-FITTED WAGONS TO OPERATE OVER SECTIONS OF LINE WITH FALLING GRADIENTS

Direction of Train:—Tyseley to Bordesley Junction

Total No. of wagons on Train	Minimum number of vacuum-fitted wagons to be included	Total No. of wagons on Train	Minimum number of vacuum-fitted wagons to be included
0–13	0	45–49	7
14–18	1	50–54	8
19–23	2	55–59	9
24–28	3	60–64	10
29–33	4	65–69	11
34–38	5	70	12
39–44	6		

SECTION OF LINE:—BORDESLEY JUNCTION TO MOOR STREET

Maximum Speed—15 m.p.h.

Maximum Load	Class 1	Class 2	Class 3	Empties
Bordesley Junction to Moor Street ...	28	37	51	70
Moor Street to Bordesley Junction ...	31	41	56	78

SUPPLEMENTARY BRAKING POWER WITH VACUUM-FITTED WAGONS TO OPERATE OVER SECTIONS OF LINE WITH FALLING GRADIENTS

Direction of Train:—Bordesley Junction to Moor Street and Moor Street to Bordesley Junction

Total No. of wagons on Train	Minimum number of vacuum-fitted wagons to be included	Total No. of wagons on Train	Minimum number of vacuum-fitted wagons to be included
0–10	0	39–42	9
11–13	1	43–45	10
14–17	2	46–49	11
18–20	3	50–52	12
21–24	4	53–56	13
25–28	5	57–59	14
29–31	6	60–63	15
32–35	7	64–67	16
36–38	8	68–70	17

SECTION OF LINE:—VICTORIA BASIN TO OXLEY SIDINGS

Maximim Speed—15 m.p.h.

Maximum Load	Class 1	Class 2	Class 3	Empties
Victoria Basin to Oxley Sidings... ...	41	55	75	103
Oxley Sidings to Victoria Basin... ...	20	27	37	50

Maximum Loads and Braking Characteristics of B.R. Standard 350 h.p. Diesel Electric Shunting Locomotives—continued

SUPPLEMENTARY BRAKING POWER WITH VACUUM-FITTED WAGONS TO OPERATE OVER SECTIONS OF LINE WITH FALLING GRADIENTS

Direction of Train:—Victoria Basin to Oxley Sidings

Total No. of wagons on Train	Minimum number of vacuum-fitted wagons to be included	Total No. of wagons on Train	Minimum number of vacuum-fitted wagons to be included
0– 9	0	43–45	13
10–11	1	46–48	14
12–15	2	49–51	15
16–17	3	52–53	16
18–20	4	54–56	17
21–23	5	57–59	18
24–25	6	60–62	19
26–28	7	63–65	20
29–31	8	66–67	21
32–34	9	68–70	22
35–37	10	71–73	23
38–40	11	74–75	24
41–42	12		

SECTION OF LINE:—BANBURY JUNCTION TO IRONSTONE SIDINGS

Maximum Speed—15 m.p.h.

Maximum Load	Class 1	Class 2	Class 3	Empties
Banbury Junction to Ironstone Sidings...	32	43	59	80
Ironstone Sidings to Banbury Junction...	41	55	75	103

SUPPLEMENTARY BRAKING POWER WITH VACUUM-FITTED WAGONS TO OPERATE OVER SECTIONS OF LINE WITH FALLING GRADIENTS

Direction of Train:—Ironstone Sidings to Banbury Junction

Total No. of wagons on Train	Minimum number of vacuum-fitted wagons to be included	Total No. of wagons on Train	Minimum number of vacuum-fitted wagons to be included
0–13	0	45–49	7
14–18	1	50–54	8
19–23	2	55–59	9
24–28	3	60–64	10
29–33	4	65–69	11
34–38	5	70–74	12
39–44	6	75	13

SECTION OF LINE:—CRADLEY HEATH & CRADLEY TO OLD HILL GOODS

Maximum Speed—10 m.p.h.§

Maximum Load	Class 1	Class 2	Class 3	Empties
Cradley Heath & Cradley to Old Hill Goods ...	10	13	18	25
Old Hill Goods to Cradley Heath & Cradley ...	15	20	27	38

§—A maximum speed of 10 m.p.h. to be observed throughout in order to avoid the necessity for providing a vacuum brake portion when the trains are proceeding down inclines. Incline instructions will continue to be observed.

SECTION OF LINE:—CRADLEY HEATH & CRADLEY TO CORNGREAVES

Maximum Speed—10 m.p.h.§

Maximum Load	Class 1	Class 2	Class 3	Empties
Cradley Heath & Cradley to Corngreaves ...	10	13	18	25
Corngreaves to Cradley Heath & Cradley ...	23	31	42	58

§—A maximum speed of 10 m.p.h. to be observed throughout in order to avoid the necessity for providing a vacuum brake portion when the trains are proceeding down inclines. Incline instructions will continue to be observed.

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 m.p.h.	
1. On double lines when passing through Junctions between parallel lines or through cross-over roads, or when entering or leaving Slow, Goods Lines or Loops, Engine, Carriage or Bay Lines	10	
2. When receiving, delivering or exchanging Train Staff or Electric Token by hand	10	
3. When receiving, delivering or exchanging Train Staff or Electric Token by means of lineside receiving or delivery apparatus	15	
4. When receiving, delivering or exchanging Train Staff or Electric Token by means of automatic exchange apparatus	40	
5. When passing over lines set apart for freight and empty coaching stock trains, also light engines, which are worked under the Permissive Block System:—		
(a) During clear weather	10	
(b) During fog or falling snow	4	
6. Locomotives running light:—		
(a) Passenger and M.T. Tender Locomotives (Chimney leading)	55	Subject to any lower maximum speed laid down
(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.
3. When, for Motive Power reasons, it is necessary for a locomotive to run at less than the speed stipulated for the various classes of locomotives, the District Traffic Superintendent concerned to advise the District Control Room and arrangements must be made for the Signalman concerned to be advised accordingly.

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	

SPEED OF TRAINS THROUGH JUNCTIONS AND OTHER SPECIFIED PLACES

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

Ardley to Wellington.
Tyseley to Honeybourne via North Warwick Line.

IMPORTANT.—Until further notice 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 the speed limits shewn below, and full particulars must be sent to the District Traffic Superintendent.

NOTE.—The speed of all Light Engines or Trains entering or leaving all Bay, Engine, Carriage and avoiding lines must be restricted to 10 miles an 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 miles per hour except those Loops situated between Old Oak Common and Chester via Bicester, Reading and Aynho Junction via Oxford, and between Oxford and Wolverhampton via Worcester, where the Speed must not exceed 15 miles per hour or such lower speed as may be indicated.

NAME OF PLACE	DIRECTION OF TRAIN		Miles per Hour
	From	To	
BLETCHINGTON (CEMENT SIDINGS) TO AYNHO JUNCTION			
DOWN LINE			
Fritwell & Somerton and Aynho, 78 m.p. to 78m. 50c. ...	Over Curve	... ...	70
Aynho Junction	Oxford Line	Main Line...	60
UP LINE			
Aynho Junction	Main Line...	Oxford Line	40
Aynho and Fritwell & Somerton, 78 m.p. 50c. to 78 m.p....	Over Curve	... ...	70

Speed of Trains Through Junctions and other Specified Places—continued

NAME OF PLACE	DIRECTION OF TRAIN		Miles per Hour
	From	To	
ARDLEY AND WELLINGTON			
	DOWN LINE		
Aynho Park Platform	End of Platform	Aynho Junction (inclusive)	60
King's Sutton Junction	B. & C. Line	Main Line	20
Banbury South	Down Main	Down Relief	15
Through Banbury General Station, 85m. 60c. to 86m. 70c.	All Down Trains		75
Banbury North	Down Relief	Down Main	15
Banbury Junction	Main Line	E. Region Line	20
Fenny Compton	Down Main	Stratford-upon-Avon Branch	15
Southam Road & Harbury and Leamington Spa, 100m. 50c. and 101m. 20c.	All Down Main Line Trains		80
Leamington Spa General South End, 105m. 73c. and 106m. 3c.	Over Curve on Main Line	—	40
Leamington Spa General South	Main	Platform Line	25
Leamington Spa General North	Platform Line	Main	30
Hatton South Junction	Main	Branch	15
Hatton South Junction	Back Platform Line	Branch or Main	10
Hatton North Junction	All Down Main Line Trains		50
Hatton North Junction	Branch	Main	15
Lapworth	Main	Relief	40
Knowle and Dorridge	Relief	Main	20
Solihull	Main	Relief	20
Solihull	Relief	Main	15
Olton, Down Relief, 123m. 75c. and 124m. 20c.	All Down Relief Trains		60
Acock's Green and Small Heath, 125m. 5c. and 126m. 20c.	Over Curve in Main Line		75
Acock's Green and Tyseley, 125m. 60c. to 126 m.p.	All Down Relief Trains	—	40
Tyseley South	Main	Relief	20
Tyseley South	Relief	Main	20
Tyseley South	Up North Warwick	Down Main	20
Tyseley South	Up North Warwick	Down Relief	15
Tyseley North	Main	Relief	20
Small Heath South	Relief	Main	20
Small Heath and Bordesley, 127m. 50c. and 128m. 0c.	Over Curve in Main Line		60
Bordesley South	Relief	Main	15
Bordesley South	Main	Relief	25
Bordesley North	Main	Relief	15
Birmingham (Moor Street Station)	Relief	Moor Street	10
Birmingham (Moor Street Station)	Relief	Main	25
Birmingham (Moor Street) and Birmingham (Snow Hill)	Through Snow Hill Tunnel		50
Birmingham (Snow Hill) South End	Main	Platform Line	25
Birmingham (Snow Hill)	Through Scissors Crossings in centre of Station		10
Birmingham (Snow Hill) North End	Nos. 2, 3, 4 and 6 Platform Lines	and Down Main and Relief	15
Birmingham (Snow Hill) North End	Through Scissors Crossings to and from Down Relief		15
Birmingham (Snow Hill) North End	Main	Relief	15
Birmingham North and Hockley North, 129m. 50c. and 130m. 40c.	All Down Main and Relief Trains		35
Hockley South	Main	Relief	15
Hockley South	Relief	Main	20
Hockley South and North, 130 m.p. and 130m. 40c.	Over Goods Avoiding Line		10
Soho and Winson Green	Relief	Main	20
Handsworth Junction	Relief	Main	25
Handsworth Junction	Main or Relief	Stourbridge Extension Line	20
Handsworth Junction, 132m. 40c. and 132m. 55c.	Over Curve in Main Line		50
West Bromwich & Swan Village, 134m. 60c. and 135m. 10c.	All Down Trains		50
Swan Village Junction South	Main	Branch	15
Wednesbury Central, 136m. 40c. and 136m. 65c.	Over Curves		40
Wednesbury Central, 137m. 49c. and 137m. 70c.	Over Curves		50
Bilston Central, 139m. 6¾c. and 139 m. 46c.	Over Curves		50
Priestfield Junction	All Down Main Line Trains		30
Walsall Street Goods, Wolverhampton	Priestfield, Stow Heath	Goods Yard	10
Stow Heath and Cannock Road Junction, 141m. 30c. to 142m. 4c.	Over Curves through Wolverhampton Tunnel and Station		30
Wolverhampton South	Through Junction from Walsall to Main Line		10
Wolverhampton South and North	Over Goods Line		15
Cannock Road Junction	Main	Branch	15
Dunstall Park, 142m. 36c. and 142m. 60c.	Over Curve		35
Stafford Road Junction	All Down Main Line Trains		35
Oxley Sidings, 143m. 30c. and 143 m. 40c.	Over Curve		60
Oxley Middle	Main	Branch	15
Oxley North	Codsall Loop	Main	15
Cosford and Shifnal, 150m. 76c. to 151m. 18c.	All Down Trains		80
Madeley Junction	Main Line	Madeley Branch	10
Ketley Junction	Ketley Branch	Main Line	10
Wellington (Stafford Junction)	Branch	Down Main	25
Wellington	Stafford Junction (Through Trains on Platform Lines.)	Market Drayton Junction	10
Wellington	Stafford Junction (Through Trains on Main Lines.)	Market Drayton Junction	50
Wellington, Market Drayton Junction	Wellington	Market Drayton	15
Wellington, Market Drayton Junction	Wellington	Shrewsbury	40

Speed of Trains Through Junctions and other Specified Places—continued

NAME OF PLACE	DIRECTION OF TRAIN		Miles per Hour
	From	To	
ARDLEY AND WELLINGTON—continued			
	UP LINE		
Wellington, Market Drayton Junction	Shrewsbury	Wellington	40
Wellington, Market Drayton Junction	Market Drayton	Wellington	15
Wellington	Market Drayton Junction ... (Through Trains on Main Lines.)	Stafford Junction...	50
Wellington	Market Drayton Junction ... (Through Trains on Platform Lines.)	Stafford Junction...	10
Wellington (Stafford Junction)	Up Main	Branch	25
Ketley Junction	Main Line...	Ketley Branch	10
Madeley Junction and Shifnal, 154m. 35c. to 154m. 21c ...	Up Main	... ...	80
Madeley Junction	Madeley Branch	Main Line...	10
Shifnal and Cosford, 151m. 18c. to 150m. 76c.	Up Main	... ...	80
Oxley North	Main	Codsall Loop	15
Oxley Middle	Branch	Up Main	10
Oxley Sidings, 143m. 40c. and 143m. 30c.	Over Curve	... ...	60
Stafford Road Junction	All Up Main Line Trains ...	... ...	35
Stafford Road Junction	Up Main	Herbert Street Goods Yard ...	10
Dunstall Park, 142m. 60c. and 142m. 36c.	Over Curve	... ...	35
Cannock Road Junction	Branch	Main	15
Cannock Road Junction and Stow Heath, 142m. 4c. to 141m. 30c.	Over Curves through Wolverhampton Station and Tunnel ...		30
Wolverhampton North and South...	Over Goods Line	... ...	15
Wolverhampton South	Through Junction from Main or	Goods Lines to Walsall	10
Walsall Street Goods, Wolverhampton	Goods Yard	Priestfield, Stow Heath... ...	10
Priestfield Junction	All Up Main Line Trains ...	... ...	30
Bilston Central, 139m. 46c. and 139m. 6¼c.	Over Curves	... ...	50
Wednesbury Central, 137m. 70c. and 137m. 49c. ...	Over Curves	... ...	50
Wednesbury Central, 136m. 65c. and 136m. 40c. ...	Over Curves	... ...	40
Swan Village Junction South	Branch	Main	15
Swan Village and West Bromwich, 135m. 10c. and 134m. 60c.	All Up Main Line Trains ...	... ...	50
Handsworth Junction, 132m. 55c. and 132m. 40c. ...	Over Curve in Main Line ...	... ...	50
Handsworth Junction	Stourbridge Extension ...	Main or Relief	20
Handsworth Junction	Main	Relief	25
Handsworth & Smethwick	Relief	Main or Loop	10
Handsworth & Smethwick and Hockley, 131m.p. and 130m. 60c.	All Up Main Line Trains ...	... ...	60
Soho and Winson Green	Main	Relief	20
Hockley North	Relief	Main	10
Hockley North and South, 130m. 40c. and 130 m.p. ...	Over Goods Avoiding Line ...	... ...	10
Hockley South	Relief	Main	15
Hockley South	Main	Relief	20
Hockley North and Birmingham North, 130m. 40c. and 129m. 50c.	All Up Main and Relief Line Trains		35
Birmingham (Snow Hill) North End	Relief	Main	15
Birmingham (Snow Hill) North End	Through Scissors Crossings to and from Down Relief ...		15
Birmingham (Snow Hill) North End	Up Main	Nos. 3 and 4 Platform Lines ...	10
Birmingham (Snow Hill) North End	Up Main	Nos. 8, 9, 10 and 11 Platform Lines	15
Birmingham (Snow Hill)	Through Scissors Crossings in centre of Station		10
Birmingham (Snow Hill) South End	Platform Lines	Main	20
Birmingham (Snow Hill) and Birmingham (Moor Street)...	Through Snow Hill Tunnel ...	... ...	50
Birmingham (Moor Street Station)	Main	Relief	25
Birmingham (Moor Street Station)	Moor Street	Relief	10
Bordesley South	Main	Relief	15
Bordesley South	Relief	Main	25
Small Heath South	Main	Relief	20
Small Heath and Tyseley, 126m. 20c. and 126m. 10c. ...	All Up Main Line Trains ...	... ...	65
Tyseley North	Relief	Main	20
Tyseley South	Up Main	Down North Warwick	20
Tyseley South	Up Relief	Down North Warwick	15
Tyseley South	Relief	Main	20
Tyseley South	Main	Relief	20
Solihull	Relief	Main	15
Solihull	Main	Relief	15
Bentley Heath Level Crossing	Relief	Main	25
Knowle and Dorridge	Main	Relief	20
Lapworth	Relief	Main	40
Hatton North Junction	Main	Branch	15
Hatton North Junction	All Up Main Trains	... ...	60
Hatton South Junction	Branch	Back Platform Line	10
Hatton South Junction	Branch	Main	15
Hatton and Warwick, 109m. 20c. and 109 m.p.	All Up Trains	... ...	70
Leamington Spa General North	Main	Platform Line	20
Leamington Spa General South	Platform Line	Main	20
Leamington Spa General South End, 106m. 3c. and 105m. 73c.	Over Curve in Main Line ...	—	40

Speed of Trains Through Junctions and other Specified Places—continued

NAME OF PLACE	DIRECTION OF TRAIN From	DIRECTION OF TRAIN To	Miles per Hour
ARDLEY AND WELLINGTON—continued			
	UP LINE—continued		
Fenny Compton	Branch	Up Main	15
Banbury Junction	E.R. Line	Main Line	20
Through Banbury General Station, 86m. 70c. to 85m. 60c.	All Up Trains	...	75
King's Sutton Junction	Main Line	B. & C. Line	20
Aynho Junction	Main	Oxford Line	40
Aynho Junction through Up Facing Junction	Banbury	Bicester Line	70
VICTORIA BASIN BRANCH			
Victoria Basin Goods (Wolverhampton)	Stafford Road Junction	Herbert Street Goods Yard	10
TYSELEY SOUTH AND STRATFORD-UPON-AVON SECTION			
	DOWN LINE		
Tyseley South	Up Main	Down North Warwick	20
Tyseley South	Up Relief	Down North Warwick	15
Earlswood Lakes and Danzey for Tanworth, 7m. 20c. and 9m. 20ch.	All Down Trains	...	60
Danzey for Tanworth and Henley-in-Arden, 10m. 40c. and 11m. 20c.	All Down Trains	...	60
Henley-in-Arden Goods	Signal Box	Goods Yard	10
Henley-in-Arden and Bearley West Junction. 13m. 60c. and 14m. 5c.	All Down Trains	...	60
Bearley West Junction	Branch	Main	35
Henley in Arden and Bearley West Junction over Curves 17m. 4c to 17m. 25c.	All Down Main Trains	...	50
Bearley West Junction, 17m. 51c. and 17m. 67c.	All Down Main Trains	...	60
Stratford-upon-Avon East, 8m. 63c. and 9m. 25c.	Over Reverse Curves	...	35
Stratford-upon-Avon East	Main	Goods Yard	15
Stratford-upon-Avon (L.M.R. Junction)	Main Line	L.M.R. Line	5
Stratford-upon-Avon (Racecourse) 8m. 12c. to 8 m.p.	All Down Main Trains	...	60
Stratford-Upon-Avon (Racecourse Junction)	Down Branch	Down Main	15
	UP LINE		
Stratford-Upon-Avon (Racecourse Junction)	Up Main	Up Branch	15
Stratford-upon-Avon (Racecourse) 8 m.p. to 8m. 12c	All Up Main Trains	...	60
Stratford-upon-Avon, L.M.R. Junction	L.M.R. Line	Main Line	5
Stratford-upon-Avon West	Main	Platform Loop	5
Stratford-upon-Avon East	Platform Loop	Main	15
Stratford-upon-Avon East	Goods Yard	Main	15
Stratford-upon-Avon East, 9m. 25c. and 8m. 63c.	Over Reverse Curves	...	35
Bearley West Junction, 17m. 67c. and 17m. 51c.	All Up Main Trains	...	60
Bearley West Junction	Main	Branch	35
Bearley West Junction and Henley in Arden over Curves 17m. 25c. to 17m. 4c.	All Up Main Trains	...	50
Bearley West Junction and Henley in Arden over Curves 14m. 5c. to 13m. 65c.	All Up Main Trains	...	60
Henley-in-Arden (Goods)	Signal Box	Goods Yard	10
Henley-in-Arden and Danzey for Tanworth, 11m. 20c. and	10m. 40c.	All Up Trains	60
Danzey for Tanworth and Earlswood Lakes, 9m. 20c. and	7m. 20c.	All Up Trains	60
Yardley Wood over Curves 2m. 45c. to 1m. 65c.	All Up Main Trains	...	70
Tyseley South	Up North Warwick	Down Main	20
Tyseley South	Up North Warwick	Down Relief	15
HATTON AND BEARLEY BRANCH			
Hatton South Junction and Hatton West Junction, 18m.	13c. and 17m. 66c.	All Up and Down Branch Trains	15
Hatton South	To and from back Platform Line	...	10
Hatton South Junction	To and from Main Lines	...	35
Hatton North Junction	To and from Main Lines	...	15
Bearley West Junction	Branch to Main	...	15
Bearley West Junction	Main to Branch	...	35
BANBURY GENERAL AND KINGHAM			
The speed of Up and Down Trains between King's Sutton and Hook Norton must not exceed 40 m.p.h. and between Hook Norton and Kingham must not exceed 30 m.p.h. and must be further restricted to the lower speeds shewn below:—			
King's Sutton Junction, 82m. 65c.	Between Main Line and Banbury direction	and Cheltenham Line in each	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, 91¼ m.p. to 92¼ m.p. (Trains to be brought under proper control so that the brakes shall not be applied while passing over the viaducts unless unforeseen circumstances demand this.)		20
Chipping Norton	All Up and Down Trains, Single	Line to Loops	20
Kingham	Banbury Branch	Main Line	15
OLDBURY BRANCH			
Oldbury Goods	Over Single Line between Oldbury and Oldbury Goods Yard	Langley Green Middle and	10

Speed of Trains Through Junctions and other Specified Places—continued

NAME OF PLACE	DIRECTION OF TRAIN		Miles per Hour
	From	To	
STOURBRIDGE EXTENSION			
DOWN LINE			
Handsworth Junction	Main or Relief	Stourbridge Extension Line	20
Smethwick West	All Down Trains		25
Oldbury & Langley Green and Rowley Regis, 134m. 40c. and 135 m.p.	All Down Trains		50
Rowley Regis and Old Hill, 136m. 30c. and 137. 46c.	All Down Trains		40
Old Hill (Crossover at Birmingham end of Station leading to Halesowen or Dudley Branches)	Old Hill	Halesowen or Dudley	15
Old Hill	Main	Halesowen Branch	Stop dead
Old Hill	Main	Windmill End Branch	10
Old Hill and Cradley Heath, 138m. 32c. and 138m. 64c.	All Down Trains		40
Old Hill (Goods)	Cradley Road Bridge	Old Hill Goods Yard	10
Corngreaves' Goods	Cradley East Box	Cradley Road Bridge	5
Hayes Lane Goods	Lye Yard	Hayes Lane Branch	5
Stourbridge Junction North	Stourbridge Extension	West Midland	15
UP LINE			
Stourbridge Junction North	West Midland	Stourbridge Extension	15
Hayes Lane Goods	Hayes Lane Branch	Lye Yard	5
Lye and Cradley Heath, 139m. 20c. and 138m. 60c.	All Up Trains		50
Corngreaves' Goods	Cradley Road Bridge	Cradley East Box	5
Old Hill (Goods)	Old Hill Goods Yard	Cradley Road Bridge	10
Cradley Heath	Main	Corngreaves' Branch	10
Old Hill	Windmill End Branch	Main	10
Old Hill	Halesowen Branch	Main	Stop Dead
Rowley Regis and Oldbury & Langley Green, 135 m.p. and 134m. 40c.	All Up Trains		55
Smethwick West	All Up Trains		25
Handsworth Junction	Stourbridge Extension	Main or Relief	20
HALESOWEN BRANCH			
Old Hill	To and from Main		Stop Dead
Old Hill	137½ m.p. on Single Line	Main	10
Old Hill and Halesowen, 137m. 72c. and 138m. 40c.	All trains in each direction over subsidence		10
Halesowen	Single Line	Platform Loops	15
Halesowen Canal Basin	Between Junction Sidings and Canal Basin Yard		10
WINDMILL END BRANCH			
The speed of all Up and Down Trains between Old Hill Junction and Blowers Green Junction must not exceed 35 m.p.h. and must be further restricted to lower speed as shewn below.			
DOWN LINE			
Old Hill Junction	Main	Branch	10
Between Old Hill and Old Hill High Street Halt, over curves			25
Windmill End Junction	Netherton Basin Branch	Main	15
Blowers Green Junction	Branch	Main	10
UP LINE			
Blowers Green Junction	Main	Branch	10
Windmill End Junction	Main	Netherton Basin Branch	15
Between Old Hill High Street Halt and Old Hill, over curves			25
Old Hill Junction	Branch	Main	10
GREAT BRIDGE BRANCH			
Horseley Fields Junction	To and from Great Bridge South		15
Swan Village Junction South	To and from Main		15

Speed of Trains Through Junctions and other Specified Places—continued

NAME OF PLACE	DIRECTION OF TRAIN		Miles per Hour
	From	To	
HARTLEBURY AND BILSTON WEST, VIA DUDLEY			
DOWN LINE			
Hartlebury Junction	Main Line	Branch Line	15
Kidderminster Junction	Branch Line	Main Line	15
Stourbridge Junction South	Main 142 m.p. and 142 m. 15 c.		40
Stourbridge Junction South	Main	Relief Platform	15
Stourbridge Junction Middle	Relief Platform	Main	15
Stourbridge Junction North	West Midland	Stourbridge Extension	15
Kingswinford Junction South	Main	Branch	15
Brettell Lane, 143m. 50c. and 144m. 7c.	All Trains		15
Round Oak, Woodside Goods Branch	All Trains		5
Round Oak and Blowers Green, 146m. 70c. and 147m. 15c.	All Trains		30
Blowers Green Junction	Branch	Main	10
Dudley Station, 148m. 5c. and 148m. 35c.	Main Line		15
Tipton	Bridge at 149m. 38c.	Three or more Light Engines coupled together	20
Daisy Bank	Bridge at 151m. 20c.	Three or more Light Engines coupled together	20
UP LINE			
Daisy Bank	Bridge at 151m. 20c.	Three or more light engines coupled together.	20
Tipton	Bridge at 149m. 38c.	Three or more light engines coupled together.	20
Dudley North to Blowers Green, 148m. 14c. and 148 m.p.	Main Line		20
Blowers Green Junction	Main	Branch	10
Blowers Green and Round Oak, 147m. 15c. and 146m 70c.	All Trains		30
Round Oak, Woodside Branch	All Trains		5
Kingswinford Junction South	Branch	Main	15
Brettell Lane, 144m. 7c. and 143m. 50c.	All Trains		10
Stourbridge Junction North	Stourbridge Extension	West Midland	15
Stourbridge Junction Middle	Main	Relief Platform	15
Stourbridge Junction South	Relief Platform	Main	15
Stourbridge Junction South	Main 142 m. 15 c. and 142 m.p.		40
Kidderminster Junction	Main Line	Branch Line	15
Hartlebury Junction	Branch Line	Main Line	15
STOURBRIDGE JUNCTION AND STOURBRIDGE TOWN BRANCH			
PASSENGER SINGLE LINE			
Between Stourbridge Junction and Stourbridge Town	All Trains		15
GOODS SINGLE LINE			
Between Stourbridge Junction and Stourbridge Goods	All Trains		10
KINGSWINFORD JUNCTION AND OXLEY SIDINGS, VIA WOMBOURN			
DOWN LINE			
Kingswinford Junction South	Main	Branch	15
Between Brockmoor and Pensnett	All Trains		25
Between Pensnett and Baggeridge Junction, 146m. 20c. and 146m. 75c.	All Trains		10
Baggeridge Colliery Branch (Goods)	All Trains		10
UP LINE			
Baggeridge Junction	Single Line	Up Line	15
Baggeridge Colliery Branch (Goods)	All Trains		10
Between Baggeridge Junction and Pensnett, 146m. 75c. and 146m. 20c.	All Trains		15
Between Pensnett and Brockmoor	All Trains		25
Kingswinford Junction South	Branch Line	Main Line	15

Speed of Trains Through Junctions and other Specified Places—continued

NAME OF PLACE	DIRECTION OF TRAIN		Miles per Hour
	From	To	

KINGSWINFORD JUNCTION AND OXLEY SIDINGS, VIA WOMBOURN—continued

SINGLE LINE

Wombourn Station	Single Line to and from Loop		15

DOWN LINE

Oxley Branch Junction	Down Trains via Codsall Loop		15
Between Oxley Branch Junction and Oxley Middle	Over Curve between Junctions		30
Between Oxley Branch Junction and Oxley North	Over Curve between Junctions		30
Oxley Middle	Branch	Up Main	15
Oxley North	Codsall Loop	Main	15

UP LINE

Oxley Middle	Main	Branch	15
Oxley North	Main	Codsall Loop	15
Between Oxley Middle and Oxley Branch Junction	Over Curve between Junctions		30
Between Oxley North and Oxley Branch Junction	Over Curve between Junctions		30

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	15
Hartlebury Junction	Branch	Main	15
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 140¼ m.p.		40
Bridge over River Severn and to Arley Station	Between 140¼ m.p. and Arley Station		30
Arley	To and from Loop		10
Between Arley and Hampton Loade	All Up and Down Trains between 141¾ m.p. and 144m. 70c.		35
Hampton Loade	To and from Loop		10
Bridgnorth	To and from Loop		15
Between Bridgnorth and Iron Bridge	All Up and Down Trains between 153m. 67c. and 156m. 74c.		40
Coalport and Iron Bridge	All Up and Down Trains between 156m. 74c. and 158m. 50c.		25
Iron Bridge and Broseley	To and from Loop		15
Buildwas Junction	Iron Bridge	Cressage	15
	Cressage	Iron Bridge	15
Between Buildwas and Cressage	All Up and Down Trains between 161m. 66c. and 162m. 35c.		25
Cressage 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

TENBURY WELLS AND KIDDERMINSTER JUNCTION

The speed of all Up and Down trains between Tenbury Wells and Kidderminster Junction must not exceed 45 m.p.h. and must be further restricted to lower speeds as shewn below:—

DOWN LINE

Tenbury Wells	All trains leaving Down Loop		25
Between Tenbury Wells and Neen Sollars	All trains between 151m. 20c. and 149m. 27c.		35
Between Neen Sollars and Cleobury Mortimer	All trains between 146m. 78c. and 146m. 38c.		35
Bewdley	Curve over River Severn Bridge between 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 146m. 38c. and 146m. 87c.		35
Neen Sollars (through Station and Yard)	Cleobury Mortimer	Woofferton	15
Between Neen Sollars and Tenbury Wells	All trains between 149m. 27c. and 151m. 20c.		35
Tenbury Wells	All trains entering and leaving Up Loop		20

Speed of Trains Through Junctions and other Specified Places—continued

LONDON MIDLAND REGION

LOCALITY	LINES, ETC.	Speed per hour not to exceed
Smethwick (Galton Junction)	To and from L.M.R. Line	20 miles
Through Dudley Station	All L.M.R. Lines	15 "
Between Sedgley Junction and Horseley Fields Junction	Both Lines	45 "
Through Sedgley Junction and between Sedgley Junction and Dudley Port High Level	Both Lines	30 "
Horseley Fields Junction	Great Bridge South to Dudley, and Dudley to Great Bridge South	15 "
	Great Bridge L.M.R. to Dudley Port, and Dudley Port to Great Bridge L.M.R.	20 "
Sedgley Junction between Dudley Port (Low Level) and Dudley	Both Lines	30 "
Through Walsall Station	All Lines	20 "
Through Ryecroft Junction	Both Lines	15 "
Ryecroft Junction	To and from L.M.R.	15 "
Short Heath Station and the 49 m.p. near Birchill's Sidings Up Main Line Distant Signal	Both Lines, Wolverhampton and Walsall	10 "
Stour Valley Junction between Dudley Port (High Level) and Dudley	Both Lines	10 "
L.M.R. Section of Halesowen Branch	Both Lines of Branch except as shewn below	20 "
	Over Curves near Halesowen Station	10 "
	Over large viaduct between Hunnington and Rubery, over Loop Lines at Rubery and over Curve near L.M.R. Main Main Line	10 "
	When running between Main Line and Up Loop Line at Longbridge West Box	10 "
	When running between Up Loop Line and Main Line at Longbridge East Box	5 "

NAME OF PLACE	DIRECTION OF TRAIN From	DIRECTION OF TRAIN To	Miles per Hour
LEAMINGTON SPA (MILVERTON) AND LEAMINGTON SPA (AVENUE)			
DOWN LINE			
Leamington Spa Avenue	G.W. Junction	Leamington Spa Avenue ...	30
Leamington Spa Avenue	Leamington Spa Avenue ...	Leamington Spa (Milverton) ...	40
UP LINE			
Leamington Spa (Milverton)	Leamington Spa (Milverton) ...	Leamington Spa (Avenue) ...	40
Leamington Spa (Avenue)	Leamington Spa (Avenue) ...	G.W. Junction	30
FENNY COMPTON AND STRATFORD-UPON-AVON (RACECOURSE JUNCTION)			
DOWN LINE			
Maximum permissible speed	... ...	... ...	45
Fenny Compton	Main	Branch	15
Burton Dassett	Single Line to and from Loop ...	... ...	15
Kineton...	Single Line to and from Loop ...	... ...	15
Ettington	Single Line to and from Loop ...	... ...	15
Clifford Sidings	Single Line to Down Line ...	... ...	15
Stratford-upon-Avon (Old Town)	Through Junction to L.M.R. Junction ...	... ...	15
Stratford-upon-Avon (Racecourse Junction)	Down Branch	Down Main	15
UP LINE			
Maximum permissible speed	... ...	... ...	45
Stratford-upon-Avon (Racecourse Junction)	Up Main...	Up Branch	15
Stratford-upon-Avon (Old Town)	Single Line to Up Line	... ...	15
Burton Dassett	Single Line to and from Loop ...	... ...	15
Fenny Compton	Branch	Main	15
STRATFORD-UPON-AVON (OLD TOWN) TO L.M.R. JUNCTION			
DOWN LINE			
L.M.R. Junction	Through Junction	... ...	5
UP LINE			
Stratford-upon-Avon (Old Town)	Through Junction	... ...	15

L.M.R. LINE.—The Speed of Freight and Coal Trains when passing from Slow Passenger to Main Lines and vice versa, or from Goods Lines to Main or Slow Passenger Lines, and vice versa, must not exceed 10 miles per hour.

Culworth Junction ... ... | To and from Banbury General... | ... ... | 25 miles

Where it is necessary to reduce the speed of trains, care should be taken that the speed is reduced before reaching the Junction, so as to obviate the necessity of applying the brakes when passing through the points and crossings, except of course in the case of emergency.

Speed of Trains through Junctions and other Specified Places—continued

NAME OF PLACE	DIRECTION OF TRAIN		Miles per Hour
	From	To	
KETLEY JUNCTION AND LIGHTMOOR JUNCTION			
Speed of all Up and Down trains between Ketley Junction and Lightmoor Junction must not exceed 40 m.p.h., and must be further restricted as shewn below:—			
Ketley Junction	To and from Main Line	... ...	10
Ketley Junction	Signal Box...	Ketley and vice versa	25
Horsehay and Dawley	All Up and Down Trains. Over Curves between 164m. 20c. and 163m. 50c. Up and Down Trains	... ...	30
Lightmoor Junction	162m. 60c.	Single to Double Line Junction and vice versa.	
	Up and Down Trains	... ...	25
LIGHTMOOR JUNCTION AND LONGVILLE			
Speed of all Up and Down Trains between Lightmoor Junction and Longville must not exceed 45 m.p.h., and must be further restricted as shewn below:—			
Lightmoor Junction	Coalbrookdale	Madeley Branch	10
Lightmoor Junction	Madeley Branch	Coalbrookdale	10
Lightmoor Junction and Buildwas	All Trains over curves between:—		
	161m. 50c.	Albert Edward Bridge	30
	Albert Edward Bridge ...	161m. 50c.	30
	Albert Edward Bridge ...	160 m.p.	20
	160 m.p.	Albert Edward Bridge	20
	160 m.p.	Buildwas Junction	15
	Buildwas Junction	160 m.p.	15
Buildwas Junction	Severn Valley Line	Coalbrookdale	15
Buildwas Junction	Coalbrookdale	Severn Valley Line	15
Buildwas Junction	Severn Valley Line	Much Wenlock	15
Buildwas Junction	Much Wenlock	Severn Valley Line	15
Buildwas Junction (exclusive) to Much Wenlock (exclusive).	All Up and Down Trains ...	... ...	30
Much Wenlock	Presthope...	Much Wenlock	15
Much Wenlock	Much Wenlock	Presthope	15
Westwood Crossing	All Trains when passing over the	Crossing	15
Presthope	Longville	Presthope...	15
Presthope	Much Wenlock	Presthope...	15
166m. 55c. and 166m. 65c.	All Up and Down Trains ...	... ...	30
MADELEY JUNCTION AND LIGHTMOOR JUNCTION			
Speed of all Up and Down Trains between Madeley Junction and Lightmoor Junction must not exceed 35 m.p.h. and must be further restricted as follows:—			
Madeley Junction	To and from Main Line	... ...	10
Lightmoor Junction	Madeley	Coalbrookdale	10
Lightmoor Junction	Coalbrookdale	Madeley Branch	10
N.B.—The speed of permitted engines in the Red Classification must not exceed 20 m.p.h. throughout.			
WELLINGTON, HADLEY JUNCTION AND DAWLEY & STIRCHLEY			
Wellington, Stafford Junction	Wellington	Hadley Junction	25
Wellington, Stafford Junction	Hadley Junction	Wellington	25
Hadley Station...	Up and Down, round curve ...	... ...	50
Hadley Junction	Up and Down	... ...	45
Hadley Junction	Class 8F and 9F engines over bridges Nos. 3 and 4 (Up and Down)		15

ENGINE RESTRICTIONS

ARDLEY TO WELLINGTON

Route Colour—**DOUBLE RED**

Engines of all descriptions may work between Ardley and Wellington, subject to the following prohibitions:—

Ex.-L.M.S. Class 6 4–6–0 engines are authorised to work between Saltney Junction and Wolverhampton including Oxley and Stafford Road Depots.

Ex-L.M.S. Class 6 P/5 F. (4–6–0) Tender locomotives may work from the limit of Western Region maintenance at 162m. 53½c. near Crudgington to Wolverhampton Low Level subject to the observance of service restrictions.

Ex-L.M.S. Class 7 P. 4–6–0 locomotives to diagrams E.D. No. 270B and E.D. No. 272, may be permitted to work from the limit of Western Region maintenance at 162m. 53½c. near Crudgington to Wolverhampton Low Level subject to the restrictions laid down for the working of " King " class engines.

60XX (" King ") and B.R. Standard Class 8 (4–6–2) engines may work only over Main and Relief lines. They must not use any Sidings except in locomotive yards, but they may work over crossover roads between Main Lines and Relief Lines and Sidings adjacent to Main or Relief lines as far as catch points only, for the purpose of detaching vehicles, etc., in cases of emergency. Use may be made of the triangle Oxley North–Oxley Branch Junction–Oxley Middle for turning purposes.

Subject to a speed restriction of 5 m.p.h. these engines may work over all Goods Running Loops between King's Sutton and Wellington including all movements to and from Main and Relief Lines as may be necessary.

When using these loops 60XX (" King ") and B.R. Standard Class 8 (4–6–2) engines must not be coupled to any other engine except that in the event of one of these engines being unable to move under its own power it may be drawn or propelled into the authorised goods running loop by an engine of other than these classes in order to clear the main line. In such cases the speed should not exceed 5 m.p.h. and two steam engines should not be coupled chimney to chimney.

Station	Connections and Sidings	Engines Prohibited
Banbury	Merton Street Sidings (ex L.M.R.)	ALL except 0–6–0T and 0–4–2T types.
	Hump Yard. Hump to Nos. 4, 6, 18 and 19 roads ...	All 4–6–0 types and 47XX class, B.R. Standard Class 9F.
	Cold Stores Sidings	ALL except 0–6–0T types.
Southam Road & Harbury	Cattle Pen Sidings	All classes with outside cylinders.
	Goods Shed Platform road through Shed	
Leamington Spa General	**Passenger Station**	
	Up Bay Line and connection thereto from Up Main and Up Goods Loop.	60XX class and B.R. Standard class 8 are permitted subject to a speed restriction of 5 m.p.h.
	Through North crossover, Up Bay to Down Loop ...	60XX Class.
	Outside road past loading dock...	ALL except 45XX, 51XX, and inside cylinder classes, which are permitted to a point 100 feet from the buffer stops.
	Goods Sidings	
	Wagon Repair Sidings	All outside cylinder types.
	Ford Motor Company's Siding (Flavell)	All 4–6–0 classes and 47XX class, B.R. Standard class 9F.
	Carriage Sidings	
	Nos. 2 and 4 Sidings	60XX class.
	Connection at London end of Sidings	60XX class.
	Engine Shed Sidings	
	Connection—Turntable Road to No. 1 Shed Road ...	60XX class.
	Back Road to the Coal Stage	B.R. Standard class 9F.
Warwick	**Passenger Station**	
	Down Bay, from Birmingham end of Down Platform to buffer stops.	Outside cylinder types not to exceed 5 m.p.h.
	Cape Yard	
	Show loading dock, line nearest Main Line	Outside cylinder types not to exceed 5 m.p.h., and prohibited past a point opposite telephone hut in centre of dock.
	Old Loading Dock back road	All outside cylinder types.
Hatton...	Through crossovers between Up and Down Main Lines at 112m. 4c.	W.R. Diesel Cars Nos. 20 to 38.
	Up Side dock...	W.R. Diesel Cars Nos. 20 to 38.
	Down Bay Line and connections thereto from Down Main Line.	60XX class and B.R. Standard class 8 are permitted subject to a speed restriction of 5 m.p.h.
Lapworth	Bay Platform line	60XX, and 47XX classes.
Knowle & Dorridge...	Cattle Pens	All outside cylinder types.
Widney Manor	Cattle Pen Sidings	All outside cylinder types.
	Front Road—dead end on London side of compound at 120m. 75c.	All 4–6–0 classes and 47XX class.
Tyseley	**South**	
	Down Relief line to Carriage Siding	60XX class and B.R. Standard class 8 are permitted subject to a speed restriction of 5 m.p.h.
	Down Loop	60XX class.
	Carriage Sidings	
	All sidings except No. 6	60XX class.
	Loco Yard. 60XX class engines may work over:—	
	All connections and approaches leading to engine sheds from Small Heath end.	
	Engine Shed lines and turntables.	
	Loco Yard Coal Sidings and Stage.	
	Balancing Machine siding.	
	Up and Down engine loop lines.	

Engine Restrictions—continued.

ARDLEY TO WELLINGTON—continued.

Station	Connections and Sidings	Engines Prohibited
Small Heath and Sparkbrook ...	B.S.A. Sidings beyond gate...	ALL except 0–6–0T engines in "BLUE," "YELLOW" and "UNCOLOURED" groups.
Bordesley Junction	**Small Heath Mileage Yard**	
	Empty Shed Road from the connection at 127m. 35½c. to a point inside Shed 160 feet from south end of Shed	All outside cylinder types.
	"Side of Empty Shed" Road over curve at south end of Shed	All 4–6–0 classes and 47XX classes, B.R. Standard class 9F.
	Metal Warehouse...	All outside cylinder types.
	Metal Shed No. 5 Road	All 4–6–0 classes and 47XX class, B.R. Standard class 9F.
	Field Sidings	4–6–0 classes and 47XX class permitted at slow speed only.
	Field Sidings, beyond road crossing	B.R. Standard class 9F.
Bordesley Station	Cattle Pens	Outside cylinder types not to exceed 5 m.p.h.
Birmingham (Moor Street)... ...	Hoist Road leading to Roads Nos. 3, 4 and A Shed road	All 4–6–0 classes and 47XX class, B.R. Standard class 9F.
	Sidings Nos. 2, 3, 4 and "A" Shed	B.R. Standard class 9F.
Birmingham (Snow Hill)	**South End**	
	Short Dock Sidings Up Side	60XX class.
	Tunnel Sidings Down Side	60XX class.
	North End	
	Connections into Nos. 3, 4, 9 and 10 bays	60XX class.
	Up Loop to back road Northwood Street Sidings and thence to table road.	The following classes are subject to a speed restriction of 5 m.p.h.: 60XX class and B.R. Standard class 8. Special care to be exercised over bridge at 129m. 45c. near entrance to table.
Hockley	**Goods Depot**	
	General Shed—Nos. 1–9 roads inclusive	ALL except inside cylinder 0–6–0T engines.
	No. 10 road	Outside cylinder classes not to exceed 5 m.p.h.
	North	
	Slip road of compound in Up Goods line leading to Up Relief and Up Main	All 4–6–0 classes and 47XX class.
	Slip road of compound in Up Relief leading to Up Main	All 4–6–0 classes and 47XX class.
	Slip road of compound in Down Relief leading to Up Relief	All 4–6–0 classes and 47XX class.
	Slip road of compound in Down Main leading to Up Main	All 4–6–0 classes and 47XX class.
	Down Relief to Up Relief past Disc No. 26	W.R. diesel cars 20–38.
	Down Loop to Up Relief or Up Main past Disc No. 19	W.R. diesel cars 20–38.
Handsworth & Smethwick	**Goods**	
	Siding on West side of platform at South end of Goods Shed	All outside cylinder classes.
	Crossover between Shed roads at South end of Shed	All outside cylinder classes.
	Bottom Yard	All except 0–6–0T.
	Sandwell Park Sidings	ALL except 0–6–0T types in "BLUE," "YELLOW" and "UNCOLOURED" groups.
West Bromwich	**Up Side** loading docks	ALL except 16XX, 54XX and 57XX.
	Down Side	
	Crossover—spare road to Goods Shed road	All outside cylinder types.
	Goods Shed alongside Platform inside and outside of Shed	All outside cylinder types.
	Grain Shed line beyond road crossing...	All outside cylinder types.
	Bottom Coal Road	B.R. Standard Class 9F.
Wednesbury Central	**Up Side**	
	Tube Shed No. 2 back road	B.R. Standard class 9F.
	Exchange Sidings	
	Over curves in L.M.R. maintenance at South end ...	All 4–6–0 types and 47XX class.
	Goods	
	Shed road through Shed...	All outside cylinder types.
	Basin Yard...	All 4–6–0 types and 47XX class, B.R. Standard class 9F.
	North	
	Willingworth Wagon Repair Siding	All 4–6–0 types and 47XX class, B.R. Standard class 9F.
	Monway Branch (Patent Shaft and Axletree) over connections near canal bridge	All 4–6–0 types and 47XX class, B.R. Standard class 9F.
Priestfield	Stowheath—Bayliss, Jones & Bayliss Siding	ALL except 0–6–0T and 0–4–2T classes.

Engine Restrictions—continued.

ARDLEY TO WELLINGTON—continued.

Stations	Connections and Sidings	Class of Engines Prohibited
Wolverhampton (Low Level) ...	**Carriage Sidings and Shed**	
	South end	4–6–0 classes and 47XX class permitted at slow speed only.
	North end	4–6–0 types and 47XX class engines may work into following sidings at slow speed:— Nos. 1, 2 and 3 Shed roads. All other roads prohibited.
	Nos. 5 and 6 Shed Roads...	B.R. Standard class 9F.
	Sidings Nos. 1 and 3 at back of Shed	B.R. Standard class 9F.
	Carriage Sidings and Shed, South end:—	
	Nos. 4, 5 and 6 roads	B.R. Standard class 9F.
Dunstall Park...	Short Dead End Spur, south end of sidings	ALL except 0–6–0T and 0–4–2T.
Shifnal...	Up Siding connection to Goods Shed, Chester End ...	Speed 5 m.p.h. for all 4–6–0 engines and 2–8–0 47XX Class.
Oakengates	Weighbridge at entrance to Goods Shed...	All.
Wellington	Haybridge Siding, Weighbridge	All.
	W.R. Goods Yard beyond gate leading to Gas Works ...	ALL except 0–4–0T and 0–6–0T (1361 Class). No engine must work over the Gas Works Weighbridge.
	W.R. Goods Yard—Nos. 4, 5 and 6 Down Sidings ...	ALL except light shunting engines, and engines of 57XX and 74XX 0–6–0T Class.
	W.R. Goods Yard. Down Siding from Goods Shed Road to Coal Road.	All 4–6–0 engines and 2–8–0 47XX Class.
	L.M.R. Goods Yard. Up Cattle Loading Dock	All 4–6–0 engines and 2–8–0 47XX Class.
	L.M.R. Goods Shed	All engines.

BLETCHINGTON (CEMENT SIDINGS) TO AYNHO JUNCTION

Route Colour "**RED**"

Permitted engines—ALL except 60XX class.

In cases of emergency 60XX class engines are permitted to work trains over this section subject to an overall speed restriction of 60 m.p.h., which must be reduced to 20 m.p.h. while passing over the following bridges:—

Nearest Station	Bridge	Mileage
Bletchington	River Cherwell	69m. 60c.

Note.—60XX class engines are also permitted to run "light" over this section whilst proceeding between Stafford Road and Swindon, subject to an overall speed restriction of 55 m.p.h., which must be reduced to 20 m.p.h. over the bridge listed above.

KING'S SUTTON TO CHIPPING NORTON

Route Colour "**BLUE**"

Permitted engines—all in "Blue," "Yellow" and "Uncoloured" routes.

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

BANBURY JUNCTION TO L.M.R. VIA WOODFORD HALSE

W.R. engines are permitted to work over this section as under:—

Banbury–Woodford Halse only—2–8–0 (28XX) class; 72XX class, with A.W.S. shoe in operative position.

Banbury–Sheffield— "Castle" class, 49XX, 53XX and 68XX classes.
(Prohibited from entering Bay Platforms and loading and cattle docks.)

B.R. Standard Classes 70XXX, 73XXX, 75XXX and 92XXX, 78XX—permitted with the following conditions:—

Down Main Line. Restricted to 5 m.p.h. at:
Dwarf Signal No. 8, Renishaw Central Station.
Dwarf Signal No. 24 between platforms of Woodhouse Station; **prohibited** from No. 3 Platform, at Sheffield Victoria Station (Down Fast Line).

Up Main Line. Restricted to 10 m.p.h. over Bridge No. 151 (45m. 79c.) between Darnall and Woodhouse.

Banbury–Leicester via Woodford Halse and Rugby Central—"County" class, 10XX, 4–6–0 and D.7000 class.
1. Not to use the connection from the Up Main to the Down Goods Line in Woodford Halse Station.
2. Not to pass under the hanging bow of the ex G.C. Load Gauge.
3. The underclearance of the locomotive to be maintained at not less than 4 inches above rail level.

All W.R. engines permitted to run between Banbury and Leicester may work with A.W.S. shoe in the operative position.

BANBURY (MERTON STREET)

ENGINES AUTHORISED				REMARKS
Western Region	B.R. Standard	Diesel	L.M. Region	
None	**All except:—** 4–6–2 70XXX 71XXX 2–10–0 92XXX	**All except:—** 350 h.p. B.R. 10000 and 10001 } As single and 10201, 10202, 10203 } double units.	**All except:—** 4–6–0 45505–45742 46100–46170 4–6–2 46200–46209 46220–46257 0–8–0 48895–49454 2–8–0 48000–48772 53806–53810 90000–90732 2–10–0 90750–90774	

LEAMINGTON SPA (MILVERTON)—LEAMINGTON SPA (AVENUE)

22XX 57XX 56XX 84XX	All	All	**All except:—** 2–8–0 53806–53810 L.M. 0–6–0 2F } Ex L.M. 0–4–4 2P } Cal. L.M. 0–6–0 3F }	

LEAMINGTON SPA (AVENUE)—RUGBY

No Western Region engines permitted.

WOODFORD—FENNY COMPTON

¶	¶			
2–8–0 90XXX W.D.*	2–10–0 92XXX*	D 5000 Class	0–6–0T 41702–41875	*Speed not to exceed 25 m.p.h
28XX		D 5100 Class	47201–47681	§Speed not to exceed 20 m.p.h
38XX		D 5300 Class	51412	
49XX		D 5500 Class	4–4–0 40453–40537	
59XX		D 5700 Class	0–6–0 43213–44606	
69XX		D 5900 Class	52089–52523	
79XX		D 6100 Class	58120–58260	
68XX		D 8000 Class	2–6–2T 40006–40205	
		D 8200 Class	2–6–0 43000–43049	
		D 8400 Class	43112–43121	
		200 and 204 h.p. B.R.	46400–46527	
		350 h.p.	4–6–0 44658–45499§	
		10800	2–8–0 48000–48772*	
			90000–90732*	
			2–10–0 90750–90774	

¶—With the A.W.S. Shoe in the OPERATIVE position.

STRATFORD-UPON-AVON—FENNY COMPTON

Route Colour "RED"

ALL except "King" "Castle" 47XX 10XX	2–6–0 76XXX 77XXX 2–6–2T 82XXX 84XXX 2–6–4T 80XXX 4–6–0 75XXX 2–10–0 92XXX	D 5000 Class D 5100 Class D 5300 Class D 5500 Class D 5700 Class D 5900 Class D 6100 Class D 8000 Class D 8200 Class D 8400 Class 200 and 204 h.p. B.R. 350 h.p. 10800	0–6–0T 41702–41875 47201–47681 51412 4–4–0 40537 0–6–0 43213–44606 52089–52523 58120–58260 2–6–2T 40006–40205 2–6–0 43000–43049 43112–43121 46400–46527 4–6–0 44658–45499 2–8–0 48000–48772 90000–90732 2–10–0 90750–90774	**Note.**—All 4–6–0 Classes, also 28XX, L.M.R. 8F 2–8–0, and 92XXX locomotives must be prohibited from using the following sidings:— Fenny Compton—**Down Side** Goods Yard—Back Road. Kineton—**Up Side** Back Road behind Signal Box. Ettington—**Up Side** Goods Shed Road. Stratford (Old Town)—**Up Side** Shed Road, Coal Road, Lucy's Road **Down Side** Turntable Road.

STRATFORD-UPON-AVON OLD TOWN GROUND FRAME (ex L.M.R.)—STRATFORD-UPON-AVON EVESHAM ROAD) (W.R.)

ENGINES AUTHORISED				REMARKS
Western Region	B.R. Standard	Diesel	L.M. Region	
2–8–0 90XXX W.D.	2–6–0 76XXX 4–6–0 73XXX	D 5700 Class D 8000 Class 200 and 204 h.p. B.R. 350 h.p. 10800	0–6–0 43844–44606 2–6–0 43000–43049 43112–43121 4–6–0 44658–45499 2–8–0 48000–48772 90000–90732 2–10–0 90750–90774	

HATTON—BEARLEY WEST JUNCTION

Route Colour "**RED**"

Permitted engines:—ALL except 60XX class.

TYSELEY—STRATFORD-UPON-AVON

Route Colour "**RED**"

Permitted engines:—ALL except 60XX class.

Station	Connections and Sidings	Engines Prohibited
Hall Green	W. E. Farrar Siding (Down Side)	ALL except engines in "yellow" and uncoloured groups.
	Back Road in Yard	ALL 4–6–0 classes and 47XX and 92XXX classes.
Henley-in-Arden	Goods Yard—Coal Road	ALL 4–6–0 types and 47XX and 92XXX classes.
Stratford-upon-Avon	Flowers Brewery Malt and Grain Siding	ALL 4–6–0 types and 47XX and 92XXX classes.

BORDESLEY JUNCTION W.R. TO L.M.R. (MIDLAND DIVISION)

W.R. engines 53XX, 63XX, 73XX, 4507–4574, 94XX, B.R. Class 4 (75XXX) and W.D. 2–8–0 engines with the A.W.S. shoe in the OPERATIVE position are permitted to work from Bordesley Junction to Washwood Heath (Bromford Bridge Box) and may work into the following sidings:

WASHWOOD HEATH

Nos. 1, 2 and 3 Down reception.
Nos. 4, 5 and 6 Down arrival.
Nos. 1, 2 and 3 Up reception.
Transfer road Down side.

49XX class locomotives may work with the A.W.S. Shoe in the OPERATIVE position over the running lines between Bordesley Junction and Washwood Heath, Water Orton or Lawley Street, and may work into Saltley M.P.D. and the following sidings:—

WASHWOOD HEATH

Nos. 1, 2 and 3 Down Reception.
Nos. 4, 5 and 6 Down Arrival.
Nos. 1, 2 and 3 Up Reception.
Transfer Road Down Side.

WATER ORTON

Into the arrival and departure lines.

49XX class locomotives may work into the following sidings with the shoe of the A.W.S. apparatus clipped up in the IN-OPERATIVE position:—

Washwood Heath Down Sidings

Permitted from the Saltley station end into Sidings Nos. 2 to 9 inclusive, subject to speed not exceeding walking pace but prohibited through the connections at the Water Orton end of the sidings.

Also permitted from Washwood Heath Junction signal box to Washwood Heath Sidings No. 1 signal box via Nos. 1, 2 or 3 Reception Lines and thence through Nos. 4, 5 or 6 Arrival Roads, subject to movement being carried out at slow speed.

Washwood Heath Up Sidings.

(a) Permitted from the Saltley end into Nos. 1, 2 and 3 Reception roads, thence over No. 1 Road to Nos. 2, 3, 4 and 5 "Dug Out" Sidings.

(b) Permitted from the Reception lines past Washwood Heath Sidings No. 6 signal box into Nos. 5 to 8 and 10 to 23 Sidings inclusive, subject to speed not exceeding walking pace.

Washwood Heath Down Coal Sidings.

(a) Prohibited into Sidings Nos. 1, 14, 15, 20, 21, 22, 23.

(b) Permitted into Sidings Nos. 2 to 13 inclusive and 16 to 19 inclusive.

Water Orton Sidings.

Permitted into the arrival and departure line and thence forward to the Up Goods line via the connection at the Derby end of the line, but prohibited through the scissors crossover between the Up Goods line and the arrival and departure line.

22XX class engines permitted to Lawley Street, Washwood Heath and Water Orton with the A.W.S. shoe in the OPERATIVE position, including all lines and sidings authorised for L.M.R. (ex Midland Class 3F) 0–6–0 tender engines.

SWAN VILLAGE JUNCTION—GREAT BRIDGE SOUTH

Route Colour "**DOTTED BLUE**"

Permitted engines:—ALL in Blue, Yellow and Uncoloured groups.
Engines in the "Blue" group restricted to 25 m.p.h.

WALSALL STREET BRANCH

Permitted engines—ALL except 60XX class.
Engines in "**RED**" group restricted to 20 m.p.h.

Walsall Street Goods ...	Chillington Works Siding over turntable	ALL
	Bantock's Sidings	All 4–6–0 classes and 47XX class.
	Hickman's Sidings beyond L.M.R. bridge	
	New Road	
	Farm Sidings Crane Road	
	Farm Sidings No. 2 Siding	

CANNOCK ROAD JUNCTION TO BUSHBURY BRANCH

All W.R. engines except 60XX class are permitted to the limit of W.R. maintenance.
The following types of W.R. engines are permitted to work between Cannock Road Junction and Wellington via Bushbury L.M.R. and Stafford:—

22XX Class
53XX Class
Engines Nos. 4507–4574 } Subject to a restriction of 15 m.p.h. through platform No. 1 at Stafford.

STAFFORD ROAD JUNCTION TO VICTORIA BASIN BRANCH

Route Colour "**DOTTED RED**"

Permitted engines:—All except 60XX class.
All "RED" group engines restricted to 10 m.p.h.
Local Restrictions:—

Station	Connections and Sidings	Engines Prohibited
Herbert Street Goods	Goods Shed No. 3 Road	ALL except 0–6–0T with inside cylinders.
	Shed and transfer shed from commencement of platform	ditto
	Windmill Yard (beyond Bone Mill Lane) Bridge ...	ditto

STOURBRIDGE EXTENSION LINE

Route Colour "**RED**"

Permitted engines:—All except 60XX and 47XX.

Smethwick West	Between Smethwick West and Galton Junction, L.M.R.	Route Colours: **Dotted Red.** "**Red**" engines restricted to 20 m.p.h.
Oldbury & Langley Green ...	Albion Bottle Co. Sidings (connection to)	All except 0–6–0T engines in Yellow and Uncoloured groups.
	Elwell's Siding	
	Hughes Johnson Siding (beyond gate)	
	Chemical Sidings	4–6–0 engines not to exceed 5 m.p.h.
	Albright & Wilson's Siding	All 4–6–0, 2–8–0 and 92XXX engines.
Rowley Regis & Blackheath ...	Howse's Siding, beyond gate	All except 0–6–0T engines in Yellow and Uncoloured groups.
	B.T.H. Sidings, beyond gate	
	Scrap Loading Dock (Up Side), 60 feet from buffer stops	All outside-cylinder engines.
Old Hill	Palmer's Siding, beyond gate	ALL.
	Water Siding, beyond gate...	ALL except engines in Yellow and Uncoloured groups.
Cradley Heath & Cradley ...	**Down Side**	
	Griffins Siding	All except 0–6–0T engines in Yellow and Uncoloured groups.
	Goods Shed Road, from a point opposite platform weighing machine to Stourbridge end of Shed.	All outside-cylinder engines
Lye	Goods Yard Shed Road	All outside-cylinder engines.
	Eveson's Siding, beyond gate	ALL.
	Timmis & Co. Siding	ALL except 0–6–0T engines in Yellow and Uncoloured groups.

OLDBURY GOODS BRANCH

Route Colour "**DOTTED RED**"

Permitted engines:—All except 60XX.
"Red" group engines restricted to 20 m.p.h.

OLD HILL JUNCTION—HALESOWEN JUNCTION, L.M.R.

Route Colour "**YELLOW**"

Permitted engines:—57XX, 74XX, and engines in "Uncoloured" group, also 350 h.p. Diesel Shunting Engines.
57XX engines permitted Old Hill to Halesowen Basin subject to a speed restriction of 25 m.p.h. to Halesowen and 10 m.p.h. over line to Basin.

WINDMILL END BRANCH

Route Colour "**DOTTED RED**"

Permitted engines:—All except 60XX and 47XX. All "Red" group engines restricted to 20 m.p.h.

NETHERTON GOODS BRANCH

Route Colour "**BLUE**"

Permitted engines:—All "Blue," "Yellow" and "Uncoloured" groups.

Netherton Goods	Beyond Level Crossing	92XXX Standard Class 9F. **Note:** All other "Blue" group engines restricted to Running Road only.

CORNGREAVES BRANCH

Permitted engines:—0–6–0T engines in "Yellow," "Uncoloured" and 350 h.p. Diesel Shunting Engines groups only.

Fellows Bros. Mid-British Siding
Cradley Heath Mfg. Co. Siding } ALL engines prohibited.
Bullas Siding, beyond road crossing

OLD HILL GOODS (SPINNERS END) BRANCH

Permitted engines:—0–6–0T engines in "Yellow," "Uncoloured" and 350 h.p. Diesel Shunting Engines groups only.
Fellows Bros. Siding, beyond gates ALL engines prohibited.

HAYES LANE BRANCH

Permitted engines:—0–6–0T engines in " Yellow " and " Uncoloured " groups only, also 350 h.p. Diesel Shunting Engines subject to speed restriction of 5 m.p.h.

STOURBRIDGE TOWN PASSENGER BRANCH
STOURBRIDGE TOWN GOODS BRANCH

Route Colour **" DOTTED RED "**

Permitted engines:—ALL except 60XX and 47XX. (" Red " engines not to exceed 20 m.p.h.).

CUTNALL GREEN—PRIESTFIELD (WEST MIDLAND)

Route Colour **" RED "**

Permitted engines:—All except 60XX and 47XX.

Stations	Connections and Sidings	Class of Engine Prohibited
Cutnall Green	Up Main to Mileage Siding	47XX, 1000 Class.
Hartlebury	Down Sidings to Down Dock, London end of station ...	47XX, 1000 Class.
	Up Main to Up Siding, London end of Station	
	Horse Loading Dock (Down Side), from heel of crossing to Stopblock	78XX, B.R. Standard Class 4 (2–6–4T).
	Brickworks' Loading Dock Sidings	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	47XX, 1000 Class.
	Down Main to Yard, through points 50 or 50 and 52 ...	
	Up Main to Down Yard, through crossover No. 40 ...	
	Through Crossover No 40 between Up and Down Main lines...	
	Down Main to Manchester Siding and Goods Shed Platform road.	47XX, 1000, Austerity Class and L.M.R. Class 4 2–6–0 Freight Tender Engines.
	Cattle Pen Siding	41XX, 51XX, 61XX, 81XX Classes.
Hagley...	Crossover Road, Down Main to Cattle Pens	41XX, 51XX, 61XX, 81XX, 53XX, 63XX, 73XX.
	Front Road into Loading Dock	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.
Stourbridge Junction	Engine Shed Sidings...	ALL except 0–6–0T.
	Hall's Private Siding...	
Brettell Lane...	Bailey Pegg's Siding...	ALL except 0–6–0T.
	Harrison Pearson Siding	
	King Harrison's Siding	
	Goods Depot Sidings	92XXX B.R. Standard Class 9F.
	Goods Depot Wharf Road	All outside-cylinder engines.
Kingswinford Junction	Moor Lane—Over Weighbridge Road	All except " Yellow " and " Uncoloured " groups.
	Marsh & Baxter Private Siding	
Round Oak	Park Head Sidings Nos. 2 and 3 from South End ...	All 4–6–0 types and 92XXX B.R. Standard Class 9F.
	Over Weighbridge in Yard	All except " Yellow " and " Uncoloured " groups.
	Woodside Branch	All except 74XX Class and " Uncoloured " group.
	Woodside Branch over bridge leading to Southern's Siding	All.
Blowers Green	Coal Siding and loading bank	All except 57XX Class.
	S.G.B. Co.'s Siding	
	No. 5 Siding leading to Glazebrook's Siding and South Staffs Wagon Works	
	Metallisation Siding	
Dudley	Castle Goods Depot—over weighbridge...	All except " Yellow " and " Uncoloured " groups.
	South: Carriage Sidings	All 4–6–0 types and 92XXX B.R. Standard Class 9F.
Princes End	Goods Siding—Up Side	All " Red " group and 92XXX B.R. Standard Class 9F.
Bilston (W.M.)	Gas Siding	All " Red " group and 92XXX Class.
	Tip Sidings—Up Side	All except " Yellow " and " Uncoloured " groups.
	Beyond underbridge on Hickman's Branch (Stewarts & Lloyds).	All except " Yellow " and " Uncoloured " groups.
	No. 2 Siding (Hickman's Branch)	72XX.
	Millfields Sidings	All except 0–6–0T, 22XX, 45XX, L.M.R. Class 8F, and B.R. Classes 2, 3, 4 and 5.

Engine Restrictions—continued

KINGSWINFORD BRANCH
Route Colour "RED"

Permitted engines:—ALL except 60XX.

Stations	Connections and Sidings	Class of Engine Prohibited
Bromley	W. J. Price Private Siding	All except 0–6–0T engines in "Yellow" and "Uncoloured" groups.
Pensnett	Corbyns Hall Sidings (Up Side) Gibbons Siding (Down Side) Hinton & Perry Brick Works Sidings	All except 0–6–0T engines in "Yellow" and "Uncoloured" groups.
Baggeridge Junction	Walkers Brick Works Sidings Himley Brick Works Sidings	All except 0–6–0T engines in "Yellow" and "Uncoloured" groups.

KIDDERMINSTER, BEWDLEY AND TENBURY WELLS

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 Tenbury Wells.—(Dotted Blue).—Engines in the "Yellow" group may work between Bewdley and Wofferton, subject to service and speed restrictions.

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

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

2–6–2T, 45XX and 55XX Class Engines.—In addition to the observance of permanent speed restrictions applicable to the above section shewn above, engines of the 2–6–2T, 45XX and 55XX Class must not exceed the speed shewn between the points indicated:

Stations	Mileage	Speed not to exceed
		m.p.h.
Between Kidderminster and Foley Park Halt	All Up and Down trains between: 135¼ m.p. and 136 m.p.	30
Between Foley Park Halt and Bewdley	All Up and Down Trains between: 136 m.p. and 138g m.p.	50
Between Bewdley and Wyre Forest	All Up and Down trains between: 137m. 42c. and 138m. 14c.	40
	138m. 35c. and 139m. 50c.	40
	139m. 50c. and 140m. 60c.	45
	140m. 60c. and 141m. 58c.	40
Between Wyre Forest and Cleobury Mortimer	141m. 58c. and 143m. 46c.	45
Between Cleobury Mortimer and Neen Sollars	All Up and Down trains between: 143m. 68c. and 144m. 47c.	40
	144m .47c. and 146m. 60c.	45
	146m. 60c. and 147m. 20c.	40
Between Neen Sollars and Tenbury Wells	All Up trains between 147m. 41c. and 151m. 54c.	40
	All Down trains between 147m. 20c. and 151m. 54c.	40
	All Up and Down trains between 151m. 54c. and 5m. 10c. (Tenbury Wells Station)	50

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. 35c. (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. 35c. 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.

Engine Restrictions—continued

Stations	Connections and Sidings	Class of Engines Prohibited
Hartlebury	—	For particulars of prohibitions see "Cutnall Green to Priestfield" section.
Stourport-on-Severn—		
Basin	Over weighing machine	"Red" and "Blue" group engines.
South End	Crane Road	"Red" and "Blue" group engines.
North End	Through Slip Road, leading from Down Line to Down Sidings.	"Red" group and 78XX Class engines. B.R. Standard Class 4 (2–6–4T).
Steatite 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. 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.
Buildwas	W.R. Loop and Siding at Buildwas Power Station Sidings	"Red" engines may use the W.R. Loop and Siding.

WELLINGTON AND LONGVILLE

Engines in the "Yellow" (with the exception of 2251, 45XX and 55XX Classes), and "Uncoloured" Groups may work between Wellington and Longville.

Any engine in the "Blue" and lower categories may work over the Ketley Branch to Buildwas, subject to the following:—

Ketley.

Only 36XX, 37XX, 46XX, 57XX, 67XX, 77XX, 87XX, 96XX and 97XX, 0–6–0 Tank engines in the "Yellow" Group are permitted to work into Messrs. Sinclair's Sidings.

Lightmoor.

78XX engines must not work over weighing machine.

ALBERT EDWARD BRIDGE

The following instructions apply to the working of trains double-headed over the Albert Edward Bridge near Buildwas:—

(1) No "Blue" Group engines may be coupled together.

(2) The undermentioned "Blue" Group engines must not have coupled assistance:—
4–6–0 78XX, "Manor" Class.
2–8–0 28XX, 38XX, W.D. 2–8–0.
2–6–0 53XX, 63XX, 73XX.
2–6–2 Tank 41XX, 51XX. 61XX, 81XX.

(3) Other "Blue" engines may be coupled to any "Yellow" tender engine or any engine in the "Uncoloured" class.

(4) "Yellow" tank engines must not be coupled.

(5) When tank engines are assisted by tender engines the tender must be next to the tank engine.

BUILDWAS TO MUCH WENLOCK

Any engine in the "Blue" Group may work between Buildwas and Farley. Such engines may also run to Much Wenlock for water in emergencies. The overall speed between Buildwas and Much Wenlock must not exceed 30 m.p.h. at any point.

51XX engines may work Passenger Trains between Buildwas and Much Wenlock. The overall speed not to exceed 30 m.p.h. at any point.

As a special case W.R. engines in the "Red" group (with the exception of the 2–8–0 47XX Class) may be utilised for working between Buildwas and Much Wenlock in connection with the conveyance of Government traffic subject to the maximum overall speed not exceeding 20 m.p.h.

MADELEY BRANCH

Engines in "Red" Group (excluding "King" class and 2–8–0 47XX class) may work over the running lines only on these routes provided the speed does not exceed 20 m.p.h. at any point and subject to Service restrictions.

94XX class engines may use the sidings at the undermentioned places:

Madeley Court Goods Yard ... ... Up Sidings. Not to work into Goods Shed.
Madeley Court Works ... ... As far as Notice Board at the entrance to the loading bank.
Kemberton Colliery ... ... No. 1 Siding and up to Notice Board in Nos. 2, 3 and 4 Sidings.

Engine Restrictions—continued

KETLEY BRANCH

Route Colour "BLUE"

As a "special" case in the event of emergency necessitating diversion of traffic, engines in the "Red" Group (excluding the 2-8-0 47XX Class) may work over the running lines and certain sidings shewn below, between Buildwas and Ketley Junction, subject to Service restrictions and provided the speed does not exceed 20 m.p.h. throughout and that the 15 m.p.h. restriction over the Albert Edward Bridge, near Coalbrookdale, is strictly observed. No coupling or assisting of "Red" engines can be permitted between Buildwas and Lightmoor Junction.

"Red" engines may use the sidings at Buildwas Power Station and the sidings at the undermentioned places:

Coalbrookdale Works.—All sidings at present used by "Blue" engines as far as Checker's Office.
Coalbrookdale Station.—Up Sidings.
Lightmoor.—No. 1 Siding (adjoining the Up Running Line). 0-6-0T. 94XX class engines not to work beyond connections to back road and machine road.
Horsehay.—Four sidings—i.e., Red Ore, Middle, Machine and Straight.
Ketley.—Two loops and dead end siding (connections and sidings to Messrs. Sinclair's Works prohibited).
Aga Heat Co.'s Sidings.

Note.—0-6-0T. 94XX class engines to be prohibited from working over slip road in double compound from loop to main line until double compound has been relayed.

WELLINGTON (SALOP) AND DONNINGTON (L.M.R.)

The undermentioned engines are authorised to work over the L.M.R. Line between Wellington (Salop) and Donnington:—

Type of Engine	Class
4-6-0	Hall, 49XX. Castle, 50XX. Grange, 68XX. Manor, 78XX.
2-6-0	Outside Cylinders 53XX Type.
2-6-2	Tanks, 51XX.

COALPORT (EAST) AND DAWLEY & STIRCHLEY

ENGINES AUTHORISED				REMARKS
Western Region	B.R. Standard	Diesel	L.M. Region	
57XX ... ... (See Siding Prohibitions)	**All except:—** 4-6-2 70XXX 71XXX 72XXX	**All except:—** 600-604 5700-5719 10000-10001 10201, 10202, 10203 As single and double units.	**All except:—** 4-6-0 44658-45742 46100-46170 4-6-2 46200-46209 46220-46257 2-8-0 53806-53810 0-6-0 2E and 3H } Ex Cal. 0-4-4T 2K and 2L } Ex Cal. 0-6-0T 2R and 3Y } Ex Cal.	The following engines and Diesel Locomotives are restricted to 15 m.p.h. over Bridges 3 and 4 between 1 and 1¼ m.p.:— 2-8-0 48000-48772 90000-90732 2-10-0 B.R. Standard 92XXX 250 and 500 h.p. Diesel

AVAILABILITY OF 57XX CLASS ENGINES (W.R.)
COALPORT BRANCH

This class of engine can work anywhere on the above Branch and Sidings, subject to the following restrictions:—

Blockleys Top Siding... ... ... Prohibited beyond entrance gates due to sharp curvature against wharf wall.

Oakengates Yard ... ... Not to go alongside scrap iron high loading dock.

Hinkshay Sidings ... ... Not used. Prohibited.

Dawley and Stirchley Station Yard ... ... Shed Road can be used with careful working at very slow speed. Back Road prohibited due to sharp curvature and poor conditions of track.

The following speed restrictions must be strictly observed:—
Between 1 m.p. and 1¼ m.p. Speed not to exceed 10 m.p.h.
Between 5 m.p. and 6 m.p. Speed not to exceed 25 m.p.h.

TRENCH SIDINGS

Trench Sidings... ... ... Back Road. Prohibited due to sharp curvature (4¼ chains) and poor condition of track.
Engine not to work beyond weighbridge due to very sharp curvature of track into Works.

EX G.W. LOCOMOTIVES WORKING BETWEEN WELLINGTON AND NEWPORT (SALOP) L.M.R.

51XX (2-6-2) and 57XX (0-6-0) Tank engines are permitted to work between Wellington and Newport (Salop).
The A.W.S. Shoe, if fitted, may be left in the operative position in each case.

Engine Restrictions—continued

WELLINGTON (EXCLUSIVE) AND CREWE

W.R. Engines working over L.M.R. Line between Wellington (exclusive) and Crewe

W.R. Engines of the undermentioned types are permitted for general working over the above route, in either direction, including use of Crewe Passenger Station, access to Crewe North Motive Power Depot; round the triangle formed between Gresty Lane No. 1, Basford Hall S.S. North and Salop Goods Junction; into Basford Hall Sidings and Gresty Lane Sidings. The A.W.S. shoe may remain in the operative position throughout.

4074, 50XX " Castle."
49XX, 59XX, 69XX, 79XX " Hall," 68XX " Grange," 78XX " Manor."
2–6–0 53XX, 63XX, 73XX.
2–8–0 28XX, 38XX, 47XX.
0–6–0 22XX.
2–8–2T 72XX.
2–8–0T 42XX, 52XX.
2–6–2T 45XX, 51XX, 55XX, 61XX, 81XX.
0–6–0T 57XX, 67XX, 77XX, 87XX, 46XX, 97XX, 37XX, 36XX, 96XX.

The following prohibitions apply:—

Station	Name of Place	Type of Engines Prohibited
Crudgington	Goods Shed	All in " Red " Group. 4–6–0 (" Manor " Class); 2–6–0 53XX–73XX; 2–8–0 28XX; 2–6–2T 51XX, 61XX, 81XX.
Market Drayton	Beyond South end of Cattle Pens	All in " Red " Group.
Market Drayton	Wharf	4–6–0, " Hall," " Grange " and " Manor " Classes, 2–8–2, Tank.
Adderley...	Horse Landing	All in " Red " Group, 4–6–0 (" Manor " Class); 2–6–0 53XX–73XX; 2–8–0 28XX; 2–6–2T 51XX, 61XX, 81XX.
Nantwich	Warehouse	No engines to work into Warehouse.

Crewe (Sidings).—The following sidings have curves of the radii shewn and engines not capable of negotiating these curves should be restricted accordingly:

(1) Sorting Sidings North. Sidings Nos. 1–25 inclusive, 6½ chains.
(2) Sorting Sidings North. Sidings Nos. 26–30 inclusive. *5 chains.
(3) Lead to Down Fast Independent from S.S. North, 6 chains.
(4) S.S. North Lead to No. 9 W.R. Reception Line, 6½ chains.
(5) Gresty Lane No. 1 Curve through Carriage Landing, 4½ chains.
(6) North End of Transhipment Lines Nos. 1–8 inclusive, 4 to 5 chains.

*—Curves of this radius are present at least 100 yards beyond the individual entrances to the sidings.

(1) and (2) W.R. engines do not work over these sidings.
(3) W.R. engines work over this road.
(4) W.R. engines work over this road.
(5) W.R. engines do not work over this road.
(6) W.R. engines do not work over these lines.

Crewe Passenger Station.

Nos. 1 and 2 Bay Platform Lines. Because of limited distance between points and stop blocks, engines exceeding overall length of 57 feet cannot use crossovers provided for running round.

B.R. STANDARD ENGINES

Class 8P (4–6–2) (71XXX)	... As for " King " Class.
Class 7 (4–6–2) (70XXX)	... As for " Castle " Class.
Class 5 (4–6–0) (73XXX)	... Prohibited on all " Blue," " Yellow " and " Uncoloured " routes. As for W.R. 4–6–0 49XX class.
Class 4 (4–6–0) (75XXX)	... Prohibited on " Yellow " and " Uncoloured " routes. As for W.R. 4–6–0 78XX class.
Class 4 (2–6–0) (76XXX)	... Prohibited on " Yellow " and " Uncoloured " routes. As for W.R. 78XX class.
Class 4 (2–6–4T) (80XXX)	... Prohibited on " Yellow " and " Uncoloured " routes. As for W.R. 51XX class.
Class 3 (2–6–0) (77XXX)	... Prohibited on all " Uncoloured " routes.
Class 2 (2–6–2T) (82XXX)	... Prohibited on " Uncoloured " routes. Engine No. 82030, and engines numbered 82036 to 82044 inclusive, when working over " Yellow " or specially authorised " Uncoloured " routes, must not be coupled to another engine of the same class.
Class 2 (2–6–0) (78XXX)	... These engines are in the " Uncoloured " group for route purposes. (Subject to clearance tests in respect of sidings and crossovers.)
Class 2 (2–6–2T) (84XXX)	... " Uncoloured " group for route purposes. (Subject to clearance tests in respect of sidings and crossovers.)
Class 9F (2–10–0) (92XXX) (including engines fitted with " Franco-Crosti " boilers).	... " Double Red " and " Red " routes: as for W.R. 2–8–0 28XX class. " Blue " routes as for W.R. 28XX class: speed not to exceed 50 m.p.h. " Dotted Blue " routes: as for W.R. 2–8–0 28XX class, speed not to exceed 25 m.p.h. " Yellow " and " Uncoloured " routes prohibited.

Restricted to 5 m.p.h. over turnouts and sharp curves in Goods Yards and Stations and if the permanent way is in a poor condition they should be prohibited from working, subject to clearance tests in respect of Sidings and Crossovers.

Not to work between Stourbridge Jn. North and Lye—Up Line. Rowley Regis and Stourbridge Jn. North—Down Line.

All types of B.R. Standard Steam Locomotives are permitted between Bordesley Junction and Longbridge via Birmingham (New Street), Selly Oak and Halesowen Junction with the shoe of the ex G.W. type A.W.S. apparatus (where fitted) in the operative position.

Engine Restrictions—continued.

B.R. DIESEL LOCOMOTIVES

B.R. Type	Power, etc.	Wheel Arrangements	Route Colour	Class No.
1	800 h.p. diesel electric ... (B.T.H. and N.B. Loco.)	B.B. ...	Blue* ...	D.8200 & D.8400.
	*Single or double unit. Prohibited Old Hill to Halesowen.			
2	1,000/1,100 h.p. diesel electric... (N.B. Loco.)	B.B. ...	Blue ...	D.6100–D.6157
	Also permitted as Single or Double unit over Yellow routes specially authorised for 53XX Class engines.			
2	1,000 h.p. diesel electric ... (Vulcan Foundry)	B.B. ...	Blue ...	D.8000.
	Also permitted as Single or Double Unit over Yellow routes specially authorised for 53XX class engines.			
2	1,000 h.p. diesel hydraulic ... (N.B. Loco.)	B.B. ...	Blue† ...	D.6300–D.6305.
	Prohibited Halesowen to Rubery and all uncoloured routes			
2	1,100 h.p. diesel hydraulic ... (N.B. Loco.)	B.B. ...	Yellow ...	D.6306–D.6357.
	Prohibited Halesowen—Rubery and all uncoloured routes.			
2	1,100 h.p. diesel electric ... (E.E.C.)	B.B. ...	Red ...	D.5900–D.5909
	Prohibited on Great Bridge Branch.			
2	1,160/1,250 h.p. diesel electric (B.C. & W.)	B.B. ...	Red ... Blue ...	D.5300–D.5319 D.5320–D.5415
	Prohibited on Great Bridge Branch.			
2	1,160/1,250 h.p. diesel electric (B.R. Sulzer)	B.B. ...	Red ... Blue ...	D.5000–D.5049. D.5050–D.5175.
2	1,200 h.p. diesel electric ... (Metro Vick.)	C.B. ...	Double Red	D.5700–D.5719
	Prohibited on Great Bridge Branch.			
	Permitted at speeds up to 65 m.p.h. over Red routes			
2	1,250/1,365/1,600 h.p. diesel electric (Brush Bagnall.)	A.1.A.–A.1.A.	Blue ...	D.5500–D.5699. D.5800–D.5825.
	Also permitted on Yellow routes specially authorised for 53XX class.			
3	1,550 h.p. diesel hydraulic ... (B.C. & W.)	B.B. ...	Blue ...	D.6500–D.6597.
3	1,700 h.p. diesel hydraulic ... (Beyer Peacock.)	B.B. ...	Red ...	D.7000–D.7094.
	Permitted over "Dotted Red" and "Blue" routes in Midlands Division subject to 60 m.p.h. speed restriction.			
3	1,750 h.p. diesel electric ... (E.E.C.)	Co-Co. ...	Blue ...	D.6700–D.6778.
4	2,000 h.p. diesel electric ... (E.E.C.)	I.C.C.I. ...	Blue	D.200 and D.300.
4	2,000 h.p. diesel hydraulic ... (N.B. Loco.)	A.1.A.–A.1.A.	Red ...	D.600–D.604
4	2,200 h.p. diesel hydraulic ... (Swindon.) ...	B.B. ...	Red ...	D.800–D.832. D.866–D.870.
4	2,200 h.p. diesel hydraulic ... (N.B. Loco.)	B.B. ...	Red ...	D.833–D.865.
‡4	2,300 and 2.500 h.p. diesel electric. (B.R. Sulzer.)	I.C.C.I.	Red ...	D.1–D.10 (2,300 h.p.) D.11–D.199. D.1500–D.1513
	May work as single or double unit.			
4	2,700 h.p. diesel hydraulic ... (Swindon and Crewe.)	C.C. ...	Red ...	D.1000–D.1073.
4	2,800 h.p. diesel ... (Brush Electric.)	C.C. ...	Red ...	D.0280.
5	3,300 h.p. diesel electric ... (E.E.C.)	C.C. ...	Blue	D.9000–D.9021.

†—May travel over Yellow routes not exceeding 40 m.p.h.

DIESEL SHUNTING ENGINES

350 h.p. Diesel Electric Shunting engine. D.3XXX and D.4XXX class and Engine No. 15100.

Maximum speed 20 m.p.h.
Route classification "Yellow" for shunting "Blue" for other purposes.
Average speed for timing purposes 15 m.p.h.

These engines are permitted to work generally over the section Cement Sidings to Oxley North.

350 h.p. Diesel Electric Shunting Engine. D.3XXX, D.4XXX and Engine No. 15100.

(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.

350 h.p. Diesel Electric Shunting Engine Nos. 15101 to 15106.

Maximum speed 20 m.p.h.
Route classification—"Uncoloured" for shunting "Yellow" for other purposes.

These engines are permitted to work generally over the section Cement Sidings to Oxley North.

204 h.p. Diesel Mechanical Shunting Engines. D.2XXX class.

Engine route classification—"Uncoloured."

These engines are permitted to work generally in the Birmingham District.

MULTIPLE DIESEL UNIT MAIN LINE DE LUXE EXPRESS SERVICES

The Pullman Diesel Sets shewn on drawings Nos. 18870–144R, 18870–203 and 18870–210 may work over all main trunk routes on this Region subject to observance of normal service restrictions. The Sets may also use any Sidings normally used by Passenger coaching stock on these routes.

In the event of these vehicles being required to work on secondary and branch lines, special permission will be necessary.

MULTIPLE DIESEL UNIT TRAINS

3-Car (Suburban type) Diesel Sets.
3-Car (Cross-Country type) Diesel Sets.
Single Diesel Units and Drive end trailers.

The above types may work over all lines and sidings on the Western Region which are normally used by coaching stock. Subject to the observance of service restrictions.

Working of Austerity W.D. (2–8–0) Engines

The speed of these engines must not exceed 40 m.p.h. under any circumstances, and they must not be used for working " C " and " D " headcode Freight trains except in emergency.

Working of 10XX Class Locomotives on Freight Trains

These engines may work over any sections authorised for " Red " group engines subject to the same prohibitions.

WORKING OF LIGHT ENGINES IN STEAM COUPLED TOGETHER

Routes other than Main Line routes

Not more than two engines, of the classes which are normally authorised, may work in steam coupled together over any Western Region route. See also page 92 of the Regional Appendix for the Main Line instructions.

Permanent and temporary speed restrictions, also the instruction relating to the speed of light engines are laid down on page 160.

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

Tyseley Loco. and Handsworth Junction	Up to and including five permitted engines may work in steam coupled together between these points.
Oxley and Stafford Road Loco. Depots and Wolverhampton L.L. Station	Any four permitted engines may work in steam coupled together between these points.
Stourbridge Loco. Depot and Stourbridge Junction Station	Up to and including five permitted engines may work in steam coupled between these points.
Stourbridge Loco. Depot, Oldbury and Oldbury & Langley Green ...	Up to and including five permitted engines may work in steam coupled together between these points.

L.M.R. 7P (Royal Scot) Locomotives

Permitted to work between Bordesley Junction and Aynho Junction under the same conditions as for " King " class locomotives and between Aynho Junction and Didcot subject to a maximum speed of 55 m.p.h. and the strict observance of all service restrictions.

LONDON MIDLAND REGION ENGINES WORKING ON WESTERN REGION

Ardley to Oxley North	All ex L.M. engines are permitted to work. Those in Codes Nos. 6A, 6D, 7A and 8C must observe the restrictions laid down for the working of " King " class engines.
Birmingham to Stratford-upon-Avon via Shirley.	All ex L.M. engines are permitted with the exception of those in Codes Nos. 6A, 6D, 7A and 8C.
Dudley to Stourbridge Junction	All ex L.M. engines are permitted with the exception of those in Codes Nos. 6A, 6D, 7A and 8C.
Bordesley Junction, Long Marston, Honeybourne, Cheltenham (Lansdown).	4F. (0–6–0) 167B; 6P/5F (2–6–0) 180A, 181D.
Bushbury (L.M.R.) to Cannock Road Junction.	Class 7P (4–6–0). Class 6P/5F (4–6–0) Parallel and Taper Boiler. Class 6P/5F (2–6–0) Parallel and Taper Boiler. Class 5 (4–6–0).
Banbury to Bletchington	Class 4 (2–6–4T) are permitted to work, also into and out of the sidings at Bletchington.
Hadley Junction to Wellington	Class 6P/5F (4–6–0) Jubilee class.

EASTERN AND NORTH EASTERN REGION ENGINES WORKING ON WESTERN REGION

Eastern Region engines are permitted to work between the points shewn subject to observance of service restrictions.

Class A3 (4–6–2)...	Banbury Junction and Banbury main lines only. May use Goods Loops in emergency subject to speed restriction of 5 m.p.h.
Class B1 (4–6–0)...	Ardley to Birmingham–Cement Sidings to Aynho Junction permitted on running lines only.
Class B16/1 (4–6–0)	Cement Sidings–Banbury Junction for through working only.
Class B16/2 (4–6–0)	Cement Sidings–Banbury Junction in emergency only.
Class D.11/1 & /2 (4–4–0) ...	Cement Sidings–Banbury Junction. For through working only.
Class J.11 (0–6–0)	Cement Sidings–Banbury Junction.
Class J.20 (0–6–0)	Cement Sidings–Banbury. Running lines only.
Class J.39 (0–6–0)	Cement Sidings–Banbury Junction. For through working.
Class K.3 (2–6–0)	Cement Sidings–Aynho Junction. For through working only subject to maximum speed of 50 m.p.h. Ardley–Birmingham (S.H.). For through working only.
Class N.7 (0–6–2T)	Ardley–Banbury.
Class O.4 (2–8–0)	" Blue," " Dotted Red " and " Red " routes restrictions as for 28XX class engines.
Class V.2 (2–6–2)...	Ardley–Oxley North as for " Double Red " engines. Also permitted in case of emergency between Bletchington (Cement Sidings) to Aynho Junction under the same conditions as W.R. 60XX class engines.

SOUTHERN REGION ENGINES WORKING ON THE WESTERN REGION

The following classes of Southern Region locomotives are permitted to work over the section of line Oxford, Banbury and Wolverhampton, subject to the observance of service restrictions.

Lord Nelson, West Country, modified West Country, modified Merchant Navy, S.15, V (Schools).

The S.15 class of locomotive must not exceed a speed of 60 m.p.h. at any point.

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 146 to 152 and 158 to 159.

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

3. The maximum " engine " and " working " loads shewn on pages 146 to 152 and 158 to 159 apply (with a few exceptions specially indicated) to ordinary freight wagons of 13-ton 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 187 to 191.

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 184, 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	*53XX, *63XX, *73XX	Diesel D6XX, D8XX	Diesel D63XX plus D63XX coupled	10XX	49XX, 59XX, 69XX, 79XX	53XX, 63XX, 73XX	22XX, 32XX	Diesel D6XX, D8XX	Diesel D63XX plus D63XX coupled
4037, 4074–4099, 5000–5099, 70XX	68XX	*78XX			4037, 4074–4099, 5000–5099, 70XX	68XX	78XX			
47XX	B.R. Class 5 73XXX	B.R. Class 4 75XXX			47XX	B.R. Class 5 73XXX, 28XX, 38XX	B.R. Class 4 75XXX			
B.R. Class 7 70XXX					B.R. Class 7 70XXX					
B.R. Class 9F 92XXX					B.R. Class 9F 92XXX	Ex L.M.R. 8.F ¶				
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.

¶—Ex L.M.R. 8F (2–8–0) locomotives stencilled with a White Star on the cab side can work at speeds up to 50 m.p.h. Locomotives of this class which do not bear the White Star are restricted to 40 m.p.h. which means they are not suitable for " C " or " D " Headcode trains, except in emergency when the speed must be restricted to 40 m.p.h.

Instructions for Calculating Loads of Freight Trains—continued

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

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 shewn in Working Time Tables.

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

Type of Tank Wagon	Highest headcode ordinary freight train on which vehicle can be conveyed.	
	Loaded	Empty
Unstarred	"H"	"E"
One Star	"E"	"D" if wheelbase 10ft. 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:—

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

Examples:—

(a) 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.

(b) 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.

EQUIVALENT W.R. LOADING GROUPS OF L.M.R. LOCOMOTIVES WORKING OVER WESTERN REGION

L.M.R. Class and No.				*Equivalent W.R. Loading Group*
0-4-0T		(41528–41537)	...	A
2-6-4T	Class 4	(42301–42699)	...	C
2-6-0	,, 6P5F	(42700–42944)	...	D
2-6-0	,, 4	(43000–43161)	...	C
0-6-0	,, 3F	(43213–43766)	...	B
0-6-0	,, 4F	(43844–44606)	...	C
4-6-0	,, 5	(44658–45499)	...	D
4-6-0	,, 6P5F	(45505–45742)	...	D
4-6-0	,, 7P	(46100–46170)	...	D
2-8-0	,, 8F	(48000–48775)	...	E

FREIGHT TRAIN LOADS—READY RECKONER

Shewing Relationship of Different Classes of Traffic to each other

Class 1 Traffic	Class 2 Traffic	Class 3 Traffic (a) When Train worked by a Steam Locomotive	Class 3 Traffic (b) When Train worked by a Diesel Locomotive	Empties	Class 1 Traffic	Class 2 Traffic	Class 3 Traffic (a) When Train worked by a Steam Locomotive	Class 3 Traffic (b) When Train worked by a Diesel Locomotive	Empties
1	1	2	2	3	36	48	72	65	90
2	3	4	4	5	37	49	74	67	93
3	4	6	5	8	38	51	76	69	95
4	5	8	7	10	39	52	78	71	98
5	7	10	9	13	40	53	80	73	100
6	8	12	11	15	41	55	82	75	103
7	9	14	13	18	42	56	84	76	105
8	11	16	15	20	43	57	86	78	108
9	12	18	16	23	44	59	88	80	110
10	13	20	18	25	45	60	90	82	113
11	15	22	20	28	46	61	92	84	115
12	16	24	22	30	47	63	94	85	118
13	17	26	24	33	48	64	96	87	120
14	19	28	25	35	49	65	98	89	123
15	20	30	27	38	50	67	100	91	125
16	21	32	29	40	51	68	102	93	128
17	23	34	31	43	52	69	104	95	130
18	24	36	33	45	53	71	106	96	133
19	25	38	35	48	54	72	108	98	135
20	27	40	36	50	55	73	110	100	138
21	28	42	38	53	56	75	112	102	140
22	29	44	40	55	57	76	114	104	143
23	31	46	42	58	58	77	116	105	145
24	32	48	44	60	59	79	118	107	148
25	33	50	45	63	60	80	120	109	150
26	35	52	47	65	61	81	122	111	153
27	36	54	49	68	62	83	124	113	155
28	37	56	51	70	63	84	126	115	158
29	39	58	53	73	64	85	128	116	160
30	40	60	55	75	65	87	130	118	163
31	41	62	56	78	66	88	132	120	165
32	43	64	58	80	67	89	134	122	168
33	44	66	60	83	68	91	136	124	170
34	45	68	62	85	69	92	138	125	173
35	47	70	64	88	70	93	140	127	175

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 146 to 152 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 Coke in 20–22 ton wagons without rails	20–21 ton	22–24 ton and 21 ton steel coke crate wagons	24½–25–27 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
1	1	1	1	1	—	—	—	1	—	—	—	—	1
2	2	—	—	—	1	1	—	2	1	1	1	—	2
3	—	2	2	2	—	—	1	3	2	2	2	1	3
4	3	—	—	—	—	—	—	4	3	—	—	—	4
5	4	3	3	3	2	2	—	5	4	3	3	—	5
6	5	4	4	—	—	—	2	6	5	4	4	2	6
7	6	5	—	4	3	3	—	7	—	—	—	—	—
8	—	—	—	—	—	—	—	8	6	5	5	—	7
9	7	6	5	5	4	—	3	9	7	—	6	3	8
10	8	—	—	—	—	4	—	10	8	6	—	—	9
11	9	7	6	6	5	—	4	11	—	7	7	—	10
12	10	8	7	7	—	5	—	12	9	—	8	—	11
13	—	—	—	—	—	—	—	13	10	8	9	—	12
14	11	9	8	8	6	—	—	14	11	9	10	—	—
15	12	10	9	—	—	6	5	15	—	—	—	5	13
16	13	—	10	9	—	—	—	16	12	10	—	—	14
17	14	11	—	—	7	7	6	17	13	—	11	—	15
18	—	—	—	10	8	—	—	18	14	11	12	6	16
19	15	12	11	—	—	—	—	19	—	12	—	—	17
20	16	13	—	11	9	8	7	20	15	—	13	—	18
21	17	14	12	12	—	—	—	21	16	13	14	7	19
22	18	—	13	—	—	9	—	22	17	14	—	—	20
23	—	15	—	13	10	—	8	23	—	—	15	—	21
24	19	—	14	—	—	—	—	24	18	15	—	8	—
25	20	16	—	14	11	10	—	25	19	—	16	—	22
26	21	17	15	15	—	—	9	26	20	16	17	—	23
27	22	—	—	—	12	11	—	27	—	17	—	9	24
28	—	18	16	16	—	—	10	28	21	—	18	—	25
29	23	—	—	—	13	—	—	29	22	18	19	—	26
30	24	19	17	17	—	12	—	30	23	19	—	10	27
31	25	20	18	—	—	—	—	31	—	—	20	—	28
32	26	21	—	18	14	13	11	32	24	20	21	—	29
33	—	—	19	—	—	—	—	33	25	—	—	11	30
34	27	22	—	19	15	—	—	34	26	21	22	—	31
35	28	—	20	—	—	14	12	35	—	22	23	—	32
36	29	23	21	20	16	—	—	36	27	—	—	12	33
37	30	24	—	—	—	15	—	37	28	23	24	—	—
38	—	—	22	21	17	—	13	38	29	24	25	—	34
39	31	25	—	—	—	—	—	39	—	—	—	13	35
40	32	—	23	22	—	16	—	40	30	25	26	—	36
41	33	26	24	23	18	—	14	41	31	—	27	—	37
42	34	27	—	—	—	17	—	42	32	26	—	14	38
43	—	—	—	24	19	—	—	43	—	27	28	—	39
44	35	28	25	—	—	—	15	44	33	—	29	—	—
45	36	29	—	25	20	18	—	45	34	28	—	15	40
46	37	30	26	26	—	—	16	46	35	29	30	—	41
47	38	—	27	—	21	19	—	47	—	—	—	—	42
48	—	31	—	27	—	—	—	48	36	30	31	16	43
49	39	—	28	—	—	—	—	49	37	—	32	—	44
50	40	32	—	28	22	20	17	50	38	31	—	—	45
51	41	33	29	—	—	—	—	51	—	32	33	17	46
52	42	—	30	29	23	21	18	52	39	—	34	—	47
53	—	34	—	—	—	—	—	53	40	33	—	—	48
54	43	—	31	30	24	—	—	54	41	34	35	18	—
55	44	35	—	—	—	22	—	55	—	—	36	—	49
56	45	36	32	31	25	—	19	56	42	35	—	—	50
57	46	37	33	32	—	23	—	57	43	—	37	19	51
58	—	—	—	—	—	—	20	58	44	36	38	—	52
59	47	38	34	33	26	—	—	59	—	37	—	—	53
60	48	—	—	—	—	24	—	60	45	—	39	20	54
61	49	39	35	34	27	—	21	61	46	38	40	—	55
62	50	40	—	—	—	25	—	62	47	39	—	—	56
63	—	—	36	35	28	—	—	63	—	—	41	21	57
64	51	41	—	—	—	—	22	64	48	40	—	—	58
65	52	—	37	36	29	26	—	65	49	—	42	—	59
66	53	42	38	37	—	—	—	66	50	41	43	22	60
67	54	43	—	—	—	27	23	67	—	42	—	—	—
68	—	—	39	38	30	—	—	68	51	—	44	—	61
69	55	44	—	—	—	—	—	69	52	43	—	23	62
70	56	45	40	39	31	28	24	70	53	44	45	—	63

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

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	24½–25–27 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 wagons (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 Engineering Department vehicles may be conveyed in Ballast trains under " C " headcode.

(3) 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. See page 191.

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					
		Loaded	Empty	Loaded Class 3 wagons.		Ft.	in.	Tons.	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 C		C	C	2	5	48	0	30	23	0
BOBOL D		E	D	2	6	55	0	42	21	19
‡BOBOL D		C	C	2	6	55	0	42	21	19
BOBOL E		C	D	2	5	35	5	30	15	14
BOCAR A (8-wheel)	Motor Car Body Trucks	D	D	2	2	50	11	5	16	5
BOCAR B (4-wheel)		C	C	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	Bogie Steel Plate Wagon	E	D	1	4	40	7½	30	13	5
BOPLATE E		E	D	2	6	55	0	42	19	18
‡BORAIL EC	Bogie Wagon for conveyance of pre-stressed concrete beams	D	C	3	8	65	5	50	31	2
BORAIL EA	Bolster Wagons	E	E	2	6	63	0	40	23	15
‡BORAIL EB		D	C	3	8	65	5	50	31	5
BORAIL MA, MC, MD		E	E	3	8	65	0	50	25	5
‡BORAIL MB		D	C	3	8	65	5	50	31	18
BORAIL SA		E	E	2	6	67	1	40	21	3
BORAIL WB		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
BORAIL WG		D	C	2	7	65	5	50	23	8
‡BORAIL WG		D	C	2	7	65	5	50	23	8
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	C	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	D	C	X	1	20	11	12	5	15
COCKLE (Engineer's Dept.)	Ballast Plough Brake Van	D	—	1	3	23	5	12	12	0
CONE	Gunpowder Van (unfitted)	E	E	1	2	19	6	11	7	18
CONE	Gunpowder Van (fitted)	E	C	1	2	20	6	11	8	1
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	—		—	—	
COVGRAIN	Covered Grain Hopper Wagon	D	D	1	3	22	6	20	10	5
COV HOP	Covered Hopper Van	E	D	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	1	1	33	4	10	11	2
DAMO B		C	C	1	1	23	4	10	8	19
DEAL FLAT	Flat Wagon	C	D	X	1	30	0	12	7	11
†DOG FISH (Engineer's Dept.)	Ballast Hopper Wagon	D	C	1	4	25	6	24	11	0
DOLPHIN (Engineer's Dept.)	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

(For Notes see page 191)

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					
		Loaded	Empty	Loaded Class 3 wagons.		Ft.	in.	Tons.	T.	C.
FLAT EB	Flat Wagons	E	D	X	1	28	0	10	5	19
FLAT ED, MG		E	D	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
FLAT EP		F	E	1	5	24	1	40	11	5
FLAT EQ		F	E	2	8	38	0	60	21	14
‡FLAT EQ		D	C	2	8	38	0	60	21	14
FLAT ES, ET, MS		F	E	2	6	43	7	45	14	19
FLAT EU		F	F	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		E	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		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	Flat Trolley	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	10½	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 ROLL MA		E	D	1	1	24	0	12	9	4
FLAT ROL MBB, MCC ...		F	E	3	7	51	0	40	26	8
‡FLAT ROL MBD	Bogie Well Wagon	E	C	3	7	55	11	40	25	6
FLAT ROL MPP	Flat Trolley	F	E	3	9	57	7	60	31	13
FLAT ROL MRR		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 WW		E	C	7	3	34	5	20	14	0
FLAT ROL WY		F	D	1	4	35	0	25	14	0
GANE (Engineer's Dept.) ...	Rail and Timber Wagons ...	E	D	2	6	48	0	40	18	0
¶GANE A (Engineer's Dept.) ...	Rail and Timber Wagons ...	E	D	2	6	65	0	40	22	5
GANNET ...	Hopper Ballast	D	D	1	3	23	6	25	9	0
G.U.V.	General Utility Van	C	C	2	3	60	7	14	30	0
GIRDWAG MA	When used 4 per set (Girder Wagons)	F	F	1	6	39	2½	50	12	6
GIRDWAG WB	When used 4 per set (Girder Wagons)	F	F	2	8	52	11	60	24	10
GIRDWAG WC	When used 4 per set (Girder Wagons)	F	F	2	5	42	6	40	14	14
GIRDWAG WE	When used 4 per set (Girder Wagons)	F	F	5	15	85	6	100	51	5
GIRDWAG MB, WE ...	When used 2 per set (Girder Wagons)	F	F	2	8	46	6	60	21	12
GIRDWAG WF	When used 2 per set (Girder Wagons)	F	F	2	6	52	1	40	16	6
GIRDWAG WG	When used 2 per set (Girder Wagons)	F	F	2	6	41	3	40	15	16
GLASSWAG EA, EJ ...		F	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	Bulk Grain Hopper Wagon	D	D	1	3	24	6	20	12	16
†GRAMPUS (Engineer's Dept.) ...	Ballast Wagon	D	D	1	3	24	6	20	8	18
GUDGEON (Engineer's Dept.) ...	Ballast and Sleeper Wagon	F	F	1	3	22	6	20	8	12
GUNSET EA	Gun Wagons	F	F	6	20	77	6	140	56	0
GUNSET EB	Gun Wagons	F	F	4	14	84	7	108	36	3
GUNSET EC	Gun Wagons	F	F	6	22	84	0	160	56	4
HADDOCK (Engineer's Dept.) ...	Sleeper Wagon	E	E	X	2	23	8	12	6	14
†HERRING (Engineer's Dept.) ...	Ballast Hopper Wagon	D	D	1	3	19	0	20	8	2
HOPCEM	Cement Hopper	D	D	1	3	19	6	20	12	8
‡HOPOR	Ironstone Hopper Wagon	E	C	1	3	20	11	25½	9	6
HOPOR	Iron Ore 20/21 ton	D	D	*	*	—		—	9	18
	Iron Ore 22/24 ton	D	D	*	*	—		—	9	16
	Iron Ore 24½/27 ton	D	D	*	*	—		—	9	6
	Iron Ore 33⅓ ton	D	D	*	*	—		—	11	11
HOPSALT	Covered Hopper Salt Wagon...	D	D	1	3	27	3	20	12	7
‡HOPSALT	Covered Hopper Salt Wagon...	C	C	1	3	27	3	20	12	7
HOPSODASH	Covered Hopper and Soda Ash Wagon	D	D	1	3	23	0	20	10	17
HYMAC EN	Well Trucks	E	D	X	1	21	1	10	5	16
HYMAC EP...	Well Trucks	E	D	1	3	23	6	20	7	3
HYMAC EX...	Well Trucks	E	D	1	3	22	6	21	8	17
HYMAC MC, MD, ME ...	Well Trucks	E	D	1	1	23	5	12	7	3
HYMAC WJ	Well Trucks	E	D	1	2	29	0	12	8	16
HYMAC WK	Well Trucks	E	D	X	1	34	6	5	7	10
HYMAC WR	Well Trucks	F	D	2	4	43	0	25	16	17

(For Notes see page 191)

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					
		Loaded	Empty	Loaded Class 3 wagons		Ft.	in.	Tons.	T.	C.
HYTWIN	High Sided Twin Bolster Wagon	F	E	2	4	39	3	26	15	0
LAMPREY (Engineer's Dept.)	Ballast Wagon	D	D	1	3	24	11	20	10	7
LING (Engineer's Dept.)	Ballast Wagon	D	D	X	2	23	0	14	7	16
LORIOT (Engineer's Dept.)	Flat Trolley Wagon	F	D	1	3	34	0	20	13	11
‡LORIOT (Engineer's Dept.)	Flat Trolley Wagon	E	C	1	3	34	0	20	13	11
LOWMAC AB, MR	Machine Well Trucks	F	E	1	3	39	6	21	10	18
LOWMAC EF, EL, EM	Machine Well Trucks	F	E	1	3	31	0	15	10	17
LOWMAC EK	Machine Well Trucks	F	E	X	2	28	6	14	8	6
LOWMAC EN, ET, EU	Machine Well Trucks	F	E	1	3	33	0	20	11	15
LOWMAC EO	Machine Well Trucks	F	E	1	3	32	11	22	11	7
LOWMAC EP, EQ, ER, ES	Machine Well Trucks	F	E	1	4	33	5	25	13	11
LOWMAC MD, MG	Machine Well Trucks	F	E	X	2	31	4	15	8	5
LOWMAC MH, MJ, MK, ML	Machine Well Trucks	F	E	1	3	30	0	20	10	17
LOWMAC MO, MS, SC, SH	Machine Well Trucks	F	E	1	4	33	5	25	13	12
LOWMAC MU, SF, SG	Machine Well Trucks	F	E	1	3	36	7	20	13	0
LOWMAC SD	Machine Well Trucks	F	E	1	3	32	6	20	8	14
LOWMAC WB, WC, WE, WG, WH, WR	Machine Well Trucks	F	E	1	2	30	0	15	8	16
LOWMAC WBB, WP	Machine Well Trucks	F	E	1	4	33	0	25	13	11
LOWMAC WF	Machine Well Trucks	D	D	X	1	36	6	6	7	2
LOWMAC WM	Machine Well Trucks	F	E	1	3	30	0	20	9	12
LOWMAC WN, WW	Machine Well Trucks	F	E	1	3	36	7	20	11	15
LOWMAC WT	Machine Well Trucks	D	D	X	1	28	11	8	7	13
LOWMAC WV	Machine Well Trucks	D	D	1	2	31	11	15	8	10
†MACKEREL (Engnr's Dept.)	Hopper Ballast Wagon	D	D	1	3	24	8	17	9	1
MATCAR	Motor Car Truck	C	C	2	3	61	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	E	D	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	C	C	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	E	D	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	D	1	3	36	7	20	14	7
PIPE	Steel Pipe Wagon	D	D	1	2	24	6	13	8	10
PIPE FIT	Steel Pipe Wagon	C	C	1	2	24	11	12	8	12
PLATE	Steel Plate Wagon	D	D	1	3	30	1½	22	9	13
PLATE FIT	Steel Plate Wagon	C	C	1	3	30	1½	22	9	13
PRAWN (S. and T. Dept.)	Bogie Bolster Wagon	D	D	2	5	48	0	30	15	6
PRESFLO	Compressed Air Discharge Wagon	D	C	1	3	20	6	20	12	8
PRESFLO (fitted with Roller Bearing Axle Boxes)	Compressed Air Discharge Wagon	C	C							
PROTOL EB	Propeller Trolleys	E	D	1	3	31	0	20	12	5
PROTOL ED	Propeller Trolleys	E	D	2	4	42	0	20	18	18
PROTOL EG	Propeller Trolleys	E	D	2	6	49	0	40	22	4
RECTANK EA, EB, EC, MA, MB, WB, WC	—	F	D	2	5	37	2	35	15	2
‡RECTANK EC, WC	—	E	C	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	C	C	2	4	24	5	20	20	0
SHRIMP	Bogie Bolster Wagon	D	D	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	E	D	X	1	19	6	12	5	18
SLAB	57-ton Wagon	D	C	2	8	30	11	57	18	10
SLEEPER	Chaired Sleeper Wagon	E	D	1	3	35	5	18	11	16
SLEEPER WAGON	10–14 tons	E	D	X	2	31	6	14	7	17
	Fall Down Sides	E	D	1	2	34	6	14	8	12
SLUDGE (Engineer's Dept.)	Refuse Wagon	F	F	X	2	19	6	14	8	3
SOLE (Engineer's Dept.)	Ballast Wagon	D	D	X	2	23	8	12	6	12
STARFISH (Engineer's Dept.)	Ballast Wagon	D	D	X	2	19	6	10	6	2
STRIPCOIL	42-ton Wagon	D	D	2	6	33	0	42	18	4
	56-ton Wagon	D	D	3	9	36	5	56	29	3
STURGEON	Rail, Sleeper and Ballast Wagon	F	F	3	8	69	1	50	25	13
STURGEON A (Engineer's Dept.)	Bogie, Rail Sleeper (Modified Design)	F	F	3	8	69	1	50	27	18
SULPHATE	Bogie Wagon	F	E	2	7	42	0	50	20	15
TIERWAG	Motor Car Truck	C	C	2	3	59	11	12½	24	16
TRANSFORMER EA	Transformer Wagons	H	H	4	11	65	6	70	40	0
TRANSFORMER MA	Transformer Wagons	H	H	4	10	62	6	60	39	19
TRANSFORMER MB	Transformer Wagons	H	H	6	18	87	1	120	58	1
TRANSFORMER MC	Transformer Wagons	H	H	7	21	92	1	135	72	11
TRANSFORMER WL	Transformer Wagons	H	H	8	20	89	6	120	75	19

(For Notes see page 191)

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					
		Loaded	Empty	Loaded Class 3 wagons		Ft.	in.	Tons.	T.	C.
TRESTLE AB, ED	Trestle Plate Wagons	E	D	2	6	55	0	42	20	
TRESTLE EA		E	D	1	3	30	1½	21	9	
TRESTLE EG		E	D	2	6	49	0	40	18	
TRESTLE EH		E	D	2	7	43	10½	50	20	
TRESTROL AO, ED, MD, ME, MO	Trestle Trolleys (Tare weights include 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		E	D	1	3	32	0	20	10	19
TRESTROL EM		F	E	3	6	64	4½	30	31	8
TRESTROL EN		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.)	Hopper Ballast Wagon...	D	D	1	3	24	7	25	9	18
TUBE...	Long Open	D	D	X	2	28	0	15	7	12
‡TUBE BA		C	C	1	3	33	9¾	22	9	10
TUBE FIT		C	C	1	3	33	9¾	20	10	8
TUBE BA		D	D	1	3	33	9¾	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
TWIN SILO...	Twin Silo Wagon	C	C	1	3½	27	1¾	23	11	10
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	E	D	3	7	58	6	40	33	0
WELTROL EC		E	D	2	5	57	6	30	19	13
WELTROL ED, MV ...		E	D	2	6	38	6	40	21	18
WELTROL EF, ML, SA ...		E	D	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		E	D	2	5	58	6	25	23	5
‡WELTROL EL		E	C	2	5	58	6	25	23	5
WELTROL EM		E	D	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 EZ		E	C	—	—	—		—	—	
WELTROL MA		E	D	1	3	33	6	20	14	0
WELTROL MB, MC ...		E	D	2	4	45	0	20	19	13
WELTROL MJ, MK ...		E	D	2	6	49	0	40	22	0
WELTROL MO, MP ...		F	F	3	8	58	1	50	29	13
WELTROL WB		E	D	2	3	53	0	15	15	1
WELTROL WBB		E	D	2	5	43	6	25	21	15
WELTROL WC, WN ...		E	D	2	4 or 6	56	0	25 or 40	18	15
WELTROL WE, WO ...		E	D	2	4 or 6	65	0	20 or 35	24	19
WELTROL WF, WP, WX		E	D	2	5 or 6	57	0	25 or 40	21	10
WELTROL WG, WR, WT,		E	D	2	6	50	0	35	23	8
WELTROL WU, WW ...		F	F	2	6	50	0	35	23	8
WELTROL WH		F	F	2	9	45	6	65	23	12
‡WELTROL WH		E	C	2	9	45	6	65	23	12
‡WELTROL WJ		E	C	3	8	57	0	50	28	6
WELTROL WJ		F	F	3	8	57	0	50	28	6
WELTROL WK		E	D	2	3	49	0	10	17	2
WELTROL WL		H	H	8	20	89	6	120	82	2
WELTROL WM		E	D	2	3 or 4	65	7	12 or 20	21	3
‡WELTROL WP		E	C	2	5 or 6	57	0	25 or 40	21	10
WELTROL WY		E	D	1	2	37	0	15	8	6
WELTROL WZ		E	D	2	4	50	0	25	16	8
WHEELWAG EA	—	D	D	X	1	28	0	10	7	10
WHEELWAG EH		E	D	1	3	32	0	15	10	19
WHEELWAG ET		E	D	2	4	47	3	20	18	2
—	10-ton to 14-ton Rail Tank Wagon ...	According to stars painted on vehicles. See page 183		1	2½§	20	6	14	10	0
—	20-ton Rail Tank Wagon			1	3	24	6	20	12	10
—	22-ton (Esso Rail Tank Wagon) ...			1	3½	27	9½	22	13	0
—	23-ton Rail Tank Wagon			2	4	27	8	23	17	12
—	24-ton Rail Tank Wagon			1½	4	29	1	24	16	2
—	40-ton Bogie Tank Wagon			2	6	51	5	40	22	7
—	40-ton Tank Wagon			2½	6½	33	10	40	24	0
WHELK (S. and T. Dept.)...	Bogie Plate Wagon	E	D	2	6	55	0	42	19	18
WHITING (Engineer's Dept.)	Rail and Ballast Wagon	F	E	X	2	31	6	14	7	10
WINKLE (S. and T. Dept.)	Plate Wagon	D	D	1	3	30	2	22	9	13

(For Notes see page 191)

Dimensions of Special Wagons—continued

Notes.

*—See special tables in pages 185 and 186.

‡—Wagons are fitted with Vacuum Brake, or piped, and equipped with Roller Bearing Axle Boxes.

†—Where these wagons pass in numbers of 10 or more the equivalents shewn in the following table (page 191) will apply when loaded.

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

§—Where these Rail Tanks are conveyed in numbers of five or more their equivalents to be calculated in accordance with the table shewn on page 191.

¶—See Special " Calculation of Load Instructions " on page 191.

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 " shewn on pages 182 and 183.

TABLE SHEWING EQUIVALENTS TO CLASS 3 WAGONS OF CERTAIN ENGINEERING DEPARTMENT WAGONS WHEN LOADED AND PASSING IN NUMBERS OF 10 OR MORE BY ORDINARY FREIGHT TRAINS

Code	Description	No. of Loaded Wagons	Equivalents to Class 3
CATFISH	Hopper Ballast Wagon	10	28
		15	43
		20	57
DOGFISH	Hopper Ballast Wagon	10	35
		15	52
		20	70
GRAMPUS	Ballast Wagon	10	29
		15	43
		20	58
HERRING	Hopper Ballast Wagon	10	28
		15	42
		20	56
MACKEREL	Hopper Ballast Wagon	10	26
		15	39
		20	52

See page 109 of the Regional Appendix to the Working Time Table for instructions for calculating loads of Engineering Department wagons conveyed by special trains.

TABLE SHEWING EQUIVALENTS TO CLASS 3 OF LOADED 10–14 TON RAIL TANK WAGONS WHEN FIVE OR MORE ARE CONVEYED

†—Whilst individual loaded 10–14 ton Rail Tank Wagons must be calculated on the basis of 1 = 2½ class 3, when 5 or more tanks are conveyed they may be calculated on the basis of 5 = 12 Class 3, as shewn in the following table :—

Loaded 10–14 ton Rail Tank Wagons		Loaded Class 3 Wagons	Loaded 10–14 ton Rail Tank Wagon		Loaded Class 3 Wagons	Loaded 10–14 ton Rail Tank Wagons		Loaded Class 3 Wagons	Loaded 10–14 ton Rail Tank Wagons		Loaded Class 3 Wagons
1	=	2½	9	=	22	17	=	41	25	=	60
2	=	5	10	=	24	18	=	43½	26	=	62½
3	=	7½	11	=	26½	19	=	46	27	=	65
4	=	10	12	=	29	20	=	48	28	=	67½
5	=	12	13	=	31½	21	=	50½	29	=	70
6	=	14½	14	=	34	22	=	53	30	=	72
7	=	17	15	=	36	23	=	55½			
8	=	19½	16	=	38½	24	=	58			

GANES " A " LOADED WITH TRACK SECTIONS

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

For every 13 tons or fraction of 13 tons (over 6 tons 10 cwt. and up to 13 tons) of a load add one Class 3 to the figure given in column " when Empty " against the particular class of vehicle.

Examples: GANE "A" carrying load of 19½ tons, load equals four Class 3, i.e. vehicle when empty equals two Class 3, traffic conveyed equals two Class 3.
Total load four Class 3.

MILITARY TANKS (A.F.V.s) BY RAIL

Calculation for Freight Train Loading Purposes

Vehicle	Dimensions Ft.	Dimensions In.	Maximum Capacity Tons	Tare Weight Tons	Tare Weight Cwt.	Equivalent to following Class 3 Traffic: When Empty	Equivalent to following Class 3 Traffic: Loaded with One Tank	Equivalent to following Class 3 Traffic: Loaded with Two Tanks
Rectank WB	37	0	38	14	10	2 equals 3	See below	See below
Warflat	43	10½	50	20	8	2	See below	See below
Warwell	47	0	50	26	15	3	6	—

Type of Tank	Equivalent to following Class 3 Traffic when loaded on "Rectanks": Loaded with One Tank	Equivalent to following Class 3 Traffic when loaded on "Rectanks": Loaded with Two Tanks	Equivalent to following Class 3 Traffic when loaded on "Warflats": Loaded with One Tank	Equivalent to following Class 3 Traffic when loaded on "Warflats": Loaded with Two Tanks
Tetrarch, "U.S." Locust	3	3	3	4
Harry Hopkin	3	4	3	4
Stuart M.1	3	4	4	5
Stuart M.2 and M.5	3	5	4	5
Valentine, D.D., "U.S." Chaffer, Covenanter, Crusader	—	—	—	6
Matilda	—	—	5	8
Over 26 tons 10 cwt. in weight	—	—	6	—

CALCULATION OF COACHING STOCK

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 cwts. 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 VEHICLES OVER 21 FEET IN LENGTH

Codes of Vehicles	Maximum Length over Buffers Ft.	In.	Codes of Vehicles	Maximum Length over Buffers Ft.	In.	Codes of Vehicles	Maximum Length over Buffers Ft.	In.
B	43	1	Bloaters	31	11	Pasfruits D	31	11
B	51	1	CCT	31	0½	SCV	29	5
B	51	7	CCT	32	1	Siphons	31	0½
BG	43	1	CCT	33	11	Siphons C	32	1
BG	60	0	Giants	53	7	Siphons F	43	7
BG	60	1	Insixfish	34	5	Siphons G	53	7
BG	60	6½	Monsters	53	7	Siphons H	53	7
BG	63	4½	Monsters	53	8	Siphons J	53	7
BG	63	6½	Parcels Vans	31	11			
BG	73	1	Pasfruits C	25	5			

CONTINENTAL FERRY WAGONS

WHEN EMPTY one Continental Train Ferry wagon equals one loaded Class 3 wagon, provided the number conveyed by any one train does not exceed two.

When three or more are conveyed by any one train they should be calculated as three empties equal to four loaded Class 3 wagons.

WHEN LOADED one Continental Train Ferry wagon to be calculated as one equal to three loaded Class 3 wagons.

MISCELLANEOUS INFORMATION

WORKING OF SPECIAL TRAINS OF CATTLE WAGONS FOR FISHGUARD

Special trains of Cattle Wagons run from Wolverhampton, Bordesley Junction, as required, under the following conditions:—

(1) The maximum loads for the various group engines should not exceed the following, if "D" or "E" timing is required to be maintained:—

	Empty Cattle Wagons
Group "A"	40
Group "B"	48
Group "C" }	60
Group "D" }	

Engines capable of maintaining vacuum timing should always be provided and whenever practical 53XX types should be supplied.

(2) "D" Headcode to be carried and run at the standard point-to-point allowances for Vacuum Freight Trains shewn in the Working Time Table.

Trains between Wolverhampton, Bordesley Junction and Fishguard via Stratford and Gloucester to call at Stratford-upon-Avon for water, Gloucester and Port Talbot for examination and water.

(3) As far as possible trains to be worked from the Birmingham District with return South Wales engines.

It is important that these trains shall reach Fishguard by noon at the latest, in order to be available for livestock off the Irish boats.

COMPUTATION OF LOADS OF FREIGHT TRAINS
IRON ORE—BANBURY TO SOUTH WALES LOADED IN 25/27-TON HOPPER WAGONS

Loadings for trains composed of iron ore loaded in 25/27-ton hopper wagons are as under:—

Engine Loading Group	Number of 27-ton Hoppers to be conveyed		
	Via Hatton and Bearley	Via Swindon and Severn Tunnel	Via Kineton and Stratford-upon-Avon
"D"	22	25	17
"DX"	24	25	17
"E"	27	29	20
"EX"	29	29	20

B.R. Standard Class 9F (2–10–0) Locomotives may convey loads of 10 per cent. in excess of that shewn for group EX engines over those routes where the Class 9F (2–10–0) engines are authorised.

SPECIAL LOADS FOR IRON ORE — BANBURY TO SOUTH WALES VIA KINETON AND STRATFORD-UPON-AVON LOADED IN 26-TON FULLY FITTED TIPPLER WAGONS IN TRAINS RUNNING UNDER "D" HEADCODE, BUT WITH VACUUM COUPLED THROUGHOUT AND SIDE LAMPS CARRIED.

Engine Group	Number of 26-ton Fully Fitted Tipplers to be conveyed
"D"	18
"DX"	18
"E"	22
"EX"	22
B.R. Standard Class 9F (2–10–0)	10 per cent in excess of E and EX engines

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

REFUGE SIDINGS AND LOOPS

OXFORD AND WELLINGTON

STATION	Refuge Sidings	Running Loops	Number of Wagons Siding or Loop Holds§
DOWN			
Oxford North Junction to Wolvercot Junction	—	1	455
Kidlington	—	1	67
Bletchington	1	—	60
Heyford	1	—	60
Fritwell to Aynho	—	1	462
Bicester	—	1	76
Ardley	—	1	76
Astrop Sidings to Banbury South	—	1	401
Banury South	—	1	80
Banbury General Station to Junction	—	1	213
Banbury Junction to Cropredy	—	1	545
Claydon Crossing	1	—	61
Fenny Compton	—	1	84
Greaves Siding to Southam Road	—	1	126
Fosse Road	—	1	76
Leamington General South to North	—	1	38
Warwick	1	—	36
Budbrook to Hatton	—	1	467
Lapworth	—	1	112
Knowle and Dorridge	1	—	36
Knowle to Bentley Heath	—	1	89
Solihull*	1	—	69
Acocks Green	—	1	59
Tyseley South to Small Heath South	—	1	134
Small Heath South to Small Heath North	—	1	90
Small Heath North to Bordesley South	—	1	100
Bordesley South to Bordesley North	—	1	82
Hockley to Soho	—	1	143
Handsworth (Queen's Head) to South	—	1	54
Wednesbury Central to Bilston Central	—	1	303
Stow Heath	—	1	61
Wolverhampton South to North	—	1	44
Oxley Sidings	—	1	55
Codsall	1	—	71
Cosford	—	1	60
Shifnal	—	1	56
Madeley Junction	1	—	31
Hollinswood	—	1	58
UP			
Wellington (Market Drayton Junction)	1	—	36
Oakengates	1	—	41
Hollinswood UP AND DOWN	—	1	45
Hollinswood	—	1	50
Shifnal	1	—	23
Cosford	—	1	60
Albrighton	1	—	40
Codsall	—	1	62
Oxley Sidings	—	1	85
Wolverhampton North to South	—	1	42
Stow Heath	—	1	74
Priestfield Junction	1	—	38
Wednesbury Central North to South	—	1	42
Swan Village Junction to West Bromwich	—	1	141
Handsworth South to Queen's Head	—	1	57
Soho to Hockley South	—	1	153
Bordesley South to Small Heath North	—	1	99
Small Heath North to Small Heath South	—	1	84
Small Heath South to Tyseley South	—	1	142
Solihull*	1	—	131
Widney Manor	1	—	68
Bentley Heath to Knowle (Main)	—	1‡	80
Lapworth	1	—	72
Hatton North to South	—	1	57
Warwick	—	1	68
Leamington General North	1	—	43
Leamington General North to South	—	1	43
Fosse Road	—	1	66
Southam Road	1	—	67
Fenny Compton	—	1	75
Claydon Crossing	1	—	48
Cropredy	1	—	71
Banbury Junction to Astrop Sidings	—	1	718
Aynho Junction to Aynho	—	1	138
Ardley	—	1	76
Bicester	—	1	76
Heyford	1	—	42
Kidlington	1	—	58
Wolvercot Junction	—	1	333
Oxford	—	1	65

STRATFORD-UPON-AVON, TYSELEY AND HATTON

STATION	Refuge Sidings	Running Loops	Number of Wagons Siding or Loop Holds§
DOWN			
Shirley	1	—	35
Earlswood Lakes	1	—	57
Henley-in-Arden	1	—	42
Bearley East	1	—	57
Wilmcote	1	—	60
Stratford-upon-Avon East*	—	1	57
UP			
Wilmcote	1	—	52
Hatton West to North	—	1	55
Earlswood Lakes	1	—	57
Shirley	1	—	60

HANDSWORTH JUNCTION AND STOURBRIDGE JUNCTION

STATION	Refuge Sidings	Running Loops	Number of Wagons Siding or Loop Holds§
DOWN			
Oldbury & Langley Green East to Middle	—	1	66
Rowley Regis	—	1	40
Cradley East	1	—	20
UP			
Cradley West to East	—	1	31
Cradley West	1	—	31
Oldbury & Langley Green Middle to East	—	1	68

*—See special instructions in regard to securing hand points leading from these Refuge Sidings to adjacent Sidings.

‡—See special instructions re working of Ground Frame leading to Knowle and Dorridge Goods Yard.

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

DROITWICH SPA, PRIESTFIELD JUNCTION AND WOMBOURN BRANCH

STATION	Refuge Sidings	Running Loops	Number of Wagons Siding or Loop Holds §
DOWN			
Droitwich Spa	—	1	44
Cutnall Green	1	—	37
Kidderminster Junction	—	1	60
Woofferton	—	1	65
Tenbury Wells	1	—	40
Churchill & Blakedown	1	—	46
Hagley	1	—	60
Stourbridge Junction Middle to North	—	1	52
Kingswinford Branch Line	—	1	41
Kingswinford Junction	—	1	61
Oxley Branch Junction and Oxley North	—	1	71
Round Oak North	—	1	66
Blowers Green Sidings	1	—	42
Princes End	—	—	42
UP			
Round Oak North	1	—	38
Oxley North and Oxley Branch Junction	—	1	71
Pensnett	1	—	79
Bromley	—	1	50
Kingswinford Junction	—	1	70
Stourbridge Engine Shed	—	1	52
Stourbridge Junction	—	1	52
Stourbridge Junction South	—	1	60
Churchill & Blakedown	1	—	41
Woofferton	1	—	32
Woofferton	—	1	65
Tenbury Wells	1	—	34
Kidderminster Junction	—	1	60
Elmley Lovett	—	1	66
Cutnall Green	1	—	45
Droitwich Spa	—	1*	68
Droitwich Spa	1	—	55

WELLINGTON, HADLEY JUNCTION AND COALPORT (EAST)

STATION	Refuge Sidings	Running Loops	Number of Wagons Siding or Loop Holds §
DOWN			
Oakengates (Market Street)	—	1	52
Dawley & Stirchley	1 (Down or Up)		34

*—See special instructions in regard to securing hand points leading from these Refuge Sidings to adjacent Sidings.

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

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