

WEEKDAYS

MAIDENHEAD TO HIGH WYCOMBE

A78

SINGLE LINE, worked by Electric Traction between Maidenhead and High Wycombe. Crossing stations are Maidenhead, Cookham, Bourne End, Loudwater and High Wycombe.

SUNDAYS

Mileage		C	M	Ruling Gradient 1 in	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K
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WEEKDAYS

HIGH WYCOMBE TO MAIDENHEAD

SUNDAYS

Mileage		C	M	Ruling Gradient 1 in	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K	K
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WEEKDAYS

BOURNE END AND MARLOW

SINGLE LINE.—Worked by Train Staff and only one engine in steam at a time, or two coupled together. No Block telegraph on this line. Form of Staff: Square. Colour: Oak. Fitted with Annett's key, lettered "Bourne End South to Marlow". "Red" Group Engines must not exceed 20 m.p.h. at any point on Branch.

DOWN			Ruling Gradient 1 in	K		G	UP			Ruling Gradient 1 in	B	K	
				9A38		0A38					2A85	9A08	
Mileage				MWF		Q PM	Mileage				SX	Q PM	
M	C		—	am	PM	M	C		—	PM	PM		
2	61	Bourne End dep	132 R	9 30	4 0	2	61	Marlow dep	132 F	1 0	3 40	.....	
		Marlow arr		9 40	4 6			Bourne End arr		1 8	3 50	..	

WEEKDAYS

TWYFORD AND HENLEY-ON-THAMES

DOWN		Ruling Gradient 1 in	4.40 am Reading West Jn.	UP		Ruling Gradient 1 in	To Reading West Jn.		
				9A26				9A66	
Mileage		—	MWF		Mileage		—	MWF	
M	C		am	6 8	M	C		am	9 5
1	67	Twyford dep	64 F	..	1	69	Henley-on-Thames dep	L	..
2	60	Wargrave	101 R	..	2	62	Shiplake	70 R	..
4	49	Shiplake dep	L	6 25	4	49	Wargrave dep	64 R	..
		Henley-on-Thames arr		..			Twyford arr		9 25

A80

WEEKDAYS CHOLSEY & MOULSFORD AND WALLINGFORD

SINGLE LINE, worked by Train Staff and only one engine in steam at a time, or two coupled together.
No BLOCK TELEGRAPH. Form of Staff Square. Colour Brown.

DOWN				Ruling Gradient 1 in	K		
					9A98		
Mileage					SX		
M	C	Cholsey & Moulford... dep		— 202 F	PM		
2	51	Wallingford arr			3N50	..	..
					4 3		

UP				Ruling Gradient 1 in	K		
					9A14		
Mileage					SX		
M	C	Wallingford dep		— 202 R	PM		
2	51	Cholsey & Moulford... arr			4N55	..	..
					5 8		

N—Worked by Engine and Guard off 2.10 p.m. Reading West Junction to Didcot.

WEEKDAYS RADLEY AND ABINGDON

SINGLE LINE, worked by Train Staff and only one engine in steam at a time, or two coupled together.
Form of Staff Square. Colour Varnished Oak.

DOWN				UP			
Mileage		Ruling Gradient 1 in	B	K			
			Mixed			10.50 am Hinksey	
Mileage			2A92	9A00			
M	C			SX			
2	44			PM			
Radley dep			am	PM			
Abingdon arr		200 F	7 25 7 35	1 45 1 55			

UP				DOWN			
Mileage		Ruling Gradient 1 in	K	K			
			To Hinksey			10.50 am Hinksey	
Mileage			9A28	9A00			
M	C			SX			
2	44			PM			
Abingdon dep				PM			
Radley arr		200 R	4 0 4 13	4 0 4 13			

WEEKDAYS

SINGLE LINE, worked by Electric Train Token, between Princes Risborough and Kennington Junction. The Crossing Stations are at Princes Risborough, Thame, Wheatley, Morris Cowley and Kennington Junction. At Morris Cowley it is only possible to cross one Passenger and one Freight train, or two Freight trains. The Passenger train must be kept on the Running Line.

"Change of Gradient Boards" (illuminated by night) are fixed between Thame and Tiddington on the Up Side of the Line at 6 miles 8 chains, 6 miles 42 chains, and 7 miles 10 chains.

SUNDAYS

DOWN

[illegible]

WEEKDAYS

OXFORD TO PRINCES RISBOROUGH

SUNDAYS

UP

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

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WEEKDAYS

PRINCES RISBOROUGH AND AYLESBURY

SINGLE LINE, worked by Electric Train Token. Branch Freight trains to carry one headlamp in centre of buffer plank.

DOWN										UP									
Mileage		Ruling Gradient 1 in		F		G		G		F		G		Ruling Gradient 1 in		G			
M	C	—		2.0 am Paddington MX 2.55 am Old Oak Common MO		LE		LE		LE		0V00		LE		0V00			
1	29	—		am 5 30		PM 11 0		PM 2118		SX		am 9115		PM 5 50		SX 9 7			
2	71	—		..		..		..		..		..		..		..			
6	41	—		..		..		..		..		..		..		..			
7	18	—		5 52		1118		2138		..		9135		6 12		9 27			
PRINCES RISBORO'... dep		—		..		..		..		..		..		..		..			
Monks Risboro' & Whiteleaf		102 R		..		..		..		..		50 R		..		..			
Little Kimble...		..		..		..		..		..		..		..		..			
South Aylesbury		arr		..		..		..		..		..		..		..			
AYLESBURY		..		..		..		..		..		..		..		..			

WEEKDAYS

OXFORD AND BLETCHLEY

SUNDAYS

	H	K	F	H	H	H	H	H	H	D	F	H
UP												
	8M21	9A07	7M34	8M22	8M23	8M24	8M24	8M24	8M24	5E09	7M32	8M15
		SX	PM	PM	SX	SO			SX	am	am	am
OXFORD	am											
Oxford North Junction	dep 11 27											
Port Meadow	arr	1 17	4 11		8 45							
Yarnton	dep											
Oxford, Banbury Road Jn.	arr											
Islip	arr 11 52	1 33	8 3	7 45		8 45				12 15	1 15	3 20
Bicester No. 2	dep 12 4									12 19	1 33	3 38
Bicester London Road	arr 1 11											
Bicester London Road	dep 1 26	2 5	4 48	8 33	9 30	9 20				12 39	2 1	4 8
Swanbourne Sidings	arr		5 40	9 31	10 20	10 20					2 53	
BLETCHLEY	dep 2 45		6 0	9 40	10 45	11 0					3 3	
			6 30	9 50	10 58	11 10					3 13	5 18

WEEKDAYS

OXFORD, WITNEY AND FAIRFORD

SINGLE LINE between Yarnton Junction and Fairford, worked by Electric Tablet and Electric Staff.
Staff Sections.

Yarnton and Eynsham
Eynsham and Witney Station
Witney Station and Brize Norton

Electric Tablet

Brize Norton and Carterton
Carterton and Lechlade
Lechlade and Fairford

Electric Train Staff.

The Crossing Stations are:—Yarnton, Eynsham, Witney, Brize Norton, Carterton, Lechlade and Fairford.

At Lechlade it is only possible to cross one passenger train and one freight train or two freight trains.

The Passenger Train must be kept on the running line.

DOWN				Ruling Gradient 1 in		K	K

WEEKDAYS

DIDCOT TO NEWBURY AND WINCHESTER CHESIL

SUNDAYS

DOUBLE LINE between Didcot East Junction and Woodhay. **Crossing places are Woodhay, Burghclere, Whitechurch Town, Sutton Scotney, Worthy Down and Winchester Chesil.**

Mileage		Ruling Gradients in	H	C	H	F	F	K	K	H	H	H	D	D	F	H
M	C															
19	7	Enborne Junction	dep	2W*50 4W*55 5 0	7 52 7 56	6 15 6 18	5 24 5 30	7 35	11 3	10 44 10 48	3 1 3 8	2 13	7 25 7 28	5 6	9 15 9 18	11* 2
44	27	WINCHESTER CHESIL	arr dep	6 4	10 28	SUSPENDED				12 2 12 48			7 13 8 58		10 7	
13	36	Hermitage	arr	2 15 2W25	5*48 5 50	6 10	5*19	7 32	10 5	10 39	2 56	2W 8	4 50	4 50	9*10	10 10 10 16
17	49	Newbury East Junction	dep	4 30 4W*35	5 50	5*50	4 53	7 12	9 30	10 14	2 30	1 28	4 34	6*42	8 40	9 44
10	42	Hampstead Norris	arr	1 45	5 18	5*50	4 53	7 12	9 23	10 14	2 30	1 28	4 34	6*42	8 40	9 44
8	35	Compton	arr	1 45	5 18	5*50	4 53	7 12	9 23	10 14	2 30	1 28	4 34	6*42	8 40	9 44
6	50	Churn	dep	1 45	5 18	5*50	4 53	7 12	9 23	10 14	2 30	1 28	4 34	6*42	8 40	9 44
2	75	Upton & Blewbury	arr	1 45	5 18	5*50	4 53	7 12	9 23	10 14	2 30	1 28	4 34	6*42	8 40	9 44
0	22	Didcot East Junction	dep	1 45	5 18	5*50	4 53	7 12	9 23	10 14	2 30	1 28	4 34	6*42	8 40	9 44
2	75	Didcot	arr	1 45	5 18	5*50	4 53	7 12	9 23	10 14	2 30	1 28	4 34	6*42	8 40	9 44
19	7	Enborne Junction	dep	2W*50 4W*55 5 0	7 52 7 56	6 15 6 18	5 24 5 30	7 35	11 3	10 44 10 48	3 1 3 8	2 13	7 25 7 28	5 6	9 15 9 18	11* 2
44	27	WINCHESTER CHESIL	arr dep	6 4	10 28	SUSPENDED				12 2 12 48			7 13 8 58		10 7	

WEEKDAYS

WINCHESTER CHESIL TO NEWBURY AND DIDCOT

SUNDAYS

Mileage		UP	Ruling in Grade	C	K	D	F	H	H	K	F	C	F	F	D
M	C														
25	20	WINCHESTER	arr	MX	9A16	5H22	7V07	8V26	8V27	9A16	7V09	4M41	7V05	7M48	5M05
26	30	CHESIL	dep	am	SO	am	am	Q	SX	MWF	SX	SX	TTTh	SO	SX
26	58	Enborne Junction	106 F	1 48	1 52	6W 8	8 10	10 40	12 35	1 25	5 10	5 48	6 15	10 2	10 9
30	71	Newbury East Junction	513 R	1 52	1 52	6W 8	8 12	10 45	12 40	1 30	5 10	5 51	6 20	10 4	10 11
33	65	Hermitage	106 R	2 6	2 6	6W 8	8 29	11 15	1 1	2 54	5 29	6 5	6 39	10 21	10 27
35	72	Hampstead Norris	106 F	2 6	2 6	6W 8	8 29	11 15	1 1	2 54	5 29	6 5	6 39	10 21	10 27
37	57	Compton	106 R	2 6	2 6	6W 8	8 29	11 15	1 1	2 54	5 29	6 5	6 39	10 21	10 27
41	32	Churn	132 R	2 6	2 6	6W 8	8 29	11 15	1 1	2 54	5 29	6 5	6 39	10 21	10 27
44	5	Upton & Blewbury	106 F	2 6	2 6	6W 8	8 29	11 15	1 1	2 54	5 29	6 5	6 39	10 21	10 27
44	27	Didcot East Junction	106 F	2 6	2 6	6W 8	8 29	11 15	1 1	2 54	5 29	6 5	6 39	10 21	10 27
44	27	DIDCOT	L	GL	7 44	6 42	9 0	12 0	1 23	RL	5 56	6 19	6 58	10 36	10 41

WEST LONDON AND WEST LONDON EXTENSION LINES (NORTH TO SOUTH)

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UP

Mileage from N. Pole Jn.	M	C	Routing	SR	WR	SR	SR	WR	SR	SR	SR	LMR	SR	LMR	SR	LMR	SR	SR								
259	0A68	215	324	9A73	245	201	86	201	244	303	69	217	69	304	304	304	304	304								
MO	MX	SX	MX	MO	MO	MO	MX	MX	MX	MX	SO	MX	SX	SO	SO	SO	SO	SO								
am	am	PM	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am								
11 55	12 25	12 50	12 50	1 20	1 30	2 10	2 10	2 30	2 40	2 30	2 40	2 55	3 5	3 30	3 30	3 30	3 30	3 30								
WILLESDEN (Sud. Sdgs.) dep	Willesden ("B" Sdgs.)	Willesden No. 1	OLD OAK COMMON	WEST LONDON	North Pole Junction	North Acton Junction	Wood Lane Milk Depot	 dep	60 F	123 F	283 R	L	SUS- PEN- DED	Bank Engine	Chelsea Dock	Latchmere Junction	CLAPHAM JUNCTION (Central) dep	Norwood Junction	Three Bridges	Longhedge Junction	Factory Junction	Hither Green Sidings	Bricklayers Arms	Blackheath	Stewarts Lane	SOUTH LAMBETH
12 50	12 31	12 39	12 55	1 29	1 35	2 10	2 10	2 30	2 40	3 0	3 7	3 24	3 34	3 55	4 17	4 27	4 28	4 30	4 30	4 30	4 30	4 30	4 30	4 30	4 30	4 30
12 50	12 31	12 39	12 55	1 29	1 35	2 10	2 10	2 30	2 40	3 0	3 7	3 24	3 34	3 55	4 17	4 27	4 28	4 30	4 30	4 30	4 30	4 30	4 30	4 30	4 30	4 30
12 50	12 31	12 39	12 55	1 29	1 35	2 10	2 10	2 30	2 40	3 0	3 7	3 24	3 34	3 55	4 17	4 27	4 28	4 30	4 30	4 30	4 30	4 30	4 30	4 30	4 30	4 30
12 50	12 31	12 39	12 55	1 29	1 35	2 10	2 10	2 30	2 40	3 0	3 7	3 24	3 34	3 55	4 17	4 27	4 28	4 30	4 30	4 30	4 30	4 30	4 30	4 30	4 30	4 30
12 50	12 31	12 39	12 55	1 29	1 35	2 10	2 10	2 30	2 40	3 0	3 7	3 24	3 34	3 55	4 17	4 27	4 28	4 30	4 30	4 30	4 30	4 30	4 30	4 30	4 30	4 30
12 50	12 31	12 39	12 55	1 29	1 35	2 10	2 10	2 30	2 40	3 0	3 7	3 24	3 34	3 55	4 17	4 27	4 28	4 30	4 30	4 30	4 30	4 30	4 30	4 30	4 30	4 30
12 50	12 31	12 39	12 55	1 29	1 35	2 10	2 10	2 30	2 40	3 0	3 7	3 24	3 34	3 55	4 17	4 27	4 28	4 30	4 30	4 30	4 30	4 30	4 30	4 30	4 30	4 30
12 50	12 31	12 39	12 55	1 29	1 35	2 10	2 10	2 30	2 40	3 0	3 7	3 24	3 34	3 55	4 17	4 27	4 28	4 30	4 30	4 30	4 30	4 30	4 30	4 30	4 30	4 30
12 50	12 31	12 39	12 55	1 29	1 35	2 10	2 10	2 30	2 40	3 0	3 7	3 24	3 34	3 55	4 17	4 27	4 28	4 30	4 30	4 30	4 30	4 30	4 30	4 30	4 30	4 30
12 50	12 31	12 39	12 55	1 29	1 35	2 10	2 10	2 30	2 40	3 0	3 7	3 24	3 34	3 55	4 17	4 27	4 28	4 30	4 30	4 30	4 30	4 30	4 30	4 30	4 30	4 30
12 50	12 31	12 39	12 55	1 29	1 35	2 10	2 10	2 30	2 40	3 0	3 7	3 24	3 34	3 55	4 17	4 27	4 28	4 30	4 30	4 30	4 30	4 30	4 30	4 30	4 30	4 30
12 50	12 31	12 39	12 55	1 29	1 35	2 10	2 10	2 30	2 40	3 0	3 7	3 24	3 34	3 55	4 17	4 27	4 28	4 30	4 30	4 30	4 30	4 30	4 30	4 30	4 30	4 30
12 50	12 31	12 39	12 55	1 29	1 35	2 10	2 10	2 30	2 40	3 0	3 7	3 24	3 34	3 55	4 17	4 27	4 28	4 30	4 30	4 30	4 30	4 30	4 30	4 30	4 30	4 30
12 50	12 31	12 39	12 55	1 29	1 35	2 10	2 10	2 30	2 40	3 0	3 7	3 24	3 34	3 55	4 17	4 27	4 28	4 30	4 30	4 30	4 30	4 30	4 30	4 30	4 30	4 30
12 50	12 31	12 39	12 55	1 29	1 35	2 10	2 10	2 30	2 40	3 0	3 7	3 24	3 34	3 55	4 17	4 27	4 28	4 30	4 30	4 30	4 30	4 30	4 30	4 30	4 30	4 30
12 50	12 31	12 39	12 55	1 29	1 35	2 10	2 10	2 30	2 40	3 0	3 7	3 24	3 34	3 55	4 17	4 27	4 28	4 30	4 30	4 30	4 30	4 30	4 30	4 30	4 30	4 30
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12 50	12 31	12 39	12 55	1 29	1 35	2 10	2 10	2 30	2 40	3 0	3 7	3 24	3 34	3 55	4 17	4 27	4 28	4 30	4 30	4 30	4 30	4 30	4 30	4 30	4 30	4 30
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12 50	12 31	12 39	12 55	1 29	1 35	2 10	2 10	2 30	2 40	3 0	3 7	3 24	3 34	3 55	4 17	4 27	4 28	4 30	4 30	4 30	4 30	4 30	4 30	4 30	4 30	4 30
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12 50	12 31	12 39	12 55	1 29	1 35	2 10	2 10	2 30	2 40	3 0	3 7	3 24	3 34	3 55	4 17	4 27	4 28	4 30	4 30	4 30	4 30	4 30	4 30	4 30	4 30	4 30
12 50	12 31	12 39	12 55	1 29	1 35	2 10	2 10	2 30	2 40	3 0	3 7	3 24	3 34	3 55	4 17	4 27	4 28	4 30	4 30	4 30	4 30	4 30	4 30	4 30	4 30	4 30
12 50	12 31	12 39	12 55	1 29	1 35	2 10	2 10	2 30	2 40	3 0	3 7	3 24	3 34	3 55	4 17	4 27	4 28	4 30	4 30	4 30	4 30	4 30	4 30	4 30	4 30	4 30
12 50	12 31	12 39	12 55	1 29	1 35	2 10	2 10	2 30	2 40	3 0	3 7	3 24	3 34	3 55	4 17	4 27	4 28									

WEEKDAYS WEST LONDON AND WEST LONDON EXTENSION LINES (NORTH TO SOUTH)

UP		SR			SR	LMR	WR	WR	LMR	WR	WR	FO	FW	MX	WR	WR	LTE	WR	LTE	LMR	SR	SR	SR	SR	SR
		203																							
		MO																							
		am																							
		4 20																							
		dep																							
		WILLESSEN (Sud. Sdgs.)																							
		Willesden ("B" Sdgs.)																							
		Willesden No. 1																							
		OLD OAK COMMON																							
		WEST LONDON																							
		North Pole Junction	4 41	..	..	5 5	5 20		..	6 7	5 35	7 24			7 13	7 24	..	8 35	..	8 59	9 11	9 32	9 58	10 6	10 12
		North Acton Junction																							
		Wood Lane Milk Depot	arr																						
		dep																							
		Viaduct Junction																							
		Shepherds Bush Depot	arr																						
		KENSINGTON																							
		(Olympia) dep	4 50	..	..	5 16	5 30		..	6 16	5 45	7 34			7 23	..	8 8	8 45	8 48	9 9	9 20	9 42	10 8	10 16	10 23
		Warwick Road Depot	arr																						
		Lillie Bridge Siding	arr																						
		dep																							
		Brompton Depot	arr																						
		dep																							
		Chelsea Dock	arr																						
		Latchmere Junction	5 0	..	..	5 26	5 40		..	6 26	5 55	7 44			7 37	..	8 55	9 20	9 50	10 20	10 25	10 33	10 38	10 52	11 30
		CLAPHAM JUNCTION																							
		(Central) dep																							
		Norwood Junction	arr																						
		Three Bridges	arr																						
		Longhedge Junction	5 10	..	..	5 36	5 45		..	6 26	5 55	7 44			7 37	..	8 55	9 20	9 50	10 20	10 25	10 33	10 38	10 52	11 30
		Factory Junction	5 13	..	..	5 48	5 55		..	6 26	5 55	7 44			7 37	..	8 55	9 20	9 50	10 20	10 25	10 33	10 38	10 52	11 30
		Higher Green Sidings	arr																						
		Bricklayers Arms	arr																						
		Blackheath	arr																						
		Stewarts Lane	arr																						
		SOUTH LAMBETH	arr																						
		Runs to																							
		Godington Lane																							
		If required																							

WEST LONDON AND WEST LONDON EXTENSION LINES (NORTH TO SOUTH)

up

[illegible]

WEEKDAYS

WEST LONDON AND WEST LONDON EXTENSION LINES
(NORTH TO SOUTH)

UP

	LMR	WR	LMR	WR	SR	SR	ER	SR	SR	SR	LMR	WR	ER	LMR	LMR	ER
WILLESDEN (Sud.Sdgs.) dep																
Willesden ("B" Sdgs.) ...																
Willesden No. 1 ...																
OLD OAK COMMON ...																
WEST LONDON																
North Pole Junction ...	3 40	4 32	..	5 25	..	6 10	6 25	..	6 29	6 49	6 49	..	7 15	7 19	7 37	7 55
North Acton Junction																
Wood Lane Milk Depot arr																
..... dep																
Viaduct Junction																
Shepherds Bush Depot arr																
KENSINGTON																
(Olympia) dep	3 50	4 55		5 40		6 20	6 35		6 39	7 0	7 0		7 24	7 29	7 47	8 5
Warwick Road Depot ... arr																
Lillie Bridge Siding ... dep																
Brompton Depot ... arr																
Chelsea Dock ... dep																
Latchmere Junction ... arr	4 0	5 10		5 47		6 28	6 49	6 40	6 48	7 10	7 10		7 34	7 39	7 57	8 15
CLAPHAM JUNCTION																
(Central) dep	4 5															
Norwood Junction ... arr	4 56															
Three Bridges																
Longhedge Junction		5 13				6 30	6 49	6 45	6 51	7 12	7 12		7 38	7 44	8 0	
Factory Junction																
Higher Green Sidings ... arr																
Bricklayers Arms ... arr																
Blackheath																
Stewarts Lane ... arr																
SOUTH LAMBETH ... arr		5 20				6 35										

A93

WEEKDAYS

WEST LONDON AND WEST LONDON EXTENSION LINES
(NORTH TO SOUTH)

A94

UP	WR	LMR	SR	WR	SR	SR	SR	SR	SR	SR
	1									
WILLESDEN (Sud. Sdgs.) dep	0A68	62	213	9A73	243	200				
Willesden ("B" Sdgs.)	SX			SX	SO	SO				
Willesden No. 1	PM	PM	PM	PM	PM	PM				
OLD OAK COMMON	10:40			11:30	11:35					
WEST LONDON										
North Pole Junction	10:45	11:15	11:28	11:35	11:40	12:23				
North Acton Junction										
Wood Lane Milk Depot	arr									
dep										
Viaduct Junction	10:50									
Shepherds Bush Depot	arr									
KENSINGTON		11:25	11:38	11:45	11:50	12:33				
(Olympia) dep										
Warwick Road Depot	arr									
Lillie Bridge Siding	dep									
Brompton Depot	arr									
dep										
Chelsea Dock	dep									
Latchmere Junction	arr	11:34	11:46	11:55	12:1	12:42				
CLAPHAM JUNCTION	arr									
(Central) dep										
Norwood Junction	arr									
Three Bridges	arr									
Longhedge Junction		11:38	11:56	11:58	12:5	12:47				
Factory Junction		11:42	11:59		12:10	12:55				
Hither Green Sidings	arr		12:45		1:0	1:33				
Bricklayers Arms	arr									
Blackheath	arr									
Sewards Lane	arr									
SOUTH LAMBETH	dep			12:5						

WEST LONDON AND WEST LONDON EXTENSION LINES (NORTH TO SOUTH)

A95

[illegible]

WEST LONDON AND WEST LONDON EXTENSION LINES (SOUTH TO NORTH)

DOWN

Mileage from N. Pole Jn.																						Rule in Gradient	Distance Viaduct Junction to North Action Junction via Wood Lane 2 m. 22 ch.
M	C																						
—	—	SOUTH LAMBETH Stewarts Lane ...	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	Plumstead ... dep	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	Hither Green Sidings ...	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	Factory Junction ...	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
5	43	Longhedge Junction ...	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	Three Bridges ... dep	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
5	31	Norwood Junction ...	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	CLAPHAM JUNCTION arr	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	(Central) dep	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
4	58	Latchmere Junction ...	120 R	12 5	12 10	MX	12 25	12 28	12 38	12 50	12 57	12 59	12 59	12 59	12 59	12 59	12 59	12 59	12 59	12 59	12 59	12 59	—
3	53	Chelsea Dock ...	100 F	12 10	MX	12 25	12 28	12 38	12 50	12 57	12 59	12 59	12 59	12 59	12 59	12 59	12 59	12 59	12 59	12 59	12 59	12 59	—
2	54	Brompton Depot ...	100 F	12 10	MX	12 25	12 28	12 38	12 50	12 57	12 59	12 59	12 59	12 59	12 59	12 59	12 59	12 59	12 59	12 59	12 59	12 59	—
2	6	Lillie Bridge Siding ...	L	12 10	MX	12 25	12 28	12 38	12 50	12 57	12 59	12 59	12 59	12 59	12 59	12 59	12 59	12 59	12 59	12 59	12 59	12 59	—
1	70	Warwick Road Depot ...	283 F	12 10	MX	12 25	12 28	12 38	12 50	12 57	12 59	12 59	12 59	12 59	12 59	12 59	12 59	12 59	12 59	12 59	12 59	12 59	—
—	—	KENSINGTON ... arr	123 R	12 15	12 20	12 35	12 40	12 50	12 57	12 59	12 59	12 59	12 59	12 59	12 59	12 59	12 59	12 59	12 59	12 59	12 59	12 59	—
—	—	(Olympia) dep	123 R	12 15	12 20	12 35	12 40	12 50	12 57	12 59	12 59	12 59	12 59	12 59	12 59	12 59	12 59	12 59	12 59	12 59	12 59	12 59	—
63	—	Shepherds Bush Depot ...	123 R	12 15	12 20	12 35	12 40	12 50	12 57	12 59	12 59	12 59	12 59	12 59	12 59	12 59	12 59	12 59	12 59	12 59	12 59	12 59	—
60	—	Viaduct Junction ...	123 R	12 15	12 20	12 35	12 40	12 50	12 57	12 59	12 59	12 59	12 59	12 59	12 59	12 59	12 59	12 59	12 59	12 59	12 59	12 59	—
—	—	Wood Lane Milk Depot ... arr	90 F	12 15	12 20	12 35	12 40	12 50	12 57	12 59	12 59	12 59	12 59	12 59	12 59	12 59	12 59	12 59	12 59	12 59	12 59	12 59	—
—	—	North Action Junction ... dep	70 R	12 15	12 20	12 35	12 40	12 50	12 57	12 59	12 59	12 59	12 59	12 59	12 59	12 59	12 59	12 59	12 59	12 59	12 59	12 59	—
—	—	North Pole Junction ...	60 R	12 25	12 30	12 40	12 45	12 53	12 59	12 59	12 59	12 59	12 59	12 59	12 59	12 59	12 59	12 59	12 59	12 59	12 59	12 59	—
—	—	WEST LONDON ... arr	—	12 30	12 45	12 56	12 59	12 59	12 59	12 59	12 59	12 59	12 59	12 59	12 59	12 59	12 59	12 59	12 59	12 59	12 59	12 59	—
—	—	OLD OAK COMMON arr	—	12 30	12 45	12 56	12 59	12 59	12 59	12 59	12 59	12 59	12 59	12 59	12 59	12 59	12 59	12 59	12 59	12 59	12 59	12 59	—
—	—	Willesden No. 1 ... arr	—	12 30	12 45	12 56	12 59	12 59	12 59	12 59	12 59	12 59	12 59	12 59	12 59	12 59	12 59	12 59	12 59	12 59	12 59	12 59	—
—	—	Willesden (S.W. Sidings) arr	—	12 30	12 45	12 56	12 59	12 59	12 59	12 59	12 59	12 59	12 59	12 59	12 59	12 59	12 59	12 59	12 59	12 59	12 59	12 59	—
—	—	WILLESSEN (Brent Sidings) ... arr	—	12 30	12 45	12 56	12 59	12 59	12 59	12 59	12 59	12 59	12 59	12 59	12 59	12 59	12 59	12 59	12 59	12 59	12 59	12 59	—

WEST LONDON AND WEST LONDON EXTENSION LINES (SOUTH TO NORTH)

A97

WEEKDAYS

[illegible]

WEST LONDON AND WEST LONDON EXTENSION LINES (SOUTH TO NORTH)

A99

WEST LONDON AND WEST LONDON EXTENSION LINES (SOUTH TO NORTH)

A100

DOWN

[illegible]

SUNDAYS

AIOI

TO AND FROM NORTH LONDON LINE VIA ACTON WELLS JUNCTION

(ANY VARIATION TO THE SERVICES SHEWN BELOW WILL BE ARRANGED BY THE CONTROLS CONCERNED CONSEQUENT UPON TRAFFIC REQUIREMENTS)

The following "closed periods" will operate on Weekdays over the North London Line:—

Acton Wells Junction to North London Line	...	...	...	7. 0 a.m. to 9.30 a.m. daily.
Temple Mills and Victoria Docks to Acton...	...	...	...	4. 0 p.m. to 6.0 p.m. SX.
				6.10 a.m. to 9.50 a.m. SX.
				11.56 a.m. to 2.0 p.m. SO.
				3.30 p.m. to 6.30 p.m. SX.

WEEKDAYS

INWARDS

OUTWARDS

Target No.	Depart	FROM	Due Acton Main Line	Dep. Acton Main Line	TO
—	—	(7. 5 p.m. Avonmouth TTHSO)		12T0 mndr.	Thames Haven WFSun.
GE	11. 6 p.m.	Temple Mills Sun. Q	12. 8 a.m. MO Q	1.50 a.m.	Temple Mills MO Q
GE	10. 0 p.m.	Thames Haven SX	12.15 a.m. MX	2.20 a.m.	Thames Haven MX
GN	10.30 p.m.	Ferne Park	12.46 a.m. MX	3. 0 a.m.*	Ferne Park MX
84 Mid.	12.35 a.m.	Brent MX	1.28 a.m. MX	2.45 a.m.	Brent MX
9	1.20 a.m.	Temple Mills MX	2.24 a.m. MX	4. 0 a.m.	Victoria Docks MX
GE	1.20 a.m.	Temple Mills MO	2.33 a.m. MO	5.15 a.m.	Temple Mills MO
6	2. 6 a.m.	Temple Mills	3. 0 a.m.	4.49 a.m.	Temple Mills
4	2.52 a.m.	Devons Road MO	3.38 a.m. MO	4.36 a.m.	Victoria Docks MO
12	3.48 a.m.	Channelsea Junction MO	4.35 a.m. MO	5.40 a.m.	Temple Mills MO
13	3.39 a.m.	Temple Mills MX	4.36 a.m. MX	5.45 a.m.	Temple Mills MX
9	5. 5 a.m.	Kingsland	5.42 a.m.	7.50 a.m.	Old Oak Sidings
11	6.10 a.m. MX	Old Oak Siding	6.43 a.m. MX	7.15 a.m.	Poplar
11	6.10 a.m. MO	Ex Willesden Shed	6.43 a.m. MO		
8	6.34 a.m.	Haydon Square MO	7.40 a.m. MO		
6	7.35 a.m.	Temple Mills	8.40 a.m.		
18	8.10 a.m.	Willesden Shed MX	8.30 a.m. MX	8.45 a.m.	Temple Mills MO
9	8.27 a.m.	Old Oak Siding	8.36 a.m.	9.15 a.m.	Temple Mills SO
84 Mid.	9.30 a.m.	Brent	9.57 a.m.	9.30 a.m.	St. Pancras SX
GN	10. 0 a.m.	Ferne Park	11.46 a.m. SX	9.40 a.m.	Temple Mills MX
I	10.35 a.m.	Victoria Docks.	11.45 a.m. SO	10. 5 a.m.	Victoria Docks MO
LTS	10.52 a.m.	Ripple Lane	11.38 a.m.	11. 0 a.m.	Victoria Docks MX
9	12. 5 p.m.	Devons Road SO	12.20 p.m.	11. 0 a.m.	Brent SX
13	12. 8 p.m.	Devons Road SX	12.54 p.m. SO	10.55 a.m.	Brent SO
9	2. 3 p.m.	St. Pancras SX	12.55 p.m. SX	1.20 p.m.*	Clarence Yard SX
I	1.48 p.m.	Victoria Docks SO	2.29 p.m. SX	2.35 p.m.*	Clarence Yard SO
6	1.45 p.m.	Ripple Lane SX	2.52 p.m. SO	12. 0 noon	Victoria Docks SO
GE	2.22 p.m.	Temple Mills SO	3.25 p.m. SX	12.45 p.m.	Victoria Docks SX
GE	2.36 p.m.	Victoria Docks SO	3.33 p.m. SO	1.30 p.m.	Ripple Lane SO
4	3.25 p.m.	St. Pancras SO	3.43 p.m. SO	1.10 p.m.	Ripple Lane SX
I	2.36 p.m.	Victoria Docks SX	3.55 p.m. SO	2. 0 p.m.	Temple Mills SO
84 Mid.	3.35 p.m.	Brent	4. 3 p.m. SX	1.40 p.m.	Temple Mills SX
GE	2.49 p.m.	Temple Mills SX	4.26 p.m.	3.23 p.m.	Temple Mills SX
6	4.15 p.m.	Ripple Lane SO	4.50 p.m. SX	5. 0 p.m.	Maiden Lane Sidings SO
GE	5.55 p.m.	Old Oak Siding SO	5.35 p.m. SO	3.55 p.m.	Victoria Docks SX
15	5.53 p.m.	Camden SO (To Preston)	6.15 p.m. SO	6. 0 p.m.	Temple Mills SO
18	6.30 p.m.	Poplar SX	6.34 p.m. SO	7. 0 p.m.	Temple Mills SO
GE	6.48 p.m.	Victoria Docks SX	7.25 p.m. SX	4.15 p.m.	Willesden Shed SO
I	7.20 p.m.	Temple Mills SO	8. 3 p.m. SX	5.25 p.m.	St. Pancras SX
9	7.33 p.m.	Temple Mills SX	8.17 p.m. SO	5.40 p.m.	Brent
GE	6.13 p.m.	Thames Haven SX	8.28 p.m. SX	5.40 p.m.	Temple Mills SX
GE	9. 2 p.m.	Old Oak Siding SX	8.38 p.m. SX	6.37 p.m.	Temple Mills SO
12	8.20 p.m.	Victoria Docks SX	9.12 p.m. SX	7.35 p.m.	Devons Road SO
LTS	6.56 p.m.	Thames Haven SO	9.20 p.m. SX	7.15 p.m.	Ripple Lane SX
10	8.28 p.m.	Victoria Docks	9.22 p.m. SO	8.13 p.m.	Temple Mills SX
GN	7.45 p.m.	Ferne Park	9.30 p.m. SX Q	9.23 p.m.	Temple Mills SO
3	9. 4 p.m.	Temple Mills SO	9. 2 p.m.	9.35 p.m.	Temple Mills SX
GE	9.26 p.m.	Temple Mills SX	10. 0 p.m. SO	9.45 p.m.	Temple Mills SX
13	9.15 p.m.	Ripple Lane SX	10.24 p.m. SX	11. 8 p.m.	Ripple Lane SX
5	9.15 p.m.	Ripple Lane SO	10.45 p.m. SX	10.15 p.m.	Stratford Market SX
—	8. 0 p.m.	Thames Haven MWFO	10.44 p.m. SO	9.55 p.m.	Willesden Sud. Sidings SX
			10T30 p.m. MWFO	11. 8 p.m.	Ripple Lane SO
				10.10 p.m.	Willesden H.L. Sidings SX Q
				11.40 p.m.*	Ferne Park
				12.30 a.m.	Temple Mills Suns.
				12.40 a.m.	Temple Mills MX
				12. 5 a.m.	Ripple Lane MX
				1.15 a.m.	Ripple Lane Suns.
				(Through to Avonmouth.)	

SUNDAYS

INWARDS

OUTWARDS

Target No.	Depart	FROM	Due Acton	Depart Acton	TO
GN	10.30 p.m. (Sats.)	Ferne Park	12.46 a.m.	3. 0 a.m.	Clarence Yard
GE	12.26 a.m.	Temple Mills	1.25 a.m.	2.35 a.m.	Temple Mills
84 Mid.	12.35 a.m.	Brent	1.40 a.m.	2.10 a.m.	Brent
I	12.57 a.m.	Temple Mills	1.57 a.m.	3.15 a.m.	Temple Mills
—	11. 0 p.m.	Willesden	11.25 p.m.	11C50 p.m.	Broad Street (10.30 a.m. Holyhead)

Note.—* To leave Acton with E.R. Brake Van each end of train.

ACTON AND SMITHFIELD

WEEKDAYS

To Smithfield—No. 9A70
To Acton —No. 9A03

SUNDAYS

	SUS- PEN- DED				SUS- PEN- DED					E.B. Van for- ward				
	MO	MSX			SX		SX	SO		SX	SX	MT WO		
ACTON dep	a.m. 1 15	a.m. 12 8	a.m. 3 30		a.m. 4 54	a.m. 5 50	a.m. 10 20	a.m. 10 20	PM	PM 2 36	PM 6 28	PM 10 27	10 54	11 33
Old Oak Common ... "	—	—	—		—	—	—	—	—	—	GL	—	—	—
Ladbroke Grove pass	—	—	—		—	—	—	—	—	—	7* 5	—	—	—
Subway Junction ... "	VL	VL	VL		VL	VL	VL	VL	—	VL	VL	VL	VL	VL
Paddington (Sub.) ... "	1 35	12 28	3 50		5 14	6 10	10 47a	10 47a	—	2 56	7 17	10 47	11 15	11 53
Edgware Road ... "	1 37	12 30	3 52		5 16	6 13	10 50	10 50	—	2 58	7 19	10 49	11 17	11 55
Baker Street "	1 39	12 32	3 54		5 18	6 15	10 52	10 52	—	3 0	7 21	10 51	11 19	11 57
Farringdon "	1 49	12 42	4 4		5 28	6 25	11 2	11 2	—	3 10	7 31	11 1	11 29	12 7
Aldersgate "	1 51	12 44	4 6		5 30	6 27	11 4	11 4	—	3 12	7 33	11 3	11 31	12 9
SMITHFIELD arr	1 54	12 47	4 9		5 33	6 30	11 7	11 7	—	3 15	7 36	11 6	11 34	12 12
Farringdon dep	2 7	1 14	4 25		5 50	7 9	11 21	2 8	—	3 29	7 56	11 31	11 52	12 47
Old Oak Common pass	2 10	1 17	4 28		5 53	7 12	11 24	2 11	—	3 32	7 59	11 34	11 55	12 50
Baker Street "	2 12	1 27	4 38		6 3	7 22	11 34	2 21	—	3 42	8 9	11 44	12 5	1 0
Edgware Road "	2 23	1 29	4 40		6 5	7 24	11 36	2 23	—	3 44	8 11	11 46	12 7	1 2
Paddington (Sub.) ... "	2 24	1 31	4 42		6 7	7 28	11 38	2 26	—	3 47	8 15	11 48	12 9	1 4
Subway Junction ... "	RL	RL	RL		RL	RL	11 49	RL	—	4* 8	RL	RL	RL	RL
Ladbroke Grove "	—	—	—		—	—	—	—	—	—	ML	—	12 30	—
Old Oak Common East ... "	—	—	—		—	—	—	—	—	—	GL	—	—	—
Old Oak Common arr	—	—	—		—	—	—	—	—	—	4 18	8 33	—	—
Acton dep	GL	GL	GL		GL	GL	GL	GL	—	R448L	R9 12L	GL	GL	GL
Acton pass	GL	GL	GL		GL	GL	GL	GL	—	GL	GL	GL	GL	GL
ACTON WEST JN. arr	2 44	1 51	5 2		6 27	7 47	12 5	2 46	—	4 54	9 22	a.m. 12 8	a.m. 12 45	1 24

a—Arrive 10.40 a.m.

Special Instructions, Acton and Smithfield Trains.—The maximum load is 25 wagons and 1 van. Under no circumstances whatever may trains leave Acton or Smithfield throughout the 24 hours unless fully vacuum fitted.

To prevent the possibility of trains receding on inclines in the Tunnel, the Guards must have sprags in readiness to place in wagon wheels of Smithfield Freight Trains, in addition to tightly screwing on the Van Brake when they are stopped from any cause. Freight Guards working over the Metropolitan Line must be in possession of a short bar draw.

Freight wagons working over the Metropolitan Line must be double coupled.

READING WEST JUNCTION, READING HIGH LEVEL AND READING LOW LEVEL

Time	From	To	Engine Used
1. 0 a.m. MX	Low Level ...	West Junction...	Coal Yard.
6. 0 a.m. MO	West Junction...	Low Level ...	Low Level, West End.
7.15 a.m. ...	West Junction...	Low Level ...	Coal Yard.
8. 0 a.m. ...	Low Level ...	West Junction...	Low Level, West End.
8.30 a.m. ...	West Junction...	Low Level ...	Low Level, West End.
8.30 a.m. ...	Down Old Yard	Tilehurst and Private Sidings...	Down Old Yard.
9.30 a.m. ...	Tilehurst and Private Sidings...	Down Old Yard	Down Old Yard.
11. 0 a.m. ...	Low Level ...	West Goods ...	Low Level, West End.
1. 0 p.m. ...	West Goods ...	Low Level ...	Low Level, West End.
2.15 p.m. ...	Low Level ...	West Junction...	Low Level, West End.
4.15 p.m. ...	Low Level ...	West Junction...	Low Level, West End.
7. 0 p.m. ...	High Level ...	West Junction...	Coal Yard.
7.30 p.m. ...	West Junction...	High Level ...	Coal Yard.
8.15 p.m. SX	Down Yard ...	Down Old Yard	7.35 p.m. Coley.
8. 0 p.m. ...	Low Level ...	West Junction...	Low Level, West End.
8.50 p.m. ...	Low Level ...	West Junction...	Low Level, West End.
9.15 p.m. ...	Down Yard ...	Down Old Yard	6.15 p.m. Brentford.

SUNDAYS

Trips as required to and from all Yards and S.R. by 6.0 a.m. West Junction Pilot and as shown on Page 104

READING WEST JUNCTION AND READING CENTRAL

						SX	SO		SO	SX
Reading West Junction	a.m. 5 50	p.m. 2 0		Reading Central	p.m. 12 30	p.m. 1 0		p.m. 3 45	p.m. 7 35	
Reading Central	6 10	2 20		Reading West Junction	12 50	1 20		4 0	7 50	

TO AND FROM SOUTHERN REGION AT READING

Time	From	To	Route	Arrive	Depart to S.R.
WEEKDAYS.					
12.30 a.m. (MX)	Moreton Cutting	Feltham...	New Junction	1.23 a.m. (MX)	5. 5 a.m. (MX)
2. 5 a.m. (MX)	Didcot	Redhill	New Junction	3.12 a.m. (MX)	9.11 a.m. (MX)
2.40 a.m. (MO)	Moreton Cutting	Redhill	New Junction	3.25 a.m. (MO)	9.11 a.m. (MO)
4.35 a.m. (Q)	Moreton Cutting	Tonbridge	New Junction	5.20 a.m. (Q)	7.42 a.m. (Q)
5.10 a.m.	Moreton Cutting	Reading (S.R. Yard)	Old Incline	6. 0 a.m.	—
5.30 a.m.	Reading West Junction	Reading (S.R. Yard)	Low Level	5.50 a.m.	—
8.15 a.m.	Moreton Cutting	Feltham...	New Junction	9.19 a.m.	11.33 a.m.
10.30 a.m. (Q)	Moreton Cutting	Feltham...	New Junction	11.21 a.m. (Q)	12.33 p.m. (Q)
12.10 p.m.	Moreton Cutting	Tonbridge	New Junction	1.25 p.m.	5.15 p.m.
3. 5 p.m. (SO)	Moreton Cutting	Tonbridge	New Junction	3.50 p.m.	8. 3 p.m. (SO)
3.25 p.m. (SX)	Moreton Cutting	Tonbridge	New Junction	4.17 p.m.	8. 3 p.m. (SX)
4.40 p.m.	Moreton Cutting	Feltham...	New Junction	5.53 p.m.	10. 3 p.m. (SX)
5. 0 p.m.	Reading West Junction	Reading (S.R. Yard)	Low Level	5.15 p.m.	6.33 p.m. (SO)
7.45 p.m. (SO)	Moreton Cutting	Feltham...	New Junction	8.50 p.m. (SO)	10. 3 p.m. (SO)
8.40 p.m. (SX)	Moreton Cutting	Tonbridge	New Junction	9.31 p.m. (SX)	12.50 a.m. (MX)
SUNDAYS.					
3. 0 a.m.	Didcot	Merstham	New Junction	4.31 a.m.	12.33 p.m.
5.40 a.m.	Moreton Cutting	Reading (S.R. Yard)	Old Incline	6.22 a.m.	—
10.50 p.m.	Moreton Cutting	Redhill	New Junction	11.55 p.m.	12.20 a.m. Mon.
11.30 p.m.	Moreton Cutting	Feltham...	New Junction	1.1 a.m. (MO)	5.5 a.m. Mon.

Time	From	To	New Junction		Reading ML East	Reading West Junction Down Yard Arrive
			Arrive	Depart		
FROM SOUTHERN REGION						
WEEKDAYS						
11.40 p.m. (SX) ...	Redhill ...	Reading West Jn. ...	2.16 a.m. (MX)	2.45 a.m. (MX)	GL 2.50 a.m. (MX)	2.55 a.m. (MX)
12.15 a.m. (MO)	Paddock Wood	Reading West Jn. }	4.50 a.m.	6. 0 a.m.	GL 6. 5 a.m. (MX)	6.10 a.m.
6.20 p.m. (SX) ...	Dover ...	Reading West Jn. }				
1.30 a.m. (MX)	Snodland	Reading West Jn. ...	7.10 a.m.	10.23 a.m.	GL	10.35 a.m. (MX)
8.44 a.m. (MO)	Feltham...	Reading West Jn. ...	10.22 a.m.	10.30 a.m. (MO)	GL 10.35 a.m.	10.45 a.m.
(MX) Q				(MX) Q		
5.50 a.m. (MO)...	Tonbridge ...	Reading West Jn. ...	12/19 p.m. Suspended	12/57 p.m.	GL 1/2 p.m. (MO)	1/7 p.m.
10. 5 p.m. (SX)	Angerstein	Reading West Jn. ...	12/19 p.m.	1/53 p.m.	GL 1.58 p.m. (MX)	2.5 p.m.
10. 0 a.m. ...	Tonbridge ...	Reading West Jn. ...	To terminate South Yard and be exchanged via Low Level		GL	
9.42 a.m. (SX) ...	Hoo Junction ...	Reading West Jn. ...	3.56 p.m.	4.10 p.m.		4.20 p.m.
9.34 a.m. (SO)						
7.14 p.m. ...	Feltham...	Reading West Jn. ...	Exchanged via	Low Level	—	—
7.52 p.m. (Sats.)	Shalford	Reading West Jn. ...	9/21 p.m.	11/58 p.m. (Sats.)	SUSPENDED	12.5 a.m. (Suns.)
SUNDAYS						
8.50 a.m....	Redhill ...	Reading West Jn. ...	11.30 a.m.	1.40 a.m. (Mons.)	—	1.55 a.m. (Mons.)

(Traffic passing to and from Reading Low Level (W.R.) to Reading Yard (S.R.) via Tunnel is cleared by local arrangement.)

TO SOUTHERN REGION AT BASINGSTOKE

W.R. to S.R.	At
WEEKDAYS	
7.10 p.m. Victoria Basin	3.22 a.m.
7.10 p.m. Victoria Basin (FO)	4. 9 a.m. (SO) SUSPENDED
8.55 p.m. Oxley Sidings (Sundays)	4.30 a.m. (MO)
2.50 a.m. Washwood Heath	7.20 a.m.
3.25 a.m. Oxley Sidings	10.31 a.m.
9.30 a.m. Reading West Junction	11.47 a.m.
5.25 p.m. Moreton Cutting (SO)	7.11 p.m. (SO) SUSPENDED
4.30 p.m. Banbury (SX)	8.41 p.m.
10. 5 p.m. Reading West Junction (SX)	10.58 p.m. (SX)
SUNDAYS	
12.50 a.m. Reading West Junction	1.43 a.m. Sundays.
7.10 p.m. Victoria Basin (Saturdays)	2.59 a.m. Sunday.
5.36 p.m. Spondon (Saturday)	Sunday.

DOWN

	W.R. Trains					L.M.R. Trains					
	Point-to-Point Allowances					Point-to-Point Allowances					
	C Head Code	D Head Code	E Head Code	F Head Code	H, J & K Head Codes	C Head Code	D Head Code	E Head Code	F Head Code	H Head Code	J & K Head Codes
	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.
PADDINGTON GOODS	...	...	...	...	...	...	...	...	...	...	...
Old Oak Common West	7	7	8	8	8	...	...	...	...	...	...
Park Royal	3	3	3	4	5	...	...	...	...	...	...
Greenford	4	5	6	6	9	...	...	...	...	...	...
Northolt Junction East	5	5	6	6	...	...	...	...	...	...	...
South Ruislip	...	...	...	...	8	...	...	...	...	...	...
West Ruislip	...	...	...	...	5	...	...	3	3	3	5
Denham	...	8	10	12	7	...	...	5	5	5	7
Gerrards Cross	...	...	...	...	7	...	...	6	6	7	7
Beaconsfield	...	...	...	...	10	...	...	7	8	9	11
High Wycombe	24	17	19	21	11	27	27	9	10	10	12
West Wycombe	...	...	...	...	6	...	...	5	5	5	7
Saunderton	...	...	...	...	9	...	...	5	6	6	8
Princes Risborough	14	15	16	20	8	14	14	7	7	7	9
Haddenham	...	...	...	...	12	...	...	9	10	10	12
Ashendon Junction	13	14	17	19	10	12	12	6	7	7	9
Brill & Ludgershall	...	...	...	...	8	...	...	...	...	...	...
Blackthorn	...	...	...	...	7	...	...	...	...	...	...
Bicester North	...	...	...	...	7	...	...	...	...	...	...
Ardley	21	23	26	29	9	...	...	...	...	...	...
Aynho Junction	7	7	9	11	13	...	...	...	...	...	...
King's Sutton	...	...	...	...	4	...	...	...	...	...	...
BANBURY GENERAL	7	8	10	11	8	...	...	...	...	...	...

UP**BANBURY, BICESTER NORTH, HIGH WYCOMBE AND PADDINGTON**

BANBURY GENERAL	...	...	...	...	...	...	...	...	...	...	...
King's Sutton	...	...	...	...	10	...	...	...	...	...	...
Aynho Junction	7	8	10	14	6	...	...	...	...	...	...
Ardley	9	9	13	15	18	...	...	...	...	...	...
Bicester North	...	...	...	...	9	...	...	...	...	...	...
Blackthorn	...	...	...	...	7	...	...	...	...	...	...
Brill & Ludgershall	...	...	...	...	8	...	...	...	...	...	...
Ashendon Junction	17	18	20	21	10	...	...	...	...	...	...
Haddenham	...	...	...	...	11	...	...	7	7	7	9
Princes Risborough	15	16	19	21	15	15	15	10	14	15	17
Saunderton	...	...	...	...	12	...	...	10	10	11	16
West Wycombe	...	...	...	...	7	...	...	4	5	6	7
High Wycombe	16	18	20	24	6	14	14	4	5	5	6
Beaconsfield	...	...	...	...	12	...	...	8	10	11	13
Gerrards Cross	...	...	...	...	10	...	...	7	8	9	10
Denham	16	17	19	21	7	...	...	4	5	6	6
West Ruislip	...	...	...	...	7	...	...	5	5	6	7
South Ruislip	...	...	...	...	5	...	...	4	4	5	5
Northolt Junction East	7	8	10	12	...	23	23	...	...	...	...
Greenford	4	4	4	5	7	...	...	...	...	...	...
Park Royal	4	5	5	6	8	...	...	...	...	...	...
Old Oak Common West	3	3	3	4	4	...	...	...	...	...	...
PADDINGTON	7	7	7	8	8	...	...	...	...	...	...

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

EALING AND GREENFORD

Acton Main Line	...	...	...	...	...	Greenford	...	...	...	...	...
West Ealing	...	4	5	5	6	West Ealing	...	...	6	7	8
Greenford	...	4	6	7	8	Acton Main Line	...	...	5	5	6

SOUTHALL AND BRENTFORD

Southall	...	...	...	...	...	Brentford Docks	...	...	...	...	...
Brentford Docks	...	...	...	...	15	Southall	...	...	...	...	15

DENHAM AND UXBRIDGE (HIGH STREET)

Denham	...	...	...	...	...	Uxbridge (High Street)	...	...	...	...	...
Uxbridge (High Street)	...	...	...	...	8	Denham	...	...	...	...	8

WEST DRAYTON & YIEWSLEY AND STAINES WEST

West Drayton	...	...	...	...	...	Staines West	...	...	...	...	...
Colnbrook	...	...	...	...	8	Yeoveney	...	...	...	...	3
Yeoveney	...	...	...	...	5	Colnbrook	...	...	...	...	5
Staines West	...	...	...	...	3	West Drayton	...	...	...	...	8

WEST DRAYTON & YIEWSLEY AND UXBRIDGE (VINE STREET)

West Drayton	...	...	...	...	...	Uxbridge (Vine Street)	...	...	...	...	...
Uxbridge (Vine Street)	...	...	...	...	8	West Drayton	...	...	...	...	8

SLOUGH AND WINDSOR & ETON CENTRAL

Slough	...	...	...	...	...	Windsor & Eton	...	...	...	...	...
Windsor & Eton	...	...	...	...	8	Slough	...	...	...	...	8

MAIDENHEAD AND HIGH WYCOMBE

Maidenhead	...	...	...	...	...	High Wycombe	...	...	...	...	...
Cookham	...	5	...	...	8	Loudwater	...	...	...	...	6
Bourne End	...	4	...	...	7	Woodburn Green	...	...	...	...	4
Thomas' Siding	...	...	...	...	2	Thomas' Siding	...	...	...	...	2
Woodburn Green	...	...	...	...	2	Bourne End	...	...	...	...	2
Loudwater	...	8	...	...	6	Cookham	...	...	...	...	7
High Wycombe	...	6	...	...	7	Maidenhead	...	...	...	...	8

DOWN	H, J & K Head Codes.	UP	H, J & K Head Codes.
	Mins.		Mins.

BOURNE END AND MARLOW

Bourne End	...	Marlow	...
Marlow	8	Bourne End	8

TWYFORD AND HENLEY-ON-THAMES

Twyford	...	Henley	...
Wargrave	4	Shiplake	5
Shiplake	3	Wargrave	3
Henley	5	Twyford	5

CHOLSEY & MOULSFORD AND WALLINGFORD

Cholsey & Moulford	...	Wallingford	...
Wallingford	8	Cholsey & Moulford	8

RADLEY AND ABINGDON

Radley	...	Abingdon	...
Abingdon	7	Radley	7

OXFORD, WITNEY AND FAIRFORD

Oxford	...	Fairford	...
Yarnton	10	Lechlade	6
Eynsham	8	Alvescot	10
South Leigh	6	Brize Norton	5
Witney	8	Witney	9
Brize Norton	9	South Leigh	8
Alvescot	6	Eynsham	6
Lechlade	10	Yarnton	8
Fairford	6	Oxford	10

PRINCES RISBOROUGH AND AYLESBURY

Princes Risborough	...	Aylesbury	...
Aylesbury	20	Princes Risborough	20

PRINCES RISBOROUGH AND WATLINGTON

Princes Risborough	...	Watlington	...
Chinnor	12	Aston Rowant	8
Aston Rowant	8	Chinnor	8
Watlington	8	Princes Risborough	10

Time Allowances for Freight Trains—continued

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

PRINCES RISBOROUGH AND OXFORD

Princes Risborough ...	...	...	...	...	...	Oxford ...	...	...	...	...	...
Bledlow ...	...	...	...	...	5	Kennington Junction ...	...	4	5	5	6
Thame ...	...	10	12	13	9	Littlemore ...	...	...	...	...	5
Tiddington ...	...	...	...	...	9	Morris Cowley ...	...	...	...	...	5
Wheatley ...	...	14	17	18	9	Wheatley ...	...	13	16	17	7
Morris Cowley ...	...	...	...	...	7	Tiddington ...	...	...	...	...	8
Littlemore ...	...	...	...	...	4	Thame ...	...	13	16	17	10
Kennington Junction ...	...	13	16	17	5	Bledlow ...	...	...	...	...	10
Oxford ...	...	4	5	5	6	Princes Risborough ...	...	11	13	14	6

NEWBURY AND WELFORD PARK

Newbury ...	...	...	...	...	...	Welford Park ...	...	...	...	...	5
Boxford ...	...	...	...	...	17	Boxford ...	...	...	...	...	5
Welford Park ...	...	...	...	...	3	Newbury ...	...	...	...	...	10

DIDCOT, NEWBURY AND WINCHESTER CHESIL

Didcot ...	...	...	...	...	...	Woodhay ...	...	...	...	...	6
Upton & Blewbury ...	...	...	...	...	8	Enborne Junction ...	...	...	...	...	6
Churn ...	...	...	...	...	9	Newbury ...	...	...	...	...	3
Compton ...	...	13	14	15	5	Hermitage ...	...	...	...	...	13
Hampstead Norris ...	...	...	...	...	5	Hampstead Norris ...	...	...	...	...	7
Hermitage ...	...	...	...	...	9	Compton ...	N 14	N 16	N 18	N 19	6
Newbury ...	...	14	16	18	12	Churn ...	...	...	...	...	5
Enborne Junction ...	...	...	...	...	3	Upton & Blewbury ...	...	...	...	...	9
Woodhay ...	...	...	...	...	7	Didcot ...	...	12	14	15	8

N—From Newbury.

OXFORD AND BLETCHLEY

Bletchley ...	...	...	...	...	...	Yarnton ...	...	...	...	...	...
Verney Junction ...	19	19	25	30	30	Oxford North Junction ...	...	...	...	...	...
Bicester, London Road ...	19	19	25	30	30	Oxford, Banbury Rd. Jn. ...	12Y	12Y	15Y	15Y	15Y
Oxford, Banbury Rd. Jn. ...	20	20	23	28	30	Oxford, Banbury Rd. Jn. ...	10A	10A	12A	12A	12A
Oxford North Junction ...	10	10	12	12	12	Bicester, London Road ...	20	20	23	28	30
Yarnton ...	12Z	12Z	15Z	15Z	15Z	Verney Junction ...	19	19	25	30	30
						Bletchley ...	19	19	25	30	30

Z—From Oxford, Banbury Road Junction.

A—From Oxford North Junction. Y—From Yarnton.

MAXIMUM LOADS FOR MAIN LINE FREIGHT TRAINS

WORKED BY STEAM ENGINES

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 maximum load table, but if there is only one Brake Van and the assistant engine is at the rear, an additional wagon of Class I traffic or two empty wagons, not exceeding a total tare weight of 14 tons, may be conveyed in lieu of the second Brake Van for each assistant engine used.

ASSISTED TRAINS must not exceed the **working loads** unless authorised, and no train must exceed equivalent to 100 ten-ton wagons.

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

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.

Maximum Loads for Main Line Freight Trains

A115

WORKED BY STEAM ENGINES—continued

SECTION		WORKING LOADS Maximum number of wagons to be conveyed except for Trains specially pro- vided for in the Service Books or by arrangement	MAXIMUM ENGINE LOADS															
			For Group A Engines				For Group B Engines				For Group C Engines (Z)				For Group D Engines (Z)			
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
DOWN																		
Paddington ...	Didcot ...	80	37	49	74	93	43	57	86	100	45	60	90	100	54	72	100	100
Didcot North ...	Didcot Foxhall Jn.	70	37	49	74	93	43	57	86	100	45	60	90	100	54	72	100	100
Didcot ...	Swindon ...	70	37	49	74	93	43	57	86	100	45	60	90	100	54	72	100	100
Didcot ...	Banbury ...	80	33	44	66	83	38	51	76	95	42	56	84	100	54	72	100	100
Old Oak Common	Greenford ...	80	32	43	64	80	37	49	74	93	39	52	78	98	52	69	100	100
Greenford ...	Hanwell ...	50	31	41	62	78	36	48	72	90	38	51	76	95	52	69	100	100
Greenford ...	High Wycombe ...	68	28	37	56	70	32	43	64	80	35	47	70	88	47	63	94	100
High Wycombe	Princes Risborough	68	27	36	54	68	31	41	62	78	33	44	66	83	44	57	88	100
Princes Risborough	Banbury ...	68	30	40	60	75	35	47	70	88	37	49	74	93	50	67	100	100
Reading General ...	Newbury ...	80	33	44	66	83	38	50	76	95	42	56	84	100	54	72	100	100
Reading West Jn. ...	Newbury ...	80	27	36	54	68	32	43	64	80	33	44	66	83	45	60	90	100
Newbury ...	Hungerford ...	80	30	40	60	75	35	47	70	88	37	49	74	93	50	67	100	100
Hungerford ...	Bedwyn ...	80	23	31	46	58	27	36	54	68	29	39	58	73	38	51	76	95
Oxford Road Jn. ...	Bramley ...	70	33	44	66	83	38	51	76	95	42	56	84	100	54	72	100	100
Bramley ...	Basingstoke ...	70	24	32	48	60	27	36	54	68	30	40	60	75	42	56	84	100
UP																		
Swindon ...	Paddington...	80 to Acton \$50 beyond	37	49	74	83	43	57	86	100	45	60	90	100	66	88	100	100
Didcot Foxhall Jn.	Didcot North ...	70	37	49	74	83	43	57	86	100	45	60	90	100	62	83	100	100
Banbury ...	Didcot ...	80	37	49	74	83	43	57	86	100	45	60	90	100	62	83	100	100
Banbury ...	Princes Risborough	68	30	40	60	75	35	47	70	88	37	49	74	93	47	63	94	100
Princes Risborough	Saunderton ...	68	27	36	54	68	31	41	62	78	33	44	66	83	43	57	86	100
Saunderton...	Old Oak Common	68	33	44	66	83	38	51	76	95	42	56	84	100	55	73	100	100
Hanwell ...	Greenford ...	47	31	41	62	78	36	48	72	90	38	51	76	95	52	69	100	100
Bedwyn ...	Reading General ...	80	37	49	74	93	43	57	86	100	45	60	90	100	66	83	100	100
Basingstoke ...	Reading General or West Jn. ...	70	33	44	66	83	38	51	76	95	42	56	84	100	55	73	100	100

SECTION		WORKING LOADS Maximum number of wagons to be conveyed except for Trains specially provided for in the Service Books or by arrangement	MAXIMUM ENGINE LOADS															
			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				
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				
DOWN																		
Paddington ...	Didcot ...	80	60	80	100	100	75	100	100	100	82	100	100	100	...	...	...	...
Didcot North ...	Didcot Foxhall Jn. ...	70	60	80	100	100	75	100	100	100	82	100	100	100	...	...	...	...
Didcot ...	Swindon ...	70	60	80	100	100	75	100	100	100	82	100	100	100	...	...	...	...
Didcot ...	Banbury ...	80	60	80	100	100	66	88	100	100	73	97	100	100	...	...	...	...
Old Oak Common ...	Greenford ...	80	57	76	100	100	63	84	100	100	69	92	100	100	...	...	...	...
Greenford ...	Hanwell ...	50	57	76	100	100	61	81	100	100	67	89	100	100	...	...	...	...
Greenford ...	High Wycombe ...	68	52	69	100	100	57	76	100	100	64	85	100	100	...	...	...	...
High Wycombe ...	Princes Risborough ...	68	48	64	96	100	53	71	100	100	58	77	100	100	...	...	...	...
Princes Risborough ...	Banbury ...	68	54	72	100	100	60	80	100	100	65	87	100	100	...	...	...	...
Reading General ...	Newbury ...	80	60	80	100	100	66	88	100	100	73	97	100	100	...	...	...	...
Reading West Jn. ...	Newbury ...	80	49	65	98	100	54	72	100	100	59	79	100	100	...	...	...	...
Newbury ...	Hungerford ...	80	54	72	100	100	60	80	100	100	65	87	100	100	...	...	...	...
Hungerford ...	Bedwyn ...	80	42	56	84	100	47	63	94	100	52	69	100	100	...	...	...	...
Oxford Road Jn. ...	Bramley ...	70	60	80	100	100	66	88	100	100	73	97	100	100	...	...	...	...
Bramley ...	Basingstoke ...	70	46	61	92	100	57	76	100	100	61	81	100	100	...	...	...	...
UP																		
Swindon ...	Paddington ...	80 to Acton \$50 beyond	70	93	100	100	75	100	100	100	82	100	100	100	...	...	...	...
Didcot Foxhall Jn. ...	Didcot North ...	70	68	91	100	100	75	100	100	100	82	100	100	100	...	...	...	...
Banbury ...	Didcot ...	80	68	91	100	100	75	100	100	100	82	100	100	100	...	...	...	...
Banbury ...	Princes Risborough ...	68	52	69	100	100	60	80	100	100	65	87	100	100	...	...	...	...
Princes Risborough ...	Saunderton ...	68	47	63	94	100	52	69	100	100	58	77	100	100	...	...	...	...
Saunderton ...	Old Oak Common ...	68	60	80	100	100	66	88	100	100	73	97	100	100	...	...	...	...
Hanwell ...	Greenford ...	47	57	76	100	100	61	81	100	100	67	89	100	100	...	...	...	...
Bedwyn ...	Reading General ...	80	68	91	100	100	75	100	100	100	82	100	100	100	...	...	...	...
Basingstoke ...	Reading General or West Jn. ...	70	60	80	100	100	66	88	100	100	73	97	100	100	...	...	...	...

N—Saunderton to Old Oak Common via Drayton Green working load 68 wagons to Acton, 45 beyond.

Z—See Clause 8 of instructions on page 149. †—2-8-0 (30XX) Engine. ‡—45 wagons in length for trains terminating at Old Oak Common.

MINIMUM NUMBER OF VACUUM BRAKED WAGONS REQUIRED NEXT TO 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	Two D63XX, D6XX plus D8XX, D63XX	D6XX, D8XX, D63XX	Two D63XX, D6XX plus D8XX, D63XX	D6XX, D8XX, D63XX	Two D63XX, D6XX plus D8XX, D63XX	D6XX, D8XX, D63XX	Two D63XX, D6XX plus D8XX, D63XX	D6XX, D8XX, D63XX	Two D63XX, D6XX plus D8XX, D63XX	D6XX, D8XX, D63XX	Two D63XX, D6XX plus D8XX, D63XX	D6XX, D8XX, D63XX	Two D63XX, D6XX plus D8XX, D63XX	D6XX, D8XX, D63XX	Two D63XX, D6XX plus D8XX, D63XX	D6XX, D8XX, D63XX	Two D63XX, D6XX plus D8XX, D63XX	Total Number of Wagons in Train (excluding Brake Van)
1																			1
2	1																		2
3	2	1																	3
4	2	2																	4
5			1																5
6	3	2	2																6
7	4	3	3	1					1										7
8	5	4	4	2					2										8
9	6	5	5	3					3										9
10					1				4										10
11	7	6	6	4					5										11
12	8	7	7	5					6										12
13	9	8	8	6					7										13
14	10	9	9	7					8										14
15					2				9										15
16	10	10	10	8					10										16
17	11	11	11	9					11										17
18	12	12	12	10					12										18
19	13	13	13	11					13										19
20	14	14	14	12					14										20
21	15	15	15	13					15										21
22	16	16	16	14					16										22
23	17	17	17	15					17										23
24	18	18	18	16					18										24
25	19	19	19	17					19										25
26	20	20	20	18					20										26
27	21	21	21	19					21										27
28	22	22	22	20					22										28
29	23	23	23	21					23										29
30	24	24	24	22					24										30
31	25	25	25	23					25										31
32	26	26	26	24					26										32
33	27	27	27	25					27										33
34	28	28	28	26					28										34
35	29	29	29	27					29										35

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

Minimum Number of Vacuum Braked Wagons Required, formed next to 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)
1	Two D63XX, D6XX plus D8XX, D63XX	Two D63XX, D6XX plus D8XX, D63XX	Two D63XX, D6XX plus D8XX, D63XX	Two D63XX, D6XX plus D8XX, D63XX	Two D63XX, D6XX plus D8XX, D63XX	Two D63XX, D6XX plus D8XX, D63XX	Two D63XX, D6XX plus D8XX, D63XX	Two D63XX, D6XX plus D8XX, D63XX	Two D63XX, D6XX plus D8XX, D63XX	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										14
15										15
16										16
17										17
18										18
19										19
20										20
21										21
22										22
23										23
24										24
25										25
26										26
27										27
28										28
29										29
30										30
31										31
32										32
33										33
34										34
35										35

Minimum Number of Vacuum Braked Wagons Required, Formed next to 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)
	Two D6XX, D6XX plus D8XX, D63XX	Two D6XX, D6XX plus D8XX, D63XX	Two D6XX, D6XX plus D8XX, D63XX	Two D6XX, D6XX plus D8XX, D63XX	Two D6XX, D6XX plus D8XX, D63XX	Two D6XX, D6XX plus D8XX, D63XX	Two D6XX, D6XX plus D8XX, D63XX	Two D6XX, D6XX plus D8XX, D63XX	Two D6XX, D6XX plus D8XX, D63XX	
36	8	7	6	5	3	3	2	1		36
37	8	7	6	5	4	3	2	2		37
38	9	8	7	6	4	3	3	2		38
39	9	8	7	6	4	3	3	2		39
40	9	8	7	6	4	3	3	2		40
41	10	8	7	6	4	4	3	2		41
42	10	9	8	7	5	4	3	2		42
43	10	9	8	7	5	4	3	2		43
44	11	9	8	7	5	4	3	2		44
45	11	10	9	8	5	4	3	2		45
46	11	10	9	8	5	5	4	3		46
47	12	10	9	8	6	5	4	3		47
48	12	11	9	8	6	5	4	3		48
49	12	11	9	8	6	5	4	3		49
50	12	11	10	8	6	5	4	3		50
51	13	12	10	8	6	6	5	4		51
52	13	12	10	8	6	6	5	4		52
53	14	13	10	8	7	6	5	4		53
54	14	13	11	9	7	6	5	4		54
55	14	13	11	9	7	6	5	4		55
56	15	13	11	9	7	6	6	4		56
57	15	14	11	9	8	6	6	4		57
58	15	14	11	9	8	6	6	4		58
59	16	14	12	10	8	7	6	5		59
60	16	15	12	10	8	7	6	5		60
61	16	15	12	10	8	7	6	5		61
62	17	15	12	10	9	7	6	5		62
63	17	16	13	11	9	7	6	5		63
64	17	16	13	11	9	8	7	5		64
65	18	16	13	11	9	8	7	6		65
66	18	17	13	11	9	8	7	7		66
67	18	17	14	12	9	8	8	8		67
68	19	17	14	12	9	9	9	9		68
69	19	18	14	12	10	10	10	10		69
70	19	18	14	12	11	11	11	11		70

MAXIMUM LOADS FOR BRANCH FREIGHT TRAINS

A121

WORKED BY STEAM ENGINES

BRANCH		WORKING LOADS	MAXIMUM ENGINE LOADS																			
From	To		Maximum number of wagons to be conveyed except for Trains specially pro- vided for in the Service Books or by arrangement	For Group A Engines				For Group B Engines				For Group C Engines (Z)				For Group D Engines (Z)						
				Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empty	Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empty	Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empty	Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empty			
ABINGDON.																						
Radley ...	Abingdon ...	29	37	49	74	93	P17	23	34	43	When freight trains over the Branch are worked by engines of the 14XX type, the load of trains must be restricted accordingly.											
Abingdon ...	Radley ...	40	37	49	74	93	P17	23	34	43												
AYLESBURY.																						
Princes Risborough	Aylesbury ...	35	18	24	36	45	21	28	42	53	22	29	44	55	30	40	60	75				
Aylesbury ...	Princes Risborough	35	18	24	36	45	21	28	42	53	22	29	44	55	30	40	60	75				
BRENTFORD.																						
Southall ...	Brentford Town ...	75	37	49	74	93	43	57	86	100	45	60	90	100	63	84	100	100				
Brentford Town ...	Brentford Dock ...	50																				
Brentford Dock ...	Brentford Town ...	50																				
Brentford Town ...	Southall ...	50	20	27	40	50	23	31	46	58	25	33	50	63	33	44	66	83				
FAIRFORD.																						
Oxford ...	Eynsham ...	45	25	33	50	63	27	36	54	68	29	39	58	73	—	—	—	—				
Eynsham ...	Fairford ...	45	21	28	42	53	23	31	46	58	25	33	50	63	—	—	—	—				
Fairford ...	Oxford ...	45	29	39	58	73	32	43	64	80	33	44	66	83	—	—	—	—				
HENLEY-ON-THAMES.																						
Twyford ...	Henley-on-Thames	45	18	24	36	45	21	28	42	53	22	29	44	55	30	40	60	75				
Henley-on-Thames	Twyford ...	45	12	16	24	30	14	19	28	35	16	21	32	40	21	28	42	53				
MAIDENHEAD and HIGH WYCOMBE.																						
Maidenhead ...	Bourne End ...	45	16	21	32	40	18	24	36	45	20	27	40	50	26	35	52	65				
Bourne End ...	Loudwater ...	45	15	20	30	38	17	23	34	43	18	24	36	45	25	33	50	63				
*Loudwater ...	High Wycombe	45	9	12	18	23	10	13	20	25	12	16	24	30	15	20	30	38				
High Wycombe	Bourne End ...	45	33	44	66	83	38	51	76	95	42	56	84	100	54	72	100	100				
Bourne End ...	Maidenhead	45	17	23	34	43	19	25	38	48	21	28	42	53	27	36	54	68				
MARLOW.																						
Bourne End ...	Marlow ...	35	33	44	66	83	Y27	36	54	68	—	—	—	—	—	—	—	—				
Marlow ...	Bourne End	35	33	44	66	83	Y27	36	54	68	—	—	—	—	—	—	—	—				
STAINES.																						
West Drayton	Colnbrook ...	30	37	49	74	93	43	57	86	100	47	63	94	100	55	73	100	100				
Colnbrook ...	Staines ...	30	22	29	44	55	25	33	50	63	27	36	54	68	32	43	64	80				
Staines ...	Colnbrook ...	30	32	43	64	80	37	49	74	93	39	52	78	98	47	63	94	100				
Colnbrook ...	West Drayton	30	19	25	38	48	22	29	44	55	24	32	48	60	29	39	58	73				
THAME.																						
Princes Risborough	Thame ...	50	37	49	74	93	43	57	86	100	45	60	90	100	63	84	100	100				
Thame ...	Tiddington ...	50	20	27	40	50	23	31	46	58	25	33	50	63	33	44	66	83				
Tiddington ...	Morris Cowley	50	17	23	34	43	19	25	38	48	21	28	42	53	27	36	54	68				
Morris Cowley	Oxford ...	50	33	44	66	83	38	51	76	95	42	56	84	100	54	72	100	100				
Oxford ...	Littlemore ...	50	18	24	36	45	21	28	42	53	22	29	44	55	30	40	60	75				
Littlemore ...	Wheatley ...	50	17	23	34	43	19	25	38	48	21	28	42	53	27	36	54	68				
Wheatley ...	Bledlow ...	50	N21	28	42	53	24	32	48	60	26	35	52	65	34	45	68	85				
Bledlow ...	Princes Risborough	50	17	23	34	43	19	25	38	48	21	28	42	53	27	36	54	68				
UXBRIDGE.																						
West Drayton	Uxbridge ...	30	12	16	24	30	14	19	28	35	16	21	32	40	21	28	42	53				
Uxbridge ...	West Drayton	30†	29	39	58	73	33	44	66	83	37	49	74	93	58	77	100	100				
UXBRIDGE (High Street).																						
Denham ...	Uxbridge ...	30	37	49	74	93	—	—	—	—	—	—	—	—	—	—	—	—				
Uxbridge ...	Denham ...	30	27	36	54	68	—	—	—	—	—	—	—	—	—	—	—	—				
WALLINGFORD.																						
Cholsey & Moulford	Wallingford ...	35	26	35	52	65	—	—	—	—	—	—	—	—	—	—	—	—				
Wallingford ...	Cholsey & Moulford	35	20	27	40	50	—	—	—	—	—	—	—	—	—	—	—	—				
WATLINGTON.																						
Princes Risborough	Watlington ...	40	P12	16	24	30	—	—	—	—	16	21	32	40	—	—	—	—				
Watlington ...	Princes Risborough	40	P14	19	28	35	—	—	—	—	17	23	34	43	—	—	—	—				
WINDSOR.																						
Slough ...	Windsor ...	40	18	24	36	45	21	28	42	53	22	29	44	55	30	40	60	75				
Windsor ...	Slough ...	40	21	28	42	53	24	32	48	60	26	35	52	65	34	45	68	85				
DIDCOT, NEWBURY, and WINCHESTER.																						
Didcot ...	Winchester	60	19	25	38	48	Z22	29	44	55	24	32	48	60	29	39	58	73				
Winchester	Didcot ...	60	19	25	38	48	Z22	29	44	55	24	33	50	63	29	39	58	73				
LAMBOURN VALLEY.																						
Newbury ...	Boxford ...	30	12	16	24	30	—	—	—	—	14	19	28	35	—	—	—	—				
Boxford ...	Welford Park	30	14	19	28	35	—	—	—	—	17	23	34	43	—	—	—	—				
Welford Park	Boxford ...	30	37	49	74	93	—	—	—	—	45	60	90	100	—	—	—	—				
Boxford ...	Newbury ...	30	12	16	24	30	—	—	—	—	14	19	28	35	—	—	—	—				

ASSISTED TRAINS.—See page 114. N—Trains not stopping at Bledlow may convey the Wheatley to Bledlow maximum from Bledlow to Princes Risborough. P—16XX Class Engine. Y—Passenger Tank Engines. Z—22XX Class Engines. *—If a clear road can be given from Loudwater to High Wycombe Middle Box, the same load as from Bourne End to Loudwater can be conveyed. †—Maximum load from Uxbridge to West Drayton may be increased to 40 wagons subject to being worked by a suitable engine and prior arrangements made.

Maximum Loads for Branch Freight Trains

WORKED BY STEAM ENGINES—continued

BRANCH		WORKING LOADS	MAXIMUM ENGINE LOADS																		
From	To		Maximum number of wagons to be conveyed except for Trains specially pro- vided for in the Service Books or by arrangement	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						
ABINGDON.																					
Radley ...	Abingdon ...	29	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
Abingdon ...	Radley ...	40	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
AYLESBURY.																					
Princes Risborough	Aylesbury ...	35	—	—	—	—	37	49	74	90	—	—	—	—	—	—	—	—			
Aylesbury ...	Princes Risborough	35	—	—	—	—	37	49	74	93	—	—	—	—	—	—	—	—			
BRENTFORD.																					
Southall ...	Brentford Town ...	75	—	—	—	—	† See Page 76	for Double Headed load.										—	—	—	—
Brentford Town ...	Brentford Dock ...	50	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
Brentford Dock ...	Brentford Town ...	50†	—	—	—	—	41	55	82	100	—	—	—	—	—	—	—	—			
Brentford Town ...	Southall ...	50	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
FAIRFORD.																					
Oxford ...	Eynsham ...	45	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
Eynsham ...	Fairford ...	45	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
Fairford ...	Oxford ...	45	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
HENLEY-ON-THAMES.																					
Twyford ...	Henley-on-Thames	45	—	—	—	—	37	49	74	93	—	—	—	—	—	—	—	—			
Henley-on-Thames	Twyford ...	45	—	—	—	—	25	33	50	63	—	—	—	—	—	—	—	—			
MAIDENHEAD and HIGH WYCOMBE.																					
Maidenhead ...	Bourne End ...	45	—	—	—	—	32	43	64	80	—	—	—	—	—	—	—	—			
Bourne End ...	Loudwater ...	45	—	—	—	—	30	40	60	75	—	—	—	—	—	—	—	—			
* Loudwater ...	High Wycombe	45	—	—	—	—	18	24	36	45	—	—	—	—	—	—	—	—			
High Wycombe	Bourne End ...	45	—	—	—	—	45	100	100	100	—	—	—	—	—	—	—	—			
Bourne End ...	Maidenhead ...	45	—	—	—	—	34	45	68	85	—	—	—	—	—	—	—	—			
MARLOW.																					
Bourne End ...	Marlow ...	35	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
Marlow ...	Bourne End ...	35	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
STAINES.																					
West Drayton ...	Colnbrook ...	30	—	—	—	—	75	100	100	100	P25	33	50	63	—	—	—	—			
Colnbrook ...	Staines ...	30	—	—	—	—	43	57	86	100	P12	16	24	30	—	—	—	—			
Staines ...	Colnbrook ...	30	—	—	—	—	63	84	100	100	P21	28	42	53	—	—	—	—			
Colnbrook ...	West Drayton ...	30	—	—	—	—	38	51	76	95	P12	16	24	30	—	—	—	—			
THAME.																					
Princes Risborough	Thame ...	50	69	92	100	100	75	100	100	100	82	100	100	100	—	—	—	—			
Thame ...	Tiddington ...	50	33	44	66	83	40	53	80	100	40	53	80	100	—	—	—	—			
Tiddington ...	Morris Cowley ...	50	27	36	54	68	33	44	66	83	33	44	66	83	—	—	—	—			
Morris Cowley	Oxford ...	70	60	80	100	100	67	89	100	100	73	97	100	100	—	—	—	—			
Oxford ...	Littlemore ...	50	30	40	60	75	37	49	74	93	37	49	74	93	—	—	—	—			
Littlemore ...	Wheatley ...	50	27	36	54	68	33	44	66	83	33	44	66	83	—	—	—	—			
Wheatley ...	Bledlow ...	50	37	49	74	93	42	56	84	100	46	61	92	100	—	—	—	—			
Bledlow ...	Princes Risborough	50	27	36	54	68	33	44	66	83	33	44	66	83	—	—	—	—			
UXBRIDGE.																					
West Drayton ...	Uxbridge ...	30	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
Uxbridge ...	West Drayton ...	30†	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
UXBRIDGE (High Street).																					
Denham ...	Uxbridge ...	30	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
Uxbridge ...	Denham ...	30	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
WALLINGFORD.																					
Cholsey & Moulsoford	Wallingford ...	35	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
Wallingford ...	Cholsey & Moulsoford	35	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
WATLINGTON.																					
Princes Risborough	Watlington ...	40	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
Watlington ...	Princes Risborough	40	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
WINDSOR.																					
Slough ...	Windsor ...	40	—	—	—	—	37	49	74	93	—	—	—	—	—	—	—	—			
Windsor ...	Slough ...	40	—	—	—	—	42	56	84	100	—	—	—	—	—	—	—	—			
DIDCOT, NEWBURY, and WINCHESTER.																					
Didcot ...	Winchester ...	60	—	—	—	—	38	51	76	95	—	—	—	—	—	—	—	—			
Winchester ...	Didcot ...	60	—	—	—	—	38	51	76	95	—	—	—	—	—	—	—	—			
LAMBOURN VALLEY.																					
Newbury ...	Welford Park ...	30	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
Welford Park ...	Newbury ...	30	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			

ASSISTED TRAINS.—See page 114.

P—16XX Class Engine.

*—If a clear road can be given from Loudwater to High Wycombe Middle Box, the same load as from Bourne End to Loudwater can be conveyed.

†—Maximum load from Uxbridge to West Drayton may be increased to 40 wagons subject to being worked by a suitable engine and prior arrangements made.

Maximum Loads for Branch Freight Trains

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ACTON W.R. TO NORTH LONDON LINE

From	To	Notes	NUMBER OF 13-TON WAGONS OF MINERAL (EXCLUSIVE OF BRAKE VAN)								Maximum Number Wagons Authorised
			CLASS OF ENGINE								
			2	3	4	5	6	7	8		
Acton (W.R.), Old Oak Sidings or Willesden, via Hampstead Junction Line.	Plaistow	C	20	24	29	32	36	39	43	35	
	Maiden Lane Sidings		20	24	29	32	36	39	43	50	
	St. Pancras Sidings										
	Kingsland										
	Poplar	Z								50	
	Ripple Lane		20	24	29	32	36	39	43	45	
	Temple Mills	F	20	24	29	32	36	39	43	40	
Victoria Docks	20		24	29	32	36	39	43	30		
Acton (W.R.)	Canning Town	* Y	20	24	29	32	36	39	43	30	
	Brent (Mid.)		25	30	36	40	44	48	53	44	

In arriving at the weight of the train the undermentioned will apply:—

- 3½ wagons of Goods equals two 13-ton wagons of Mineral.
- 5 empty wagons equals two 13-ton wagons of Mineral.
- 2 14- or 15-ton loaded tanks equals 3 13-ton wagons of Mineral.
- 2 14- or 15-ton empty tanks equals 1 13-ton wagon of Mineral.
- 2 20-ton loaded tanks equals 4 13-ton wagons of Mineral.
- 3 20-ton empty tanks equals 2 13-ton wagons of Mineral.

*—With trains working to Brent (Mid.) 15-ton loaded wagons are calculated as ordinary wagons of Mineral.

C—Between 12.0 midnight and 8.0 a.m. the maximum number of wagons to Maiden Lane is 34. At other times when Maiden Lane Junction Signal Box is closed the maximum number of wagons is 37.

F—The maximum number of wagons authorised may be increased to 50 wagons by agreement with the District Operating Superintendent, London (Western).

Y—Class 1 Freight tank engines take Class 1 load (21 wagons). Class 1 Goods tank engines take Class 2 load.

Z—Trains from Acton to Ripple Lane via the Hampstead Junction Line, Gospel Oak and South Tottenham may convey equal to 50 wagon lengths between 9.0 p.m. and 5.0 a.m., and when running via Cricklewood Junction and Carlton Road may convey equal to 47 wagon lengths at any time of the day.

BETWEEN READING WEST JUNCTION, BRAMLEY AND BASINGSTOKE

Loads of Freight Trains not to exceed 50 ordinary wagons in length between Reading West Junction and Bramley, unless the consent of Reading Control is first obtained, and it can be ascertained that a clear run can be given the trains concerned to Southcote Junction.

From Bramley to Basingstoke (W.R.), by arrangement, the loads of Freight Trains may be made up to 70 wagons in length according to the class of engine provided, but the loads of through trains to the Southern Region should not exceed 50 wagons.

MAXIMUM LOADS—WEST LONDON AND WEST LONDON EXTENSION LINES

WESTERN REGION TRAINS

SECTION		WORKING LOADS	Group A				Group B				Group C				
From	To		Maximum Number of Wagons to be conveyed inclusive of Brake Vans.	Class of Traffic				Class of Traffic				Class of Traffic			
				1	2	3	Empties	1	2	3	Empties	1	2	3	Empties
North Acton	Viaduct Junction	40	17	23	34	43	18	24	36	45					
Old Oak Common	Shepherds Bush	37	31	41	62	78	35	47	70	88					
Old Oak Common	Warwick Road	50	28	37	56	70	32	43	64	80					
Old Oak Common	Lillie Bridge														
§Old Oak Common	Hither Green	50	—	—	—	—	—	—	—	—					
Lillie Bridge	South Lambeth	50	20	27	40	50	23	31	46	58					
Lillie Bridge	Norwood Junction	55													
Lillie Bridge	Chelsea	29	29	39	58	73	27	36	54	68					
Norwood Junction	Lillie Bridge	See Note Z	25	33	50	63	27	36	54	68					
South Lambeth	Lillie Bridge	50	20	27	40	50	23	31	46	58					
§Hither Green	Old Oak Common	50	—	—	—	—	—	—	—	—					
Lillie Bridge	Old Oak Common	See Note Z	16	21	32	40	18								
Chelsea	Old Oak Common														
Warwick Road	Old Oak Common														
Hammersmith	Old Oak Common														
(Via North Pole Junction)															
Shepherds Bush	Old Oak Common	40													
Viaduct Junction	North Acton	40	12	16	24	30	14								

SECTION		WORKING LOADS	Group D				Group E								
From	To		Maximum Number of Wagons to be conveyed inclusive of Brake Vans	Class of Traffic				Class of Traffic							
				1	2	3	Empties	1	2	3	Empties				
North Acton ...	Viaduct Junction ...	40	27	36	54	68	33	44	66	83	...	...	...	...	
Old Oak Common ...	Shepherds Bush ...	37	—	—	—	—	—	—	—	—	...	...	...	...	
Old Oak Common ...	Warwick Road ...	50	48	64	96	100	58	77	100	100	...	...	...	...	
Old Oak Common ...	Lillie Bridge ...		—	—	—	—	—	—	—	—	...	...	...	...	
\$Old Oak Common ...	Hither Green ...	50	—	—	—	—	—	—	—	—	...	...	...	...	
Lillie Bridge ...	South Lambeth ...	50	34	45	68	85	42	52	84	100	...	...	...	...	
Lillie Bridge ...	Norwood Junction ...	55									...	...	...	...	
Lillie Bridge ...	Chelsea ...	29	40	53	80	100	48	64	96	100	...	...	...	...	
Norwood Junction ...	Lillie Bridge ...	See Note Z	41	55	82	100	50	67	100	100	...	...	...	...	
South Lambeth ...	Lillie Bridge ...	50	34	45	68	85	42	56	84	100	...	...	...	...	
\$Hither Green ...	Old Oak Common ...	50	—	—	—	—	—	—	—	—	...	...	...	...	
Lillie Bridge ...	Old Oak Common ...	See Note Z	—	—	—	—	—	—	—	—	...	...	...	...	
Chelsea ...	Old Oak Common ...		50	...	...	...	...	...	...	...	...	...	...	...	
Warwick Road ...	Old Oak Common ...	50	...	...	...	...	...	...	...	...	...	...	...	...	
Hammersmith ...	Old Oak Common ...	30	27	36	54	68	33	44	66	83	...	...	...	...	
(Via North Pole Junction)											...	...	...	...	
Shepherds Bush ...	Old Oak Common ...	40									...	...	...	...	
Viaduct Junction ...	North Acton ...	40	22	29	44	55	27	36	54	68	...	...	...	...	

§—57XX (Tank).

*—The two services at present booked from Old Oak Common to Shepherds Bush may convey a load equal to 36 Class 1 traffic, but any subsequent specials run to Shepherds Bush must not convey more than equal to 30 Class 1 traffic unless such additional train is run at a time to reach Shepherds Bush when no other Western Region train is at the Depot.

In connection with the dealing of trains conveying 37 wagons at Shepherds Bush, the following will apply:—

W.R. trains for Shepherds Bush Depot should on arrival at Viaduct Junction be turned through the facing points into No. 2 Arrival Road, providing that line is clear, and the hand points at the South End of Sidings be left in the proper position for the train to travel towards one of the Mileage Roads.

If No. 2 Arrival Road is occupied by a train, and No. 1 Arrival Road is clear, the Western Region train may be turned into No. 1 Arrival Road. If both Arrival Roads are occupied and a third Up train requires to enter the yard, it must be drawn down over the points on the Up Main Line and be backed therefrom into the Shunting Spur, but in the case of the third train being a Western Region train, the load must not exceed 30 Class 1 Traffic.

If the Shunting Spur is also occupied, the train must stop at Viaduct Junction Signal Box and the Guard go to the yard and arrange with the Shunters on the ground as to which Arrival Road can be cleared promptly, and so advise the Signaller at Viaduct Junction.

If a Western Region train arrives with a load of more than 30 wagons of Class 1 traffic, it must, upon arrival on No. 2 Arrival Road, bring the train to a stand clear of the Ground Disc controlling the exit from No. 2 Arrival Road, divide the train, run forward with the first portion, and then allow the rear portion to gravitate into the yard, when the engine can put the first portion on the Shunting Spur for disposal.

Z—Maximum 60 wagons, including Brake between 10.0 p.m. and 5.0 a.m. Between 5.0 a.m. and 10.0 p.m. maximum load 50 ordinary wagons, but when suitable, engine loads may be made up to 60 ordinary wagons, provided Kensington South Box advised.

¶—B.R. Standard Class 3 (2-6-2T) 82XXX engines are included in Group "C."

Maximum Loads—West London and West London Extension Lines—continued

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LONDON, MIDLAND REGION TRAINS

From	To	Maximum Number of Ordinary Wagons to be conveyed inclusive of Brake Van	Number of Wagons of Minerals						
			Class of Freight Engine						
				2	3	4	5	6	7
Willesden	Shepherds Bush	38		29	35	41	46	50	55
Willesden	Warwick Road, Lillie Bridge, and Brompton	51		24	29	35	38	42	46
Willesden	Chelsea	30		24	29	35	38	42	46
Willesden	Falcon Lane	38		24	29	35	38	42	46
West London Line	Willesden	50		17	20	24	27	29	32
Shepherds Bush	Willesden	60		17	20	24	27	29	32
Willesden	Norwood Junction	55		22	26	31	34	38	41
Norwood Junction	Willesden	60		17	20	24	27	29	32
Willesden	Hither Green	50		21	25	30	33	37	40
Hither Green	Willesden	50		17	20	24	27	29	32
Willesden	South Lambeth	50		24	29	35	38	42	46
South Lambeth	Willesden	50		14	17	21	23	25	28

Notes: { 3½ wagons of goods to be reckoned as equal to two 10-ton wagons of Mineral.
5 empty wagons to be reckoned as equal to two 10-ton wagons of Mineral.

SOUTHERN REGION TRAINS (Central Section)

SECTION OF LINE	Working Load, Ordinary Wagons, Inclusive of Brake Van.	Maximum Load for 10-ton Brake Van	Maximum Load inclusive of Brake Van			
			Class of Engine			
			W (2-6-4T)	Mogul "K" Class or N1 (2-6-0)	Vulcan (0-6-2T) or Radial (0-6-2T)	Small Goods Tank
Willesden to Clapham Junction...	55	Equivalent to Loaded Goods	60†	(Equivalent of	Loaded Goods.)	35
Old Oak Common to Clapham Junction	55	30	60	55	41	35
Clapham Junction to Old Oak Common	60	30	50	45	30	25
Clapham Junction to Willesden ...	60	30	40†	40	25	25

†—Vehicle limit 60.

HITHER GREEN TO WILLESSEN, OLD OAK COMMON, AND VICE VERSA

REGION	Types of Engine	Vehicle Limit	Load—Trucks	
			To Hither Green	From Hither Green
Western	57XX (0-6-0 T)	50	30 Coal	25 Coal
		50	45 Goods	38 Goods
Southern (to and from W.R.) ...	"N" (2-6-0), "W" (2-6-4T) Classes ...	50	55	45
	"C" (0-6-0) and "U" (2-6-0) Classes ...	50	45	35
Southern (to and from L.M.R.) ...	"N" (2-6-0), "W" (2-6-4T) Classes ...	50	55	45
	"C" (0-6-0) and "U" (2-6-0) Classes ...	50	45	30

Maximum Loads—West London and West London Extension Lines—continued

EASTERN REGION TRAINS

TEMPLE MILLS TO HITHER GREEN AND NORWOOD JUNCTION, AND VICE VERSA

REGION	Type of Engine	Vehicle Limit	Load—Wagons		
			Mineral	Goods	Empties
To Hither Green and Norwood Junction ...	Class 3 (J.15 Type) 0-6-0 ...	39	26	39	39
	Class 4 (J.17 Type) 0-6-0 ...	39	30	39	39
From Hither Green and Norwood Junction	Class 3 (J.15 Type) 0-6-0 ...	39	20	30	39
	Class 4 (J.15 Type) (0-6-0) ...	39	25	38	39

CALCULATION OF LOAD

In arriving at the weight of the train the undermentioned will apply:—

1 wagon of general merchandise (including live stock) equals 1 truck (equivalent to 10 tons).
 1 wagon of coal, coke, patent fuel, or other minerals " 1½ trucks (" 15 tons).
 1 empty wagon ... " ½ truck (" 5 tons).

COACHING STOCK

The tare weight of each vehicle must be ascertained and calculated as every ten tons equalling a Class 3 Loaded Wagon—e.g. a passenger coach weighing 20 tons should be counted as two Class 3 wagons.

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

STANDARD SPEED RESTRICTIONS

A127

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	15	
(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.		
2. 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.		
1. Where two or more locomotives are coupled together, the speed must not exceed that laid down for the locomotive with the most severe restriction.		
7. Tender locomotives when running with the tender leading, whether attached to a train or running light	45	
8. When "Dead" locomotives are being conveyed	25	

MAXIMUM SPEED OF TRAINS THROUGH JUNCTIONS AND AT OTHER SPECIFIED PLACES

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

PADDINGTON TO PLYMOUTH VIA LAVINGTON
READING TO BRENT KNOLL VIA SWINDON AND BRISTOL
DIDCOT TO YARNTON
PADDINGTON TO ARDLEY

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

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, and full particulars must be forwarded at once to the Divisional Traffic Manager.

NOTE.—The speed of all light engines or trains entering or leaving all Bay, Engine, Carriage, Avoiding and Goods Loop Junctions must be restricted to 10 miles an hour except where restricted to a lower speed in the following list or elsewhere.

Name of Place	Direction of Train		Miles per Hour
	From	To	
PADDINGTON TO BEDWYN, DIDCOT, OXFORD AND BANBURY.			
DOWN LINE			
Paddington to Didcot	All Trains on Relief Line. All other permanent and temporary restrictions must be strictly observed.		60
Paddington Departure Box and Westbourne Bridge.	All Trains over curves to and from Departure Platforms		10
Paddington Arrival Box to Subway Junction.	Down Trains over Up Main Line or Up Relief Line between Paddington Arrival and Subway Junction.		15
Westbourne Bridge	Main Line Turntable Depot		5
Farringdon to Edgware Road	Passing through stations speed of all trains not to exceed 10 miles per hour, and through Euston Square and Great Portland Street not to exceed 5 miles per hour		—
Praed Street Junction	Over Junction		10
Praed Street Junction to Paddington Suburban Station.	All Trains		20
Paddington (Suburban Platform)	Trains from Met. Line not calling at Paddington Suburban Station, while passing through Station must not exceed		5
	Met. Line	No. 14 Platform (East End)	15
	No. 15 Platform	City Line (West End)	10
	No. 14 Platform	City Line (West End)	15
	City Line	Suburban Line	15
Royal Oak Station	Down Goods Line	Suburban Line	5
Subway Junction	Down Main Line	Down Relief Line	25
	Down Relief Line	Down Main Line	15
	Down Suburban	Down Relief Line	20
	Up Main Line	Down Main Line	10
	Up Main Line	Down Relief Line	10
	Up Relief Line	Down Relief Line	10

Maximum Speed of Trains Through Junctions—continued

Name of Place	Direction of Train		Miles per Hour
	From	To	
Paddington to Bedwyn, Didcot, Oxford and Banbury—continued			
	DOWN LINE—continued		
Portobello Junction	Up Relief Line	Down Relief Line	10
	Crossover used as Facing Connection by Auto Cars.		
	Trains crossing Main and Relief Lines to and from Engine and Carriage and Goods Lines.		15
Ladbroke Grove Junction	Engine and Carriage Line	Relief Line	35
	Relief Line	Main Line	10
	Trains crossing Main and Relief Lines to and from Engine and Carriage Lines		15
	Main Line	Engine and Carriage Line	35
Old Oak Common East	Main Line	Relief Line	10
	Victoria Branch	Relief Line	10
Old Oak Common West	Goods and Carriage Line	Relief Line	40
	Main Line	Relief Line	40
	Relief Line	Wycombe Line	20
Friars Junction	Main Line	Relief Line	20
	Relief Line	Main Line	15
Acton East	L.M.R.	Relief Line	15
Acton Wells Junction (L.M.R.)	L.M.R.	W.R.	10
Acton West	Relief Line	Main Line	25
Longfield Avenue	Main Line	Relief Line	20
West Ealing	Relief Line	Greenford	15
Hanwell	Greenford	Relief Line	40*
Hanwell East End of Platforms	Trains over reverse curves in Relief Lines (7m. 20c. to 7m. 25c.)		20
Southall East Junction	Main Line	Relief Line	45
Southall Station between East and West Station Signal Boxes.	Down Trains over reverse curves in Relief Lines (9 m.p. to 9½ m.p.)		10
Southall West Station	Relief Line	Main Line	20
Southall West Junction	Main Line	Relief Line	15
Hayes	Down Relief Line	Up Relief Line and Bay	25
West Drayton East	Main Line	Relief Line	30*
West Drayton between East Signal Box and Underbridge beyond West End of Platforms.	Trains over reverse curves in Relief Lines (13m. 10c. to 13m. 28c.)		10
West Drayton West	Relief Line	Uxbridge Branch	20
Dolphin Junction	Relief Line	Main Line	20
	Main Line	Relief Line	10
Slough Middle	Relief Line	Main Line	10
	Main Line	Windsor Branch	10
Slough West	Bath Road Junction	Avoiding and Main Lines	20
	Main Line	Relief Line	10
Slough Trading Estate	W.R. Engines over Sidings		45
Taplow Station through Platforms between Down Home and Up Home Signals.	Trains over reverse curves in Relief Lines (22m. 26c. to 22m. 48c.)		25
Taplow	Relief Line	Main Line	20
Maidenhead East	Main Line	Relief Line	10
Maidenhead Middle	Relief Line	Wycombe Branch	20
Maidenhead West	Relief Line	Main Line	25
Twyford East	Main Line	Relief Line	75
Twyford Station	Main Line	Through Station (30 m. 60c. to 31m. 10c.)	10
Twyford West	Relief Line	Henley Branch	15
Reading Low Level (W.R. Junction)	Southern Region	W.R.	10
Reading Main Line East (Southern Region Branch Junction)	No. 1 Loop	Down Branch	10
	No. 2 Loop	Down Branch	20
Reading Main Line East	Down Branch	Down Main	25
	Main Line	Relief Line	25
	Relief Line	Main Line	15
Reading General Station	Southern Region	Main Line	75
Reading Main Line West	Main Line	Through Station (35m. 60c. to 36m. 30c.)	20
	Relief Line	Main Line	40
	Main Line	Berks & Hants Line	25
	Relief Line	Berks & Hants Line	15
	Bay Lines	Berks & Hants Line	20
	Main Line	Relief Line	50
Reading Oxford Road Junction	Reading Station	Southcote Junction	15
Southcote Junction	Reading West Junction (West Curve)	Southcote Junction	10
	Down Line	Coley Branch	40
Southcote Junction (Basingstoke Branch)	Oxford Road Junction	Newbury	30
Midgham	All Branch Trains from 37m. 67c. to 38m. 8c. through Junction		60
Newbury Race Course	Down Trains over curve 46m. 50c. to 47 m. 10c.		15
Newbury East Junction	Down Line	Race Course Station Loop	15
	Race Course Station Loop	Down Line	10
	Didcot Branch	Down Line	25
Newbury Middle Box	Down Main	Down Platform Line	25
Newbury West Box	Down Platform Line	Down Main	25
Newbury Enborne Junction	Down Line	Winchester Branch	25

*—Permanent Speed Restriction Indicator provided (see page 143 of the General Appendix to the Book of Rules and Regulations).

Maximum Speed of Trains Through Junctions—continued

A129

Name of Place	Direction of Train		Miles per Hour
	From	To	
Paddington to Bedwyn, Didcot, Oxford and Banbury—continued			
DOWN LINE—continued			
Hungerford	Down Trains over curve 61 m. 40c. to	62m. 0c.	60
Reading West Junction	Oxford Road Junction (West Curve) ...	Main Line	25
	Down Goods Line	Down Main Line	10
	Main Line	Relief Line	20
Scours Lane Junction	Relief Line	Main Line	20
Tilehurst and Pangbourne Stations ...	Main Line between Pangbourne (38m.	70c. to 41m. 60c.)	75
Pangbourne	Main Line	Relief Line	20
Goring & Streatley	Relief Line	Main Line	25
Cholsey	Main Line	Relief Line	20
Moreton Cutting	Relief Line	Main Line	35
	Main Line	Relief Line	35
Didcot East Junction	Relief Line	Main Line	20
	Main Line	Relief Line	40
	Relief Line	Northern Loop	40
	Newbury Branch	Main Line	15
	(Over connection West of Signal Box.)		
	Newbury Branch	Main Line	15
	Newbury Branch	Bay Line	15
Didcot West End	Relief Line	Oxford Line	15
	Relief Line	Main Line	20
	No. 5 Platform Line	Oxford Line	15
	Bay Line	Main Line	15
Didcot, Foxhall Junction	West Curve	Relief Line	15
	Relief Line	Main Line	20
Didcot, West Curve	Ordinance Depot	West Curve	10
Didcot, North Junction (West Curve Junction) ...	Didcot	Oxford	25
Didcot North Junction	West Curve	Oxford	25
Radley	Abingdon	Oxford	10
	Main Line	Relief Line	25
	Relief Line	Main Line	25
Sandford	Princes Risborough	Oxford	20
Kennington Junction	Main Line	Platform Line	15
Oxford Station South	Passing over Scissors Crossover Road between Platforms	Down Goods Line	10
Oxford Station	Platform Line	Main Line	15
Oxford Station North	Down Main Line	Down Goods Line	10
Oxford North Junction	W.R.	L.M.R.	20
Wolvercot Junction	Oxford	Worcester	40
Yarnnton Junction	Oxford	Fairford Branch	15
	L.M.R.	W.R.	15
Kidlington	Main Line	Blenheim Branch	10
Aynho Junction	Oxford Line	Main Line	60
UP LINE			
Aynho Junction	Main Line	Oxford Line	40
Kidlington	Blenheim Branch	Main Line	15
Yarnnton Junction	W.R.	L.M.R.	15
	Fairford Branch	Oxford	15
Wolvercot Junction	Worcester	Oxford	40
Oxford North Junction	L.M.R.	W.R.	20
Oxford Station North	Up Goods Line (63½ and 63½ m.p.)	Up Main Line	10
	Main Line	Platform Line	10
Oxford Station	Passing over Scissors Crossover Road between Platforms	Main Line	10
Oxford Station South	Platform Line	Main Line	15
Kennington Junction	Main Line	Princes Risborough Branch	20
	Main Line	Relief Line	25
Sandford	Relief Line	Main Line	25
Didcot North Junction	Oxford	West Curve	25
Didcot North Jn.—Didcot East Jn. ...	All Trains via Northern Loop ... ..	... ..	70
Didcot North Junction (West Curve Jn.) ...	Oxford	Didcot	25
Didcot West Curve	West Curve	Ordinance Depot	10
Didcot, Foxhall Junction	Main Line	Relief Line	20
	Relief Line	West Curve	15
Didcot West End	Oxford Line	No. 5 Platform Line	15
	Oxford Line	Relief Line	15
	Main Line	Relief Line	20
Didcot East Junction	Main Line	Newbury Branch	15
	Northern Loop	Relief Line	40*
	Relief Line	Main Line	40
	No. 5 Platform Line	Relief Line	15
	Newbury Branch	Bay Line	15
	Main Line	Relief Line	10
Didcot to Paddington	All Trains on Relief Line. All other permanent and temporary restrictions must be strictly observed.		60
Moreton Cutting	Main Line	Relief Line	35
	Relief Line	Main Line	35
Cholsey	Wallingford Branch	Relief Line	10
	Relief Line	Main Line	20
Goring & Streatley	Main Line	Relief Line	25
Pangbourne	Relief Line	Main Line	20
Pangbourne and Tilehurst Stations ...	Main Line between Pangbourne and Tilehurst (41m. 60c. to 38m. 70c.)	... ..	80
Tilehurst	Relief Line	Main Line	25
Scours Lane Junction	Main Line	Relief Line	20

*—Permanent Speed Restriction Indicator provided (see page 143 of the General Appendix to the Book of Rules and Regulations).

A130 Maximum Speed of Trains Through Junctions—continued

Name of Place	Direction of Train		Miles per Hour
	From	To	
Paddington to Bedwyn, Didcot, Oxford and Banbury—continued			
UP LINE—continued			
Reading West Junction	Main Line	Oxford Road Junction (West Curve)...	20
Hungerford	Relief Line	Main Line	20
Newbury Enborne Junction	Up Trains over curve 62m. 0c. to 61m. 40c.	Up Line	60
Newbury West Box	Winchester Branch	Up Platform Line	25
Newbury Middle Box	Up Main Line	Up Main Line	25
Newbury East Junction	Up Platform Line	Up Main Line	25
Newbury Race Course	Up Line	Didcot Branch	15
Midgham	Up Line	Race Course Station Loop	15
Southcote Junction (Basingstoke Branch)	Race Course Station Loop	Up Line	15
Southcote Junction	Up Trains over curve 47m. 10c. to 46m. 50c.	Up Line	60
Reading Oxford Road Junction	All Branch Trains from 38m. 8c. to 37m. 67c. through Junction	Up Line	30
Reading Main Line West	Coley Branch	Up Line	10
Reading Main Line East	Newbury	Oxford Road Junction	40
Reading Main Line East (Southern Region Branch Junction)	Southcote Junction	Reading West Junction (West Curve)...	15
Reading Low Level (W.R. Junction)	Southcote Junction	Reading Station	40
Twyford West	Main Line	Main Platform Line	25
Twyford Station	Main Line	Relief Line	20
Twyford East	Berks & Hants Line	Bay Lines Nos. 1, 2 and 3	15
Maidenhead West	Berks & Hants Line	Main Line	40
Maidenhead Middle	Berks & Hants Line	Relief Line	25
Maidenhead East	Relief Line	Main Line	20
Taplow Station through Platforms between Up Home and Down Home Signals.	Berks & Hants Line	Bay Line No. 5 over Down Relief	10
Taplow	Main Line	Through Station, 36m. 30c. to 35m. 60c.	80
Slough Trading Estate	Main Platform Line	Main Line	25
Slough West	Main Line	Relief Line	25
Slough Middle	Relief Line	Main Line	25
Dolphin Junction	Main Line	Southern Region	15
Iver	Up Main	Up Branch	20
West Drayton West	Up Branch	Up Loop	10
West Drayton between Underbridge beyond West End of Platforms and East Signal Box.	W.R.	Southern Region	10
West Drayton East	Henley Branch	Relief Line	10
Hayes	Main Line	Through Station, 31m. 10c. to 30m. 60c.	75
Southall West Junction	Relief Line	Main Line	25
Southall Station West	Main Line	Relief Line	20
Southall Station between West and East Station Signal Boxes.	Wycombe Branch	Relief Line	10
Southall Station East	Relief Line	Main Line	20
Southall East Junction	Branch Platform Line	Relief Line	15
Southall East Junction to Hanwell Bridge	Trains over reverse curves in Relief Lines, 22m. 48c. to 22m. 26c.	Relief Line	45
Hanwell East End of Platforms	Relief Line	Main Line	20
Hanwell	W.R. Engines over Sidings	Relief Line	10
West Ealing	Main Line	Relief Line	20
West Ealing	Relief Line	Main Line	20
Longfield Avenue	Main Line	Bath Road Junction	10
Ealing (Broadway) and Acton Stations	Windsor Branch	Main Line	15
Acton West	Windsor Branch	Relief Line	15
Acton	Main Line	Relief Line	20
Acton Wells Junction (L.M.R.)	Relief Line	Relief Line	20
Friars Junction	Up Goods Line	Up Relief Line	10
Old Oak Common West	Uxbridge Branch	Relief Line	10
Old Oak Common East	Trains over reverse curves in Relief Lines, 13m. 28c. to 13m. 10c.	Relief Line	30*
	Relief Line	Main Line	25
	Relief Line	Bay Line	15
	Bay Line	Relief Line	15
	Relief Line	Main Line	20
	Main Line	Relief Line	15
	Trains over reverse curves in Relief Lines, 9½m.p. to 9 m.p.	Relief Line	45
	Brentford Branch Platform or Down Goods Line.	Up Main or Relief Line	10
	Relief Line	Main Line	20
	Trains over Goods Loop	8m. 53c. to 7m. 71c.	10
	Trains over reverse curves in Relief Lines, 7m. 25c. to 7m. 20c.	Greenford	40*
	Relief Line	Greenford	15
	Greenford	Relief Line	25
	Up Goods Line	Up Relief Line	10
	Main Line	Relief Line	25
	Main Line between Ealing Broadway and Acton, 5m. 56c. to 4m. 21c.	Acton, 5m. 56c. to 4m. 21c.	80
	Up Goods Line	Up Relief Line	10
	Relief Line	L.M.R.	10
	Relief Line	Main Line	25
	W.R.	L.M.R.	15
	Relief Line	Main Line	20
	Main Line	Relief Line	20
	Wycombe Line	Relief Line	40
	Relief Line	Main Line	40
	Relief Line	Victoria Branch	10
	Relief Line	Goods and Carriage Line	10

*—Permanent Speed Restriction Indicator provided (see page 143 of the General Appendix to the Book of Rules and Regulations).

Maximum Speed of Trains Through Junctions—continued

A131

Name of Place	Direction of Train		Miles per Hour
	From	To	
Paddington to Bedwyn, Didcot, Oxford and Banbury—continued			
UP LINE—continued			
Ladbroke Grove Junction	Relief Line	Goods Line	15
	Main Line	Relief Line	35
	Trains crossing Main and Relief Lines to and from Engine and Carriage Lines		10
	Engine and Carriage Line	Main Line	15
	Relief Line	Main Line	35
Portobello Junction	Main Line	Relief Line	10
	Trains crossing Main and Relief Lines to and from Engine and Carriage and Goods Lines.		10
Westbourne Park to Ranelagh Bridge (at East End of Royal Oak Station).	Trains over Main and Relief Lines through Westbourne Park Station and between that Station and Ranelagh Bridge.		30*
Subway Junction	Main Line	Relief Line	20
	Relief Line	Main Line	25
	Relief Line	Suburban Line	20
	Suburban Line	Goods Line	5
Royal Oak Station	Suburban Line	City Line	15
Paddington (Suburban Platforms) ...	Trains to Met. Line not calling at Paddington Suburban Station while passing through Station must not exceed		5
	City Line	No. 16 Platform (West End)	15
	City Line	No. 15 Platform (West End)	15
	No. 16 Platform	Met. Line (East End)	15
	No. 14 Platform	Met. Line (East End)	10
	All trains		20
Paddington (Suburban Station) to Praed Street Junction.	Over Junction		10
Praed Street Junction	Passing through stations speed of all trains not to exceed 10 miles per hour, and through Great Portland Street and Euston Square not to exceed 5 miles per hour		
Edgware Road to Farringdon	Aldersgate	Depot after passing entrance	5
Smithfield Goods Depot	All Trains over curves to and from Platforms		10*
Westbourne Bridge and Paddington Station.			
OLD OAK COMMON WEST, WYCOMBE, BICESTER AND BANBURY			
DOWN LINE			
Old Oak Common West	Relief Line	Wycombe Line	40
3m. 23c. to 3m. 50 c.	Goods Line	Wycombe Line	10
North Acton Junction	Wood Lane	Wycombe Line	20
Greenford East Junction	Park Royal	Greenford South Junction	15
Greenford Station East	Greenford South Junction	Main Line	25
	Main Line	Platform Line	25
Greenford Station West	Platform Line	Main Line	25
Northolt Junction East	W.R. Main Line	Relief Line	25
	L.M.R.	Main and Relief Lines	25
	(Through Facing and Trailing Junctions.)		
West Ruislip	Relief Line	Main Line	25
Denham East	Uxbridge Branch	Main Line	25
	Main Line	Platform Line	20
Denham Station	Platform Line	Main Line	25
Gerrards Cross	Main Line	Platform Line	25
	Platform Line	Main Line	25
Beaconsfield	Main Line	Platform Line	25
	Platform Line	Main Line	25
High Wycombe South	Maidenhead Branch	Main Line	10
	Main Line	Platform Line	20
High Wycombe Station	Trains over reverse curves, 16½ m.p. to 17½ m.p.		35*
High Wycombe Middle	Platform Line	Main Line	15
West Wycombe	Trains over Curves between South End of Platforms and 18½ m.p.		45
Saunderton to Princes Risborough	Main Line	23m. 30c. to 23m. 70c.	60
Princes Risborough South	Main Line	Platform Line	20
Princes Risborough North	All Trains over Scissors Crossover between Main and Platform Lines		15
	Platform Line	Main Line	25
	Main Line	Aylesbury Branch	15
	Platform Line	Oxford Branch	15
	Main Line	24m. 60c. to 25m. 60c.	75
Haddenham	Main Line	Platform Line	15
	Platform Line	Main Line	15
Brill and Ludgershall	Main Line	Platform Line	25
	Platform Line	Main Line	25
Bicester North	Main Line	Platform Line	25
	Platform Line	Main Line	25
Ardley	Main Line	Platform Line	25
	Platform Line	Main Line	25
Aynho Park Platform	Aynho Park Platform	Aynho Junction	60
UP LINE			
Aynho Junction	Main Line	Oxford Line	40
Ardley	Main Line	Platform Line	25
	Platform Line	Main Line	25

*—Permanent Speed Restriction Indicator provided (see page 143 of the General Appendix to the Book of Rules and Regulations).

A132 Maximum Speed of Trains Through Junctions—continued

Name of Place	Direction of Train		Miles per Hour
	From	To	
Old Oak Common West, Wycombe, Bicester and Banbury—continued			
UP LINE—continued			
Bicester North	Main Line	Platform Line	25
	Platform Line	Main Line	25
Brill & Ludgershall	Main Line	Platform Line	25
	Platform Line	Main Line	25
Ashendon Junction	W.R. Main Line	Haddenham	60
Haddenham	Main Line	Platform Line	15
	Platform Line	Main Line	15
	Main Line	25m. 40c. to 24m. 0c.	70
Princes Risborough North	Oxford Branch	Main Line	15
	Aylesbury Branch	Platform Line	15
	All Trains over Scissors Crossover between Main and Platform Lines		15
	Main Line	Platform Line	25
Princes Risborough South	Platform Line	Main Line	20
Saunderton to West Wycombe	Main Line	20m. 60c. to 20m. 30c.	80
West Wycombe	Trains over curve between 18½ m.p. and South End of Platforms.		45
High Wycombe Middle	Main Line	Platform Line	20
High Wycombe Station	Trains over reverse curves	17½ m.p. to 16½ m.p.	35*
High Wycombe South	Platform Line	Main Line	20
	Platform Loop Line	Main Line	20
	Main Line	Maidenhead Branch	20
	Bay Line	Up Line Junction	10
Beaconsfield	Platform Line	Main Line	25
	Main Line	Platform Line	25
Gerrards Cross	Platform Line	Main Line	25
	Main Line	Platform Line	25
Denham Station Box	Main Line	Platform Line	25
Denham East	Platform Line	Main Line	25
	Main Line	Uxbridge Branch	25
West Ruislip	Main Line	Relief Line	25
	Relief Line	Main Line	25
Northolt Junction West	Main Line	Relief Line	25
Northolt Junction East	Relief Line	W.R. Main Line	25
	Main and Relief Lines	E.R.	35
	(Through Facing and Trailing Junctions.)		
Greenford Station West	Main Line	Platform Line	25
Greenford Station East	Platform Line	Main Line	25
	Main Line	Greenford South Junction	25
Greenford East Junction	Greenford South Junction	Park Royal	15
North Acton Junction	Wycombe Line	Wood Lane	20
Old Oak Common West	Wycombe Line	Relief Line, 3m. 50c. to 3m. 23c.	40
	Wycombe Line	Goods Line	10
WEST EALING AND GREENFORD BRANCH			
DOWN LINE			
Between West Ealing and Greenford the speed at any point must not exceed			50
West Ealing	Relief Line	Greenford	20
	Crossover between Relief Line Platforms used as Facing Connection by Auto. Cars		10
Hanwell	Greenford	Relief Line	15
Drayton Green Junction	West Ealing	Greenford	20
	Hanwell	Greenford	20
Between Drayton Green and Hanwell the speed at any point must not exceed			20
Greenford South Junction	Drayton Green	Greenford East Junction	15
Between South Greenford Halt and Greenford East Station	Down Line	Bay Line	10
Greenford East Junction	Park Royal	Greenford South Junction	15
Greenford East Station	Greenford South Junction	Northolt	25
UP LINE			
Between Greenford and West Ealing the speed at any point must not exceed			50
Greenford East Station	Northolt	Greenford South Junction	25
Greenford East Junction	Greenford South Junction	Park Royal	15
Between Greenford East Station and South Greenford Halt	Bay Line	Up Line	10
Greenford South Junction	Greenford East Junction	Drayton Green	15
Drayton Green Junction	Greenford	Hanwell	20
	Greenford	West Ealing	20
	Relief Line	Greenford	15
Hanwell			20
Between Hanwell and Drayton Green the speed at any point must not exceed			25
West Ealing	Greenford	Relief Line	25
DENHAM AND UXBRIDGE (HIGH STREET) BRANCH			
Whole Branch	The speed at any point must not exceed		15

*—Permanent Speed Restriction Indicator provided (see page 143 of the General Appendix to the Book of Rules and Regulations).

Maximum Speed of Trains Through Junctions—continued

A133

Name of Place	Direction of Train		Miles per Hour
	From	To	
WATLINGTON BRANCH			
Whole Branch	The speed at any point must not exceed	...	30
Princes Risborough North	Watlington (via Line at back of Down Platform).	Up Main or Up Platform Lines of Down Platform).	5
PRINCES RISBOROUGH AND KENNINGTON JUNCTION			
DOWN			
Princes Risborough North	Platform Line	Oxford	15
Between Princes Risborough and Wheatley	The speed at any point must not exceed	...	60
Thame Station	Entering or leaving Station Loop	...	25
Wheatley	Loop Line	Single Line	25
Between Wheatley and Kennington Junction	The speed at any point must not exceed	...	50
Cooper's Crossing (13m. 37c.)	Between Wheatley and Horspath	...	10*
Kennington Junction	Princes Risborough (Junction leaving Single Line included).	Oxford	20
UP			
Kennington Junction	Oxford	Princes Risborough	20
Between Kennington Junction and Wheatley	The speed at any point must not exceed	...	50
Between Wheatley and Princes Risborough	The speed at any point must not exceed	...	60
Wheatley	Loop Line	Single Line	25
Thame Station	Entering or leaving Station Loop	...	25
Princes Risborough North	Oxford	Main Line	15
	Oxford (Via Line at back of Down Platform).	Main or Platform Lines	5
AYLESBURY BRANCH			
Whole Branch	The speed at any point must not exceed	...	40
Princes Risborough North	Down Main	Aylesbury	15
	Aylesbury	Up Platform	15
From 49m. 15c. to 49m. 32c.	All Down Trains	...	30
Aylesbury Junction	Aylesbury	Princes Risborough	20
	Princes Risborough	Aylesbury	20
	Princes Risborough	Down Loop	20
	Down Loop	Down Aylesbury Line	20
BRENTFORD BRANCH			
Whole Branch	The speed at any point must not exceed	...	30
STAINES BRANCH			
DOWN LINE			
Whole Branch	The speed at any point must not exceed	...	40
West Drayton	Bay	Uxbridge Line	5
	Relief Line	Uxbridge Line	10
	13m. 22c. to 13m. 39c. over curves	...	10
	Uxbridge Branch Junction	Bridge under Main Lines	20
Yeoveney	18½ m.p. to	Staines Station	30
UP LINE			
Whole Branch	The speed at any point must not exceed	...	40
Staines	Staines Station to	18½ m.p.	40
Colnbrook Loop Line	All Trains over Loop	...	20
West Drayton	Bridge under Main Lines Uxbridge Branch Junction	...	20
	13m. 39c. to 13m. 22c. over curves	...	10
	Uxbridge Line	Relief Line	10
	Uxbridge Line	Bay	5
UXBRIDGE (VINE STREET) BRANCH			
Whole Branch	The speed at any point must not exceed	...	45
West Drayton West	Bay	Uxbridge	5
	Down Relief	Uxbridge	10
	Uxbridge	Bay	5
	Uxbridge	Up Relief	10
West Drayton	All Up and Down Trains between 13m. 22c. and 13m. 42c.	...	10
WINDSOR BRANCH			
DOWN LINE			
Whole Branch	The speed at any point must not exceed	...	50
Slough Middle	Relief Line	Main Line	10
	Main Line	Windsor	10
Bath Road Junction	Slough	Windsor	30
	Windsor	Slough West Junction	20
Slough West	Bath Road Junction	Avoiding and Main Lines	10
	Main Line	Relief Line	20
Trains over curves between Thames Bridge and Windsor, 20m. 60c. to 21m.p.	...	...	35
Windsor & Eton Central	Down Line	Platform Lines	10

*—Permanent Speed Restriction Indicator provided (see page 143 of the General Appendix to the Book of Rules and Regulations).

A134 Maximum Speed of Trains Through Junctions—continued

Name of Place	Direction of Train		Miles per Hour
	From	To	
Windsor Branch—continued			
UP LINE			
Whole Branch	The speed at any point must not exceed	... ..	50
Trains over curves between Windsor & Slough West	Eton Central and Thames Bridge, 21 m.p.	to 20m, 60c.	35
Bath Road Junction	Relief Line	Main Line	20
Slough Middle	Main Line	Bath Road Junction	10
	Slough West Junction	Windsor	20
	Windsor	Slough	25
	Windsor	Windsor Bay	5
	Windsor	Main Line	15
	Windsor	Relief Line	15
HENLEY-ON-THAMES BRANCH			
Whole Branch	The speed at any point must not exceed	... ..	50
Twyford West	Down Relief	Henley	10
Henley-on-Thames	Henley	Up Relief	10
	Down Line	Nos. 1 and 2 Platforms and Bay	10
	Nos. 1 and 2 Platforms	Up Line	10
MAIDENHEAD AND HIGH WYCOMBE			
DOWN LINE			
Whole Branch	The speed at any point must not exceed	... ..	50
Maidenhead Middle	Relief Line	High Wycombe	10
Maidenhead Middle (24m. 33c. to 24m. 51c.)	Wycombe Branch Junction	Grenfell Road Overbridge	25
Cookham Station Loop	Maidenhead	High Wycombe	20
Bourne End Junction	Marlow	High Wycombe	5*
Bourne End Station Loop	Maidenhead	High Wycombe	25
Loudwater Down Platform Loop	Maidenhead	High Wycombe	15
High Wycombe South	Maidenhead Branch Junction	Down Main	10
	Maidenhead Branch Junction	Bay or Goods Yard	15
	Main Line	Platform Line	20
UP LINE			
Whole Branch	The speed at any point must not exceed	... ..	50
High Wycombe South	Up Main	Maidenhead	20
	Up Platform	Maidenhead	20
Bourne End Station Loop	High Wycombe	Maidenhead	15
Bourne End Junction	High Wycombe	Marlow Branch	5
Maidenhead (24m. 51c. to 24m. 33c.)	Grenfell Road Overbridge	Wycombe Branch Junction	25
Maidenhead Middle	High Wycombe	Up Relief or Up Branch Platform	10
MARLOW BRANCH			
Whole Branch	The speed at any point must not exceed	... ..	40
Bourne End	"Red" group engines at any point must not exceed ... ..	... ..	20
	All roads to and from Marlow between Bourne End Station and Up Marlow Branch Home Signal (except 14XX class engines).	... ..	5*
	All roads to and from Marlow between Bourne End Station and Up Marlow Branch Home Signal (14XX class engines only).	... ..	10
WALLINGFORD BRANCH			
Whole Branch	The speed at any point must not exceed	... ..	30
Cholsey	Up Relief	Wallingford	10
	Wallingford	Up Relief	10
Cholsey	All Up and Down Trains between 10c. and 25c.	... ..	25
ABINGDON BRANCH			
Whole Branch	The speed at any point must not exceed	... ..	40
Radley	Abingdon	Down Line	10
Radley	All Up and Down Trains between 57c. and 71c.	... ..	25
OXFORD AND WORCESTER LINE			
Wolvercot Junction	Oxford	Worcester	40
	Worcester	Oxford	40
Yarnton Junction (Oxford, Banbury Road Junction)	W.R.	L.M.R.	15
	L.M.R.	W.R.	15

*—Permanent Speed Restriction Indicator provided (see page 143 of the General Appendix to the Book of Rules and Regulations).

Maximum Speed of Trains Through Junctions—continued

Name of Place	Direction of Train										Miles per Hour
	From					To					
WITNEY AND FAIRFORD BRANCH											
Whole Branch	...	...	...	...	...	The speed at any point must not exceed					40
Yarnton Junction (Witney Junction)	...	...	...	...	...	Oxford	...	...	...	...	15
						Fairford	...	...	...	...	15
Eynsham	...	...	...	...	...	Oxford	...	...	...	...	15
						Fairford	...	...	...	...	15
Witney Station	...	...	...	...	...	Oxford	...	...	...	...	15
						Fairford	...	...	...	...	15
Brize Norton and Bampton	...	...	...	...	...	Oxford	...	...	...	...	15
						Fairford	...	...	...	...	15
Carterton	...	...	...	...	...	Oxford	...	...	...	...	15
						Fairford	...	...	...	...	15

OXFORD AND BICESTER LINE

Between Oxford Station and Bicester (London Road) the speed at any point must not exceed 50 miles per hour.

Between Bicester (London Road) and Oxford Station the speed at any point must not exceed 50 miles per hour.

READING GENERAL AND BASINGSTOKE

Southcote Junction... .. All Down and Up Branch Trains between 37m. 67c. and 38m. 8c. through Junction 30

COLEY BRANCH

Southcote Junction and Reading Central Either direction. Speed at any point must not exceed 15

DIDCOT AND WINCHESTER CHESIL

Between Didcot East Junction and Newbury East Junction the speed of trains in either direction must not exceed 50 miles per hour at any point.

Between Enborne Junction and Winchester the speed of trains in either direction must not exceed 45 miles per hour at any point.

The speed must be further restricted as shown below:—

DOWN LINE			
Didcot East Junction	Down Relief	Down Main	20
	Down Main	Down Relief	40
	Down Relief	Down Northern Loop	40
	Newbury Branch	Down Main	15
	Newbury Branch	Bay Line	15
	Newbury Branch	Down Main	15
Didcot, Didcot and Newbury Branch from 17m. 20c. to 16m. 60c.	(Over connection West of Signal Box.) Speed of all Down Trains must not exceed		30
Newbury East Junction	Down Branch	Down Main	10
Enborne Junction	Down Main	Winchester Branch	25
UP LINE			
Enborne Junction	Winchester Branch	Up Main	25
Newbury East Junction	Up Main	Didcot Branch	15
Didcot, Didcot and Newbury Branch from 16m. 60c. to 17m. 20c.	Speed of all Up Trains must not exceed		30
Didcot East Junction	No. 5 Platform Line	Up Relief	15
	Up Relief	Up Main	40
	Up Northern Loop	Up Relief	40
	Up Main	Newbury Branch	15
	Up Main	Up Relief	10

NEWBURY AND WELFORD PARK

The speed of Passenger Trains and Rail Cars over this Branch in both directions must not exceed at any point 30

The speed of Goods Trains over this Branch must not exceed at any point 15

Between 0m. 42c. and 1m. 73 c. ... } Speed of all Down and Up Passenger Trains must not exceed 20

Between 8m. 75c. and end of Branch } Speed of all Down and Up Diesel Cars must not exceed 30

Welford Park Down Line through Station Loop 15

A136 Maximum Speed of Trains Through Junctions—continued

Name of Place	Direction of Train		Miles per Hour
	From	To	
WEST LONDON AND WEST LONDON EXTENSION LINES			
North Acton Junction	Up Wycombe	Up Wood Lane Line	20
	Down Wood Lane Line	Down Wycombe	20
North Acton—Viaduct Junction	Up and Down Trains between North Acton and Viaduct Junction	Wood Lane Milk Depot	40
Wood Lane Ground Frame	North Acton Line... ..	(In each direction.)	5
North Pole Junction	Old Oak Common	West London Line	30
	West London Line	North Pole Loop for West London Carriage Sidings.	10
	(In each direction and over curve between Junction and Carriage Sidings.)		
Viaduct Junction	Up North Acton Line	Up West London	20
	Down West London	Down North Acton Line	20
Uxbridge Road Junction	Up West London	Through Junction... ..	25
Kensington (North Box)	Main Lines	Sidings (Up and Down)	10
	(In each direction.)		
Kensington (North Road)... ..	Up Main Line	Up Platform Line	15
Kensington (Middle Box)... ..	Up Main Line	Up Platform Line	10
	(In each direction)—through Scissors Crossing		10
	Down Platform Line	Down Main Line	10
Kensington (South Box)	Up Platform Line	Up Main Line	10
	Down Main Line	Down Platform Line	10
Earls Court Junction	Earls Court Junction	L.T. Line	20
	Earls Court Junction	L.T. Yard	5
	(In each direction.)		
Between Lillie Bridge and Kensington South Main. Both lines 0m. 10c. and 2m. 70c.			30
Lillie Bridge Sidings	Shunting or Running	Not to exceed	10
Lillie Bridge Box	Down Line... ..	Down Loop	10
Lillie Bridge... ..	Down Goods Line... ..	Down Line... ..	10
Battersea River Bridge—Chelsea end	Thames Bridge	Chelsea and Fulham	30
	(In each direction.)		
Latchmere Junction	Main Line to Southern Region	No. 2 Branch	15
	Main Line to Southern Region	No. 1 Branch	
	(In each direction.)		
Over No. 2 Branch... ..	Latchmere Junction	Clapham Junction ("A")	20
Over No. 1 Branch... ..	Latchmere Junction	Clapham Junction ("B")	30
Clapham Junction Station, W.L.	Falcon Road Bridge (north side)	Through Station	10
	(In each direction.)		
	Ingoing Line—through Scissors Crossing	No. 16 Platform	5
	No. 17 Platform	Down Line—through Scissors Crossing	10
Longhedge Junction	West London Line	Southern Region	10
Longhedge Junction, W.L.	West London Line	Factory Junction, S.R.	15
	(In each direction.)		
	West London Line	Victoria, S.R.	10
	(In each direction.)		
Longhedge Junction, S.R. (Eastern Section)	Longhedge Junction Box... ..	Queen's Road Bridge	10
	(Over curve—in each direction.)		
Longhedge Junction, S.R. (Central Section)	Longhedge Junction Box... ..	Queen's Road Bridge	15
	Queen's Road Bridge	Longhedge Junction Box... ..	10
	(Over curve.)		
Stewarts Lane Junction, S.R. (Eastern Section)	West London Line	Victoria	15
	(In each direction.)		
Battersea Pier Junction	"Out" Main to	Stewarts Lane, L.L. Line	15
Victoria Carriage Sidings	"Out" Main to	"Out" Slow Line	15
	Grosvenor Road	Victoria, S.R. (Eastern Section)... ..	5
	(On both Up Main and Up Metropolitan Roads.)		

Special care must be taken by Drivers of Trains with Western Region Wide Stock not to exceed 5 miles an hour over the curves at Kensington (Olympia) Station.

ENGINE RESTRICTIONS

A137

PADDINGTON TO STEVENTON. Route Colour—"Double Red."

All types of Western Region Engines are permitted subject to the following stipulations:—

60XX ("King") B.R. Standard Class 8 (4-6-2) 71XXX engines and Gas Turbine Locomotive No. 18000 may work only over Main, Relief and Platform Passenger Lines and connecting crossovers, also over the engine and carriage lines between Paddington and Old Oak Common, into Paddington Goods Depot, and—in cases of emergency—over recognised engine lines to and from engine sheds en route.

The undermentioned Goods Running Loops may also be utilized, subject to a speed restriction of 5 m.p.h. When using these loops, 60XX ("King") and B.R. Standard Class 8 (71XXX) engines must not be assisted by any other engine:—

			m.	ch.	m.	ch.			m.	ch.	m.	ch.	
Dawley	...	...	Up Loop	12	7½	11	1½	Reading to Scours Lane Jn.	Down Loop	35	36½	37	60
Farnham Road	...	...	Up Loop	19	35½	19	0	Scours Lane Jn. to Reading	Up Loop	37	60	35	36½
Maidenhead	...	...	Down Loop	24	25½	24	60½	Foxhall Jn. to Steventon	Down Loop	53	66	56	20
Ruscombe	...	...	Down Loop	29	22½	29	55½	Steventon to Foxhall Jn.	Up Loop	56	20	53	55

When using these loops, 60XX ("Kings"), B.R. Standard Class 8 (4-6-2) engine and the Gas Turbine 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 2 steam engines should not be coupled chimney to chimney.

The following Lines and Triangles (Passenger Running Lines only) are also authorised for 60XX ("King") B.R. Standard Class 8 and Gas Turbine Locomotive No. 18000:—

West Ealing to Greenford
West Ealing Triangle via Drayton Green
Greenford Triangle via Greenford East Loop
Reading Triangle via Reading West Curve

Didcot Triangle via Didcot East and West Curves
To and from Southern Region via New Junction and
Old Incline Junction at Reading

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

Station	Connections and Sidings	Engines Prohibited
Paddington (Main) ...	Platform Lines Nos. 11 and 12 ...	Gas Turbine No. 18000.
Paddington (Suburban) ...	All ...	All except 14XX, 22XX, 54XX, 61XX, 84XX, 87XX, 94XX and 97XX. These engines must be fitted with A.W.S. Clip-up apparatus.
Note.—Engines must be fitted with trigger cock apparatus (see page 70 of Appendix to the W.T.T.)		
Westbourne Park (Alfred Road Depot)	All Roads Nos. 6 and 7 ... New Shed ... Platform ... Road No. 8—Over curve from Weighbridge to Mercers' Warehouse.	60XX. All 4-6-0 and 2-8-0 47XX (2-6-0 53XX permitted.) 4-6-0 ("Castle") and 49XX ("Hall") permitted. 2-6-0 (53XX) permitted over Nos. 6 and 7 roads in Depot. All except 0-6-0T.
Westbourne Park (Kensal Green)...	Gas Light & Coke Sidings ...	All.
Old Oak Common ...	Sub-station Siding ...	All except 0-6-0T.
West Ealing ...	Co-operative Milk Co.'s Sidings ... Meadowland Milk Co.'s Siding ...	All except 2-6-0, 53XX and all 0-6-0 types, and tank engines of classes 2-8-0, 2-8-2, 0-6-2, 0-6-0, 0-4-2, 2-6-2. All except 0-6-0T.
Southall ...	Poulton & Noel's Siding ... Gas Works Sidings ... Glebe Siding, with connections to:— Scott's Emulsion Siding ... Tickler's Siding ... Crown Cork Siding ... Kearley & Tonge's Siding ... Quaker Oats Siding ...	All except 0-6-0T. All except 0-6-0T up to stop boards. All engines beyond stop boards. All except 0-6-0T.
Hayes ...	Creosoting Yard, all Sidings ... Goods Yard No. 12 Road Turn-out at 10m. 62c. ... Goods Yard No. 10 Road Turn-out at 10m. 65c. ... Down Siding No. 2 Turn-out at 10m. 60c. ... Down Siding No. 5 Turn-out at 10m. 65c. ... R.O.D. Sidings ... Crow Catchpole Sidings ... Crow Catchpole new Loop to Rotary Tippler ... B.E.T. Co.'s Sidings ... Gramophone Co.'s Sidings ... Nestlé's Sidings ... De Salis (MacAlpine) Sidings ...	All except 0-6-0T. All 4-6-0 and 2-8-0 47XX. All except 0-6-0T up to board. All engines beyond stop board. All except 0-6-0T. All engines. All except 2-6-2T 61XX and 0-6-0T. All except 0-6-0T. All except 0-6-0T 57XX.

For restrictions on Diesel Electric Shunting Engines see page 145.

Station	Connections and Sidings	Engines Prohibited
Paddington to Stevenston—continued		
West Drayton	Power Plant Co.'s Sidings	All except 0-4-2T 14XX and 0-6-0T 16XX Class Locos which may work only at slow speed. No permitted Engine to proceed beyond wheel-stop. All except 2-6-0, 2-6-2T and 0-6-0T up to stop board. All except 0-6-0T 57XX beyond stop board. All 4-6-0 60XX, 4-6-2 B.R. Standard Class 8 71XXX and 2-8-0 47XX.
	Roads Reconstruction Co.'s Sidings	
	Bay Line	
Langley	High Duty Alloys' Sidings Stacey's Saw Mill Siding Brickwork's Connection Starch Products' Siding	All engines beyond stop board. All 4-6-0 and 2-8-0 47XX. All engines beyond board. All except 2-6-0, 2-6-2T and 0-6-0T.
Slough	Gas Company's Sidings G. D. Peter's Sidings Horlick's Sidings I.C.I. Sidings Permanent Way Depot (Through Line and Cripple Siding).	All engines. All except 0-6-0T. All engines except 0-6-0T 61XX.
	For restrictions on Diesel Electric Shunting Engines see page 145.	
Taplow	Webster's Siding Wood's Siding Lent Rise Siding Down Bank Siding Ballast Pit Siding	All except 0-6-0T 57XX and 2-6-2T 61XX All except 0-6-0T, 0-6-2T and 0-4-2T. e page 145.
	For restrictions on Diesel Electric Shunting Engines see page 145.	
Maidenhead	Messrs. Cox's Sidings	All except 0-6-2T and 2-6-2T 61XX.
Twyford	Back Road Siding Up Side Sidings and Connections	All 4-6-0 and 2-8-0 47XX. All engines beyond stop board. e page 145.
	For restrictions on Diesel Electric Shunting Engines see page 145.	
Twyford (Sonning)	C.E.A. Sidings (Down Side) C.E.A. Power Station Sidings (Up Side)	All 4-6-0 and 2-8-0 47XX. All engines beyond stop board.
Reading General	Loops to Huntley & Palmer's Sidings Coal Yard Sidings Fish Dock Siding Reading Triangle Tip Siding, No. 2 Turn-out, 36m. 44c. Down Old Yard, No. 10 Siding, at 36m. 67c. Turn-out from No. 1 to No. 2 Shunt Spur at 37m. 12c.	0-6-0T (16XX), also all engines beyond stop board. All 4-6-0 and 2-8-0 47XX. 4-6-0 "Red" and "Blue" Group locomotives may work over the bridge between Reading High Level and the Coal Yard Sidings and also down the Incline, but must not go into the Coal Yard Sidings.
	For restrictions on Diesel Electric Shunting Engines see page 145.	
Goring & Streatley	Gatehampton Ground Frame	"Red" Group.
Didcot... ..	Rich's Siding Provender Sidings D.N. & S. Bay Lines Horse Dock Spur West Bay Line No. 7 Platform Line Didcot Hump Sidings	Beyond Gate—all except "Yellow" and "Uncoloured" engines. Beyond Stopboard—All. All except 0-6-0T Engines. 2-8-0 47XX and all 4-6-0. 4-6-0 60XX "King" and 4-6-2 B.R. Standard Class 8. All permitted engines may run round their trains via the Ordnance Depot Lines subject to a maximum speed of 10 m.p.h. The route to be taken is:— Via No. 1 Road alongside Hump Sidings. Then reverse along No. 1 Gulley Road. Return to Hump Sidings via W.D. Marshalling Yard.
Didcot (Ordnance and Aircraft Depots).	Passenger Lines in Depots (to end of D.5 Shed Passenger Platform only). All other Lines and Sidings in Depots	10XX, 47XX and 60XX. All permitted engines subject to 10 m.p.h. speed restriction. All except "Yellow" and Uncoloured engines. All permitted engines subject to 10 m.p.h. speed restriction.
Stevenston		For particulars of prohibitions see Section "B" of the Working Time Tables.

OLD OAK COMMON TO BANBURY. Route Colour—"Double Red".

All types of Western Region Engines are permitted subject to the following restrictions:—

60XX ("King") B.R. Standard Class 8 (4-6-2) 71XXX engines and Gas Turbine Locomotive No. 18000 work only over Main and Platform Passenger Lines and connecting Crossovers.

The following Lines and Triangles, etc. (Passenger Running Lines only), are also authorised for 60XX ("King") B.R. Standard Class 8 (4-6-2) 71XXX engines and Gas Turbine Locomotive No. 18000:—

West Ealing to Greenford.
West Ealing Triangle via Drayton Green.
Greenford Triangle via Greenford East Loop.

60XX ("King") B.R. Standard Class 8 (4-6-2) 71XXX engines and Gas Turbine Locomotive No. 18000 may, in emergency and subject to a maximum speed of 5 m.p.h., work over the following Goods Running Loops between Banbury and Astrop:—

Up ... 85m. 74½c. to 84m. 8c.
Down ... 84m. 8c. to 85m. 74c.
and the new Down Reception Loop.

ENGINE WORKING BETWEEN ASHENDON JUNCTION AND WOODFORD HALSE (VIA GRENDON UNDERWOOD) AND BETWEEN BANBURY AND WOODFORD HALSE.

W.R. 28XX (2-8-0) Class 8 Freight engines are permitted to work between Ashendon Junction and Woodford Halse via Grendon Underwood, and also between Banbury and Woodford Halse. Over each of these sections the A.W.S. may be allowed to remain in the operative position.

When working between Ashendon Junction and Woodford Halse (via Grendon Underwood) these engines must not use the crossover road in Brackley Station, neither must they use the crossover road in Woodford Halse Station or the connection from Helmdon Refuge Siding to the Main Line in Helmdon Station.

The following restrictions apply in Sidings in respect of the engines authorised over the route:—

Station	Connections and Sidings	Engines Prohibited
Park Royal	Waring's Siding Guinness' Siding Trading Estate Sidings Guinness' Siding:— Reception and Branch Sidings	All except 0-6-0T. All except 0-6-0T. All except 0-6-0T.
Greenford	Sanderson's Siding Up Side Spur Siding, 7m. 68c. Lyons' Sidings British Bath Co.'s Sidings	All engines beyond stop board. All 4-6-0 and 2-8-0 47XX. All engines. All except 0-6-0T.
High Wycombe	Gomme's Siding Bellfield Siding Back Road, New Yard, 16m. 72c. For restrictions on Diesel Electric Shunting Engines, see page 145.	All except 0-6-0T. 0-6-0T (16XX), also all 4-6-0 and 2-8-0 47XX, up to stop board. All engines beyond stop board. All engines.
Blackthorn	Cattle Pen Siding from Birmingham end of Cattle Pens to stop block.	10XX, 60XX, 68XX, 78XX.
Bicester North	Cattle Pen Siding from London end of Cattle Pen to stop block.	10XX, 60XX, 68XX, 78XX.
Ardley... ..	Cattle Pen Sidings from top of ramp of Up Passenger Platform to stop block.	10XX, 60XX, 68XX, 78XX.
Banbury	Passenger Station—Up Bay, South End, from a point 300 ft. from Station buildings to stop block. Passenger Station—North End, from a point 150 ft. from Station buildings to stop block. Passenger Station—Crossover Road, "Tank" Road to Up Bay. Passenger Station—Horse Box Siding, Down Side, Birmingham end of Station. Goods Yard—Wagon Turntable Local Goods Yard—Local Yard to Spur Hump Yard—Hump to Nos. 4, 6, 18 and 19 Roads	10XX, 60XX, 68XX, 78XX. 10XX, 60XX, 68XX, 78XX. All 4-6-0 engines. All 4-6-0 engines. All engines. 72XX. All 4-6-0 engines. 2-8-0 ("Austerity"). All 4-6-0 engines.

DIDCOT NORTH JUNCTION TO YARNTON AND AYNHO JUNCTION Route Colour—"Red."

All classes of Western Region Engines are permitted except 60XX ("King") and Gas Turbine Locomotive No. 18000, but "King" Class Engines may work between Didcot and Aynho Junction in cases of emergency and may travel "light" between Wolverhampton (Stafford Road) and Swindon Factory or vice versa, subject to the observance of the following stipulations:—

1. Speed not to exceed 60 m.p.h. throughout.
2. Speed not to exceed 20 m.p.h. when passing over the following bridges:—

Bridge	Mileage	Nearest Station
River Isis Bridge ...	62m. 79ch. ...	Oxford
Sheepwash Bridge...	63m. 48ch. ...	North end of Oxford Station
River Cherwell ...	60m. 60ch. ...	Bletchington
Oxford Canal ...	70m. 21ch. ...	Bletchington
Oxford Canal ...	71m. 18ch. ...	Bletchington
River Cherwell ...	71m. 47ch. ...	Bletchington
River Cherwell ...	71m. 48½ch. ...	Bletchington
River Cherwell ...	71m. 75ch. ...	Bletchington
River Cherwell ...	73m. 61ch. ...	Heyford
Flood Bridge ...	75m. 34ch. ...	Heyford
Flood Bridge ...	75m. 39ch. ...	Heyford

3. All permanent and temporary speed restrictions to be strictly observed.

The following restrictions apply in Sidings in respect of the engines authorised over the route:—

Radley	Connection leading to Loading Dock, Back Road, Oxford end.	All 4-6-0 and 2-8-0 47XX.
Oxford	Oxford Gas Sidings	All engines beyond stop board.
Bletchington	Cement Co.'s Sidings Connection from Up Main to Up Sidings, Wolverhampton end of Station.	All engines beyond stop board. 2-8-0 47XX.
Fritwell & Somerton	Up Main to Cattle Pens, through Points No. 18 ... Down Main to Yard, Wolverhampton end of Station ...	2-8-0 47XX. 2-8-0 47XX.

The following engines may be permitted to work between Banbury and Oxford subject to the observance of service restrictions:—

Ex L.M.S.
4F (0-6-0)
4 (2-6-0)
6P/5F (2-6-0) Parallel boiler
7F (0-8-0) G/2 and G/2A
B.R. Standard
4 (2-6-0)

The Class 7F (0-8-0) G/2 and G/2A engines must not exceed a speed of 30 miles per hour.

The ex L.M.S. Class 6P/5F (2-6-0) taper boiler engines are permitted to work between Banbury and Oxford.

READING GENERAL TO BEDWYN Route Colour—"Double Red."

Permitted Engines.—All classes subject to the following stipulations:—

60XX ("King") B.R. Standard Class 8 (4-6-2) 71XXX engines and Gas Turbine Locomotive No. 18000 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 catchpoints only for the purpose of putting off vehicles, etc., in cases of emergency.

The undermentioned Goods Running Loops only may be utilised:—

Newbury East to Newbury Middle ...	No. 1 Down Loop	m. ch. 52 51½ to 52 75
	No. 2 Down Loop	52 51½ to 52 75

When using these loops, 60XX ("King"), B.R. Standard Class 8 (4-6-2) engine and the Gas Turbine 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 2 steam engines should not be coupled chimney to chimney.

LOCAL RESTRICTIONS

Theale	Tobacco Factory Siding	All engines beyond stop board.
	Sand and Gravel Co.'s Siding	All except 0-6-0T engines.
Aldermaston	Asiatic Oil Co.'s Sidings	All engines beyond stop board.
Thatcham	Cropper's Sidings	All engines beyond stop board.
	Colthrop Board and Paper Mills, South Siding ...	
	Colthrop Board and Paper Mills, North Siding ...	
	Reed Cartons, Ltd. Sidings	
	War Department Sidings	All 4-6-0 and 2-8-0 47XX. All 4-6-0 and 2-8-0 47XX. For restrictions to Diesel Shunting engines, see page 145.
Newbury Race Course	No. 2 W.D. Race Course Siding Turn-out ...	
Newbury	Gas Siding Turn-out at 52m. 60c. ...	
	Old Petrol Siding Turn-out at 52m. 61c. ...	
	Loop Siding, Up Side at 52m. 61c. ...	

BRANCHES

Section of Line	Route Colour	Engines Authorised	Local Prohibitions
Paddington (Suburban) to Smithfield Depot.	—	0-6-0T engines Nos. 9700-9710, fitted with condenser. 350 h.p. Diesel Electric Shunting Locomotives.	— 350 h.p. Diesels must not work in extension to No. 4 (Back of the House) Siding. 350 h.p. Diesels must be fitted with trip cock gear and must have a brake van attached if required to run over the electrified lines.
Paddington to Kensington via West London and North Pole Jn	" Red "	... All except 60XX and 2-8-0 47XX ...	—
Paddington Praed Street Junction L.T.E. and Aldgate L.T.E.	—	Engines authorised:— 1,250 h.p. Brush Type B. 1,000 h.p. H.B. Type B. 800 h.p. H.B. Type A. 1,160 h.p. Sulzer Type B. 1,200 h.p. Vickers Type B. 350 h.p. E.E. and B.T.H. Shunting.	—
Acton Yard to Acton Wells Junction.	" Red "	... All except 4-6-0 60XX ...	—
Acton Main Line (W.R.) to Wembley Hill (L.M.R.) including Wembley Stadium Loop.	—	" Castle," 49XX, 53XX, 59XX, 61XX, 63XX, 68XX, 69XX, 73XX, 78XX, 79XX and B.R. Standard Class 4, 5, 6 and 7 engines only. Ex L.N.E. 0-6-0 J.6 and 0-6-0 J.52 at a speed not exceeding 30 m.p.h.	A.W.S. shoe and trip cock gear on engines so fitted to be secured in the inoperative position. Maximum speed of 15 m.p.h. over the South-West Bank at Neasden. Harlesden: " Castle " 68XX and 78XX Class engines to travel with caution through the station. Normal service restrictions.
Brentford to Southall ...	" Yellow "	... All " Yellow " and uncoloured engines... Diesel Cars of all types on running lines only, also from and to A.E.C. Siding. 84XX, 94XX Class engines may work into Quaker Oats Siding at Southall.	Brentford Town Depot: All engines beyond stop board in Cox & Dank's Siding.
Uxbridge (Vine Street) to West Drayton	" Red "	... All except 4-6-0 60XX, 4-6-2 B.R. Standard Class 8 71XXX, and 2-8-0 47XX. Diesel Cars Nos. 19-38 (inclusive) ...	— Crossover No. 23 to be negotiated at extreme caution.
Staines West to West Drayton ...	" Dotted Red "	All " Yellow " and uncoloured engines ... 2-6-2T 61XX " Blue " ... Diesel Cars 19-38 (inclusive) ...	Staines West: 61XX engines must not work into Goods Yard, including Goods Shed, Loading Dock, Private Sidings and Engine Shed. All Sidings prohibited except:— Colnbrook: Down Side Yard Spur Siding. Staines West: Engine Shed Siding up to Water Column only. Cattle Pen Siding.
Windsor to Slough ...	" Red "	... All except 60XX and 2-8-0 47XX Diesel Cars Nos. 19-38 (inclusive) ...	Windsor Station—platforms 2 and 3.
Henley to Twyford ...	" Red "	... All except 60XX and 2-8-0 47XX Diesel Cars Nos. 13 to 38 inclusive on running lines only.	Twyford: Twyford Mill Private Sidings —all engines except 0-6-0T 57XX
Wallingford to Cholsey ...	Uncoloured	... 0-4-2T 14XX and 58XX and 0-6-0T-16XX 57XX Class 0-6-0T permitted on booked Freight services only.	Wallingford: C.W.S. Private Siding beyond stop board.
West Ealing to Greenford ...	" Double Red "	All classes ... Diesel Cars of all types ...	—
Uxbridge (High Street) to Denham	" Blue "	... All " Yellow " and uncoloured engines ... 2-6-2T 61XX class on running lines only, subject to maximum speed of 25 m.p.h.	—
High Wycombe to Maidenhead ...	" Red "	... All except 60XX and 2-8-0 47XX Diesel Cars Nos. 13 to 38 inclusive ... B.R. Standard Class 9F 2-10-0 (92XXX) ...	Thomas & Green's Sidings: All engines beyond stop board.

Section of Line	Route Colour	Engines Authorised	Local Prohibitions
Marlow to Bourne End	" Dotted Red "	All except 60XX and 2-8-0 47XX ... Diesel Cars Nos. 13 to 38 inclusive ...	" Red " engines not to exceed 20 m.p.h. at any point on branch. Marlow: " Red " and " Blue " engines prohibited from Goods Shed and beyond doors of Engine Shed. Loco. Sidings.
Watlington to Princes Risborough	Uncoloured ...	All uncoloured engines E.R. 0-6-0 J.15	Chinnor: Chinnor Cement Co.'s Private Sidings beyond stop board. Subject to the observance of service restrictions.
Princes Risborough to Kennington Junction.	" Red " ...	All except 60XX and 2-8-0 47XX ... Diesel Cars Nos. 13 to 38 inclusive on running lines only.	Thame: All except 0-6-0 type in Siding leading to " Church " Sidings. Morris Cowley: All engines:— Pressed Steel Private Sidings beyond stop board. M.A.P. Private Sidings beyond stop boards. Nuffield Exports Private Sidings (Low Level) beyond stop boards at Crossover Road. Littlemore: All engines over Wagon Turntable leading to Asylum Siding.

Section of Line	Route Colour	Engines Authorised		Local Prohibitions	
Aylesbury to Princes Risborough	" Blue " ...	W.R. Engines 78XX 61XX 2021 43XX 81XX 54XX 90XX 1361 57XX 22XX 14XX 64XX 45XX 16XX 74XX 51XX		E.R. B.I. and L.M.R. Class 5 4-6-0 M.T. engines subject to an overall speed restric- tion of 20 m.p.h.	
		L.M.R. Engines			
		Type	Diag'm Nos.	Type	Diag'm Nos.
		2P (4-4-0)	69C	7P (4-6-0)	269D
		2 (2-6-0)	273A		270E
		4P (4-4-0)	73B		272B
		4F (0-6-0)	167B	7F (0-8-0)	168C
		4 (2-6-0)	274B	2 (2-6-2T)	275A
		5 (4-6-0)	178M		290
			276B	2P (0-4-4T)	212B
			277B	*3 (2-6-2T)	84A
			280A		85A
			283A	*13 (2-6-2T)	254E
			284A		264B
		*6P/5F (2-6-0)	180A	3F (0-6-0T)	107
		*16P/5F (2-6-0)	181D	§4 (2-6-4T)	172C
		*6P/5F (4-6-0)	173C	‡4 (2-6-4T)	251E
		*16P/5F (4-6-0)	176P		271A
		4P (4-6-0)		†4 (2-6-4T)	182D
		(No. 46170)	250F		
		* Parallel boiler		‡ 2 Cyl. Taper boiler	
		*1 Taper boiler		† 3 Cyl. Taper boiler	
		§ 2 Cyl. Parallel boiler			
		Ex L.N.E. Engines			
		*B.1	J.52/2	O.4/7	
		D.11/1	1.94	O.4/8	
		D.11/2	K.1	A.5/1	
		J.6	K.2/1	C.13	
		J.15	K.2/2	C.14	
		*J.39	O.1	N.5/2	
		J.50/1	O.4/1		
		J.50/2	O.4/6		
		‡J.50/3			
		J.52/1			
		*—Also with N.E. tender			
		*1—With 3,500 gal., 4,200 gal., 4,125 gal., 3,940 gal., or 3,650 gal. tenders.			
		‡—To 1930 and from 1938.			

Section of Line	Route Colour	Engines Authorised	Local Prohibitions
Abingdon to Radley	Uncoloured ...	0-4-2T 14XX, 58XX and 0-6-0T 16XX ...	Abingdon: Malt House Private Sidings beyond stop board.

Engine Restrictions—Branches—continued

Section of Line	Route Colour	Engines Authorised	Local Prohibitions
Oxford (Rewley Road) to Bicester Yarnton Junction to Oxford, Banbury Road Junction	—	All B.R. Standard except 4-6-2 71XXX. All L.M.R. except 4-6-2 46200-46212. 46220-46257. 2-8-0 53800-53810. 0-6-0 2E and 3H } Ex 0-4-4T 2K and 2L } Cal. 0-6-0T 2R and 3Y } Diesels, all except:— 10000 and 10001 } as double 10201, 10202, 10203 } units. All except 60XX "King" Only ex G.W.R. locomotive to work between Bicester (London Road) and Bletchley is 56XX. B.R. Standard Classes 4, 5 and 9; W.D. Austerity and ex L.M.S. Class 8F 2-8-0 engines are also allowed to work in this Section.	All ex L.N.E. B1 restricted to 40 miles per hour between Launton and Oxford, Banbury Road Junction 17½-31½ m.p. 49XX between Bicester (London Road) and Bletchley.
Fairford to Yarnton (exclusive) ...	"Yellow" ...	All "Yellow" and uncoloured engines ... Diesel Cars Nos. 13-38 (inclusive), subject to the observance of restrictions.	South Leigh: Not to run alongside Cattle Pens. Witney: Not to run into Goods Shed. All other Goods Sheds and Loading Banks, etc., to be used with caution and at "dead slow" speed.
Basingstoke to Southcote Junction	"Red" ...	All engines except 60XX ("King") and Gas Turbine Locomotive No. 18000. B.R. Standard Class 9F 2-10-0 (92XXX) ...	Basingstoke: All 4-6-0 engines and 47XX 2-8-0; Exchange Sidings 51m; 17c. Up Line from Southern Yard, 51m. 37c.
Reading Central to Southcote Junction (Coley Branch).	"Red" ...	All engines except 60XX ("King") and Gas Turbine Locomotive No. 18000.	—
Welford Park to Newbury ...	Uncoloured ...	All "Yellow" engines, subject to strict observance of the restrictions of speed shown on p. 135, and uncoloured engines.	—
Didcot Station ...	"Double Red" ...	All ...	D.N. and S. Bay Line: All 4-6-0 and 2-8-0 47XX. Branch Platform Lines: All 4-6-0 and 2-8-0 47XX Rich's Siding: All beyond stop board. Horse Dock Siding: All 4-6-0 and 2-8-0 47XX. Providence Siding: All except 0-6-0T.
Didcot (Ordnance and Aircraft Depots).	—	For particulars of permissions and prohibi-	tions, see page 138.
Didcot East Junction to Newbury East Junction.	"Blue" ...	All "Blue," "Yellow" and uncoloured engines. Twin-car Diesels Nos. 34 and 38 (or similar type) on running lines only. B.R. Standard Class 4 (2-6-0) 76XXX, subject to observance of all service restrictions. Also the following "Red" engines, sub- ject to maximum speed of 40 m.p.h. and special restrictions of 20 m.p.h. on Up Line between Hampstead Norris and Compton (8m. 56½c. and 9m. 7c.), and of ten miles per hour over bridge at 0m. 40c. near Newbury East Junction. 4-6-0 "Hall" (49XX, 59XX, 69XX, 79XX) 4-6-0 "Grange" (68XX) Diesel Shunting Engines, for restrictions see page 145. B.R. Standard Class 5 (4-6-0) 73XXX are prohibited. Ex-L.M. Class 5 locomotives (Diagram E.D. No. 178) are permitted, subject to the instructions applicable to W.R. 4-6-0 49XX Class locomotives.	Upton and Blewbury: All engines and Twin-car Diesel, except 0-6-0 en- gines over lead from Down Line to and including Loading Dock. Compton: All except 0-6-0 engines over lead from Goods Shed Road to Down Line at 9m. 17c. Twin-car Diesel not to work over the lead from the Up Line to and inclu- ding the Loading Dock. Loaded Diesels not to work through the Goods Shed owing to reduced clearances. Hampstead Norris: All except 0-6-0 engines on Loading Dock Siding beyond footbridge. Twin-car Diesel not to work from Up Line to Up Loading Dock. Hermitage: All in Hall's Tile Co.'s Siding beyond stop board. All except 0-6-0 engines over lead from No. 2 Loop Siding to Cold Storage Loop Siding at 4m. 7c.
Enborne Junction to Winchester	"Blue" ...	All "Blue," "Yellow," and uncoloured engines. Diesel Cars Nos. 13 to 38 inclusive on running lines only. B.R. Standard Class 4 (4-6-0) engines subject to the observance of normal service restrictions. Also following "Red" engines in emerg- ency and subject to maximum speed of 20 m.p.h. 4-6-0 Hall (49XX, 59XX, 69XX, 79XX).	King's Worthy (Winnall Sidings): All except 0-6-0 engines in Gas Works Sidings Nos. 1 and 2. B.R. Standard Class 9F 2-10-0 (92XXX) prohibited Enborne Junction to Shawford Junction.
Paddington to North Pole Junc- tion via West London.	—	All except 60XX ("King") 47XX 2-8-0.	—

Section of Line	Route Colour	Engines Authorized	Local Prohibitions
Old Oak Common to North Pole Junction.	—	All except 60XX ("King"), 47XX 2-8-0, B.R. Standard Class 4 (2-6-0) 76XXX, subject to the observance of service restrictions.	—
North Acton to Viaduct Junction (Steam Lines), including United Dairies' Depot Sidings at Wood Lane.	—	All except 2-8-0 ... 47XX and 28XX on running lines only. B.R. Standard Class 4 (2-6-0) 76XXX, subject to the observance of service restrictions.	60XX ("King" Class) engines are permitted to work on running lines only between North Acton Junction and Wood Lane subject to service restrictions and provided the speed does not exceed 20 m.p.h. between these points.
West London Line (North Pole Junction to Latchmere Junction)	—	All except 60XX ("King"), 47XX and 2-8-0. Ex-L.N.E. 0-6-0 (Tender) Class J20 engines, subject to the observance of service restrictions. B.R. Standard Class 9F (2-10-0) 92XXX fitted with Franco-Crosti boilers, subject to the observance of service restrictions. B.R. Standard Class 4 (2-6-0) 76XXX subject to observance of service restrictions.	Kensington (Olympia): All 4-6-0 and 2-8-0 47XX engines in "Short" and "Salt" Sidings. Warwick Road Depot: All except 0-6-0 engines over connection leading to No. 5 Goods Road and Loading Ramp. West Brompton: All except 0-6-0 types in "Exhibition" Sidings. Chelsea Docks: All engines in following—Neuchatel Siding. Gas Light & Coke Sidings. Cox & Dank's Sidings. Resmat Sales Sidings. Chelsea Basin: All permitted engines to work over the Siding leading to the "Wigan" road at "dead slow" speed.
South Lambeth Depot ...	—	0-6-0T, 57XX, 87XX, 97XX, 4-6-0, 78XX ("Manor"), 2-6-0, 53XX.	All engines in Metropolitan Water Board and London Power Sidings (Battersea Power Station).

B.R. STANDARD ENGINES

- Class 2 (2-6-0T) 84XXX } Prohibited on all "Uncoloured" routes.
 Class 2 (2-6-0) 78XXX }
 Class 3 (2-6-0) 77XXX ... Prohibited on all "Uncoloured" routes.
 Class 3 (2-6-2T) 82XXX } Prohibited on all "Uncoloured" routes. Engines numbered 82030 and 82035-82044 when working over "Yellow" or specially authorised "Uncoloured" routes must not be coupled to another engine of the same class.
- Class 4 (2-6-4T) 80XXX... Prohibited on all "Yellow" and "Uncoloured" routes. Restrictions as for "Blue" engines.
 Class 4 (4-6-0) 75XXX ... Route availability and loading—as "Manor" class.
 Class 4 (2-6-0) 76XXX ... Permitted to work between Reading General and Latchmere Junction, via North Acton or Old Oak Common, subject to the observance of service restrictions.
- Class 5 (4-6-0) 73XXX ... Prohibited on all "Blue," "Yellow" and "Uncoloured" routes. Restrictions.—As for W.R. 4-6-0 49XX ("Hall") Class engines.
 Class 7 (4-6-2) 70XXX ... Route availability and loading—as "Castle" class. Permitted to work between North Pole Junction and Longhedge Junction and between North Pole Junction and Old Oak Common (W.R.), subject to strict observance of service restrictions.
- Class 8 (4-6-2) 71XXX ... As for "King" Class.
 Class 9F (2-10-0) 92XXX (including Franco-Crosti).—May work over running lines subject to the observance of the prohibitions and restrictions given below. The engines will be classified "Blue" but will be restricted to a speed of 50 m.p.h. over "Blue" routes:—
- "Double Red" and "Red" Routes ... As for 2-8-0 28XX and 47XX Class engines.
 - "Blue" Routes ... As for 2-8-0 28XX engines.
 - "Dotted Blue" Routes ... SPEED NOT TO EXCEED 50 m.p.h.
 - "Yellow" and "Uncoloured" Routes ... As for 2-8-0 28XX Class engines.
 - "Yellow" and "Uncoloured" Routes ... SPEED NOT TO EXCEED 25 m.p.h.
 - "Yellow" and "Uncoloured" Routes ... Prohibited.

Not to work in either direction between Didcot West Curve Junction and Foxhall Junction, Didcot West End and Didcot West Curve Junction. Engines of this class when working from Swindon Works to Banbury for E.R. to run via Didcot East Junction to Didcot R. & M. Depot to turn thence via Down Northern Loop.

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

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

Permanent and temporary Speed Restrictions, also the instruction relating to the speed of light engines (as shewn on page A127 of the Working Time Table) must be observed.

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

- Paddington to Old Oak Common ... Any number of engines up to and including five, may work in steam coupled together, marshalled in any order, over these sections. The speed must not exceed 10 m.p.h. when passing over the Engine Line Bridge at 2m. 29ch.

DIESEL ENGINES

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

350 h.p. Diesel Electric Shunting Engines—No. 15100.

Engine Route Classification ... "Yellow."

Restrictions.

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

Hayes ...	Goods Yard Sidings Nos. 10, 12 and 13: 10m. 61ch. to 10m. 65ch.
Slough ...	Locomotive Shed outside road: 18m. 54ch.
Taplow ...	Down Main Tip Sidings: 22m. 34ch.
Reading General ...	Loop Sidings to H. & P. Sidings: 35m. 36ch.
	Fish Dock Sidings: 35m. 73½ch.
	Down Old Yard No. 10 Siding: 36m. 67ch.
	No. 1 to No. 2 Shunt Spur: 37m. 12ch.
	Triangle No. 2 Tip Siding: 36m. 46ch.
High Wycombe ...	Bellfield Siding: 16m. 75ch.
	Back Road, New Yard: 16m. 72ch.
Newbury ...	Gas Siding, Old Petrol Siding, Loop Siding: 52m. 61ch.
Hermitage ...	Goods Shed Road: 4m. 7ch.
Compton ...	Goods Yard Siding: 9m. 17ch.

350 h.p. Diesel Electric Shunting Engines—Nos. 15101-15106.

Engine Route Classification ... "Uncoloured"

Restrictions.

The following Lines and Sidings are prohibited:—

Reading General ...	Loop Sidings to H. & P. Sidings: 35m. 36ch.
High Wycombe ...	Bellfield Siding: 16m. 75ch.

350 h.p. Diesel Electric Shunting Engines.

The following diesel electric shunting engines are permitted to work between Latchmere Junction and Kensington (Olympia) subject to the observance of service restrictions:—

15201-15203, 15211-15225, 15226-15236, 13000 (D.3XXX) onwards.

350 h.p. Diesel Electric Shunting Engines—Nos. 15100-15107 and 13XXX (D.3XXX).

Maximum permissible speed... 20 m.p.h. Average speed for timing purposes... 15 m.p.h.

350 h.p. Diesel Electric Shunting Engines.—(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 demished.
2. They may be permitted to work in conjunction with the Mobile Track Relaying Unit.
3. They may be permitted to pull or propel vehicles for Engineering Department purposes provided the laid down speed limits are not exceeded.
4. They must NOT in any circumstances be coupled to a steam engine or train worked by a steam engine, except as indicated in item 1.

200 h.p. Diesel Mechanical Shunting Engines—111XX and 112XX (D.2XXX). Engine Route Classification ... "Uncoloured"

2,000 h.p. Main Line Diesel Hydraulic Locomotives—North British Co.—Nos. D600-D604.

"Red" Route Classification.

Prohibitions:—All "Blue", "Yellow" and "Uncoloured" routes.

These locomotives may work coupled together or coupled to a North British Co. 1,000 h.p. Diesel Hydraulic Locomotive.

2,000 h.p. Main Line Diesel Hydraulic Locomotives—Type 4 Swindon built D.800-D.818.

"Red" Route Classification.

Prohibitions:—All "Blue", "Yellow" and "Uncoloured" routes.

1,000 h.p. Main Line Diesel Hydraulic Locomotives—North British Co.—No. D.63XX.

"Blue" Route Classification.

Restrictions:—Must not exceed a speed of 40 m.p.h. on "Yellow" routes.

EASTERN REGION ENGINES

EASTERN REGION ENGINES permitted to work between the following points on running lines only, subject to observance of service restrictions:—

Class B1 (4-6-0) ...	Paddington to Birmingham via Bicester. Kensington (Olympia) to North Acton Junction via Wood Lane. Kensington (Olympia) to Old Oak Common Shed and North Pole Junction. Acton and Windsor and over Triangle at Slough. Oxford North Junction and Radley. High Wycombe to Maidenhead via Bourne End. Maidenhead to Windsor via Slough West Curve. Bourne End and Marlow at speeds not exceeding 20 m.p.h.
Class B17 (4-6-0) ...	Permitted to work between High Wycombe and Windsor subject to the observance of service restrictions. This authority includes working over the Triangle at Slough and into Slough Motive Power Depot.
Class J15 ...	Princes Risborough and Watlington.
Class V2 (2-6-2) ...	Permitted to work between Didcot and Aynho Junction in cases of emergency only, subject to the same conditions as "King" Class engines.
Class V2 (2-6-2) ...	Permitted to work between Paddington and Saltney Junction via Bicester subject to strict observance of service restrictions and the stipulations applicable to "King" Class engines. Also between Didcot and Aynho Junction in cases of emergency subject to the same conditions as "King" Class engines.
Class J20 (0-6-0) ...	Banbury and Didcot.
Class J50 (0-6-0) ...	Oxford Banbury Road Junction (L.M.R.) to Oxford Shed via Yarnton. North London Bank, Acton East to Acton Wells Junction.

SOUTHERN REGION ENGINES

Route	Engine Classes authorised
Southcote Junction and Reading West Junction to Oxford	Lord Nelson, Battle of Britain, Modified West Country, modified Merchant Navy, S.15, N.1, U, U.I, M.16, Q, Q.1, 700, W, K, B.R.4 (2-6-0), V (Schools).
Oxford to Banbury and Wolverhampton ...	Lord Nelson, West Country, modified West Country, modified Merchant Navy, S.15, V (Schools).
Reading to Westbury and Yeovil Junctions...	All S.R. and B.R. Standard.
Southcote Junctions to Old Oak Common and North Acton Junction	Modified West Country, modified Merchant Navy, Lord Nelson, V (Schools), N.15, B.R.5 (4-6-0), B.R.4 (4-6-0), B.R.4 (2-6-0), K, N, N.1, U, S.15.
Old Oak Common and North Acton Junction to Latchmere Junction	Modified West Country, B.R.5 (4-6-0), B.R.4 (4-6-0), B.R.4 (2-6-0), W, Q, Q.1, N, N.1, M.7, L.M.2, U, K, (2-6-0).

All authorisations are subject to strict observance of service restrictions.

S.15 class engines must not exceed 60 m.p.h.

West Country class engines working between Reading and Latchmere Junction are subject to the same restrictions as W.R. "Castle" class.

K (2-6-0)	Permitted to work between Latchmere Junction and High Wycombe via North Acton, High Wycombe and Maidenhead via Bourne End, and between Maidenhead and Latchmere Junction via Slough and Old Oak Common East (including Slough Triangle and Slough M.P. Depot), subject to strict observance of service restrictions.
N.15 (4-6-0)	Permitted to work over West London Line subject to the observance of service restrictions.
V. (4-4-0)	Permitted to work over West London Line subject to a maximum overall speed of 50 m.p.h. and the strict observance of any lower speed restrictions which may be in force.
"Lord Nelson" 4-6-0 and modified and unmodified Merchant Navy 4-6-2.	Permitted to work between Kensington (Olympia) and North Pole Junction, subject to a maximum speed of 50 m.p.h. and the strict observance of normal service restrictions.

The following engines of the "West Country" and "Battle of Britain" Classes have been rebuilt increasing the axle loads which restricts their availability on the Western Region to "Dotted Red," "Red" and "Double Red" routes:—

34001	34013	34022	34031	34047
34003	34014	34025	34037	34048
34004	34016	34026	34039	34050
34005	34017	34027	34042	34052
34010	34018	34028	34045	34053
34012	34021	34029	34046	34062

West Country 4-6-2 locomotives (except No. 34005) may work over the section Newbury to Didcot via Compton subject to the following restrictions:—

End of London Engineering District (0m. 3½ ch. on Winchester Branch) to Enborne Junction.

Maximum speed not to exceed 20 m.p.h.

Didcot East Junction to Newbury East Junction.

Maximum speed not to exceed 40 m.p.h.

Speed on Up Line between Hampstead Norris and Compton (8m. 56½ ch. to 9m. 7 ch.) not to exceed 20 m.p.h.

All other normal service restrictions to be strictly observed.

S.R. "Lord Nelson" Class 4-6-0 and modified "Merchant Navy" 4-6-2 Class locomotives may be permitted to work between Latchmere Junction and Kensington (Olympia) subject to the observance of service restrictions and the following stipulations:—

S.R. "Lord Nelson" Class 4-6-0 locomotives may be permitted to work between Latchmere Junction and Kensington (Olympia) subject to the observance of service restrictions and the following stipulations:—

1. Speed not to exceed 50 m.p.h. throughout.
2. Speed not to exceed 10 m.p.h. when crossing the Thames river bridge at Battersea.

LONDON MIDLAND REGION ENGINES

Class (2-6-0) (465XX) ...	} Prohibited on all "Uncoloured" routes.
Class 2 and 3 (2-6-2T) ...	
Class 8F (2-8-0) ...	
... Engine route classification—"Blue." Route availability—as W.R. 28XX (2-8-0) class engines.	

L.M.R. Diesel Electric Engine No. 10800 may work between North Pole Junction and Kensington (Olympia), also between Acton Wells Junction and Acton M.L. W.R., including Sidings normally used by L.M.R. trip engines.

EX L.M.R. STANDARD CLASS 5 (4-6-0). DIAGRAM E.D. No. 178

Ex L.M.R. Standard Class 5 (4-6-0) engines (Diagram E.D. No. 178) are permitted to work between Newbury and Didcot via Compton subject to the restrictions applicable to W.R. 4-6-0 49XX Class engines.

DIESEL ELECTRIC LOCOMOTIVES

Diesel Electric Locomotives Nos. 10000, 10001 and 10201-10203 may work between Oxford and Bicester (London Road), also between Ashendon Junction and Northolt East Junction as single units only.

L.M.R. Diesel Electric Locomotives Nos. 10000 and 10001 are permitted to work between Reading General and Castle Cary, subject to all service restrictions being observed and to the local prohibitions as shewn on page A139 in respect of 47XX class engines and Diesel Cars.

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

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

SHUNTING ENGINES

A147

STATION	En- gine No.	Starting Time	AUTHORISED HOURS							Total per Week H. M.	REMARKS
			Mon.	Tues.	Wed.	Th.	Fri.	Sat.	Sun.		
Paddington Goods ...	1	6. 0 a.m. Monday	18	24	24	24	24	24	13½	151 30	Diesel engine light ex Old Oak Common R. & M. Depot. Shunts at Lord Hills continuously. Stale Diesel to Shed 1.30 p.m. Sundays.
	2	6. 0 a.m. Monday	18	24	24	24	24	24	6½	144 45	Diesel engine light ex Old Oak Common. Shunts at Lord Hills continuously. Stale Diesel to Shed 6.45 a.m. Sundays.
	3	12. 5 a.m.	24	24	24	24	24	24	13½	157 30	Diesel engine. Shunts continuously 12.5 a.m. Monday to 1.30 p.m. Sunday. Stables Lord Hills.
	4	6. 0 a.m. Monday	16	16	16	16	16	10	—	90 0	Diesel engine light ex Old Oak Common. Shunts continuously until 4.0 p.m. Saturdays then light to R. & M. Depot.
Total hours per week ...										543 45	
Old Oak Common Up Side ...	1	7. 0 a.m. MO	9	16	16	16	16	16	15	104 0	Becomes No. 10 Coach Pilot at 3.0 p.m. To Shed 3.0 p.m. Sunday.
	2	11. 0 p.m. 10. 0 p.m. Sunday	24	24	24	24	24	24	16	160 0	To Shed 2.0 a.m. Sunday. Resumes 10.00 p.m. Sunday.
Down Side ...	3	8. 0 p.m.	4	8	8	8	8	8	2	46 0	Diesel engine light ex Acton 6.30 p.m. SX ex Old Oak Common R. & M. Depot 7.45 p.m. SO. Shunts 8.0 p.m. to 4.0 p.m. SX, 8.0 p.m. SO to 2.0 a.m. Suns., then light to Acton 5.0 a.m. MX and light to Shed 2.0 a.m. Suns. (coupled to No. 5 engine).
	4	10. 0 p.m. Sunday	18	24	24	24	24	24	24	162 0	Diesel engine light ex Old Oak Common R. & M. Depot. Shunts continuously from 10.0 p.m. Sunday to 4.0 p.m. Sunday. Stables No. 3 Aberdare Siding.
	5	7. 0 a.m. Monday	17	24	24	24	24	24	2	139 0	Diesel engine light ex Old Oak Common R. & M. Depot. Shunts continuously until 2.0 a.m. Sunday. Thence light to R. & M. Depot coupled to No. 3 engine.
Total hours per week ...										611 0	
Acton ...	1	6. 0 a.m. Monday	18	24	24	24	24	24	6	144 0	Shunts Mason's Lane, No. 1 Down Yard. Light from and to R. & M. Depot.
	2	6. 0 a.m. Monday	18	24	24	24	24	24	6	144 0	Shunts Mason's Lane, No. 2 Down Yard. Light from and to R. & M. Depot.
	3	6. 0 a.m. Monday	18	24	24	24	24	24	14	152 0	Shunts West end of Up Yard. Light from and to Old Oak Common R. & M. Depot.
	4	6.15 a.m.	12½	12½	12½	12½	12½	6½	—	67 30	Diesel engine light ex Old Oak Common 5.0 a.m. Shunts 6.15 a.m. to 6.30 p.m. SX, then light to Old Oak Common Down Siding; 6.15 a.m. to 12.30 p.m. SO, then light to Old Oak Common Shed. Shunts Coal Yard and Goods Yard, also Miles Druce Sidings on Down Main Line, Cripple Sidings, etc.
	5	6. 0 a.m. Monday	18	24	24	24	24	24	6	144 0	Shunts east end of Down Yards, sectionising traffic off N.L. trains and Goods Yard to Nos. 1 and 2 Down Yards. Light to and from Southall R. & M. Depot. Changed 1.30 a.m. daily.
Total hours per week ...										651 30	
Park Royal ...	1	6. 0 a.m. Monday	18	24	24	24	24	24	14	152 0	Shunts Park Royal Yard, field side. Light to R. & M. Depot 2.0 p.m. Sundays.
	2	6.15 a.m.	12½	12½	12½	12½	12½	6	—	69 45	Shunts Worcester side and Trading Estate. Clears No. 2 Loop and trips traffic to and from Messrs. Guinness' Sidings. Light from Old Oak Common R. & M. Depot.
	3	11.15 a.m.	4	4	4	4	4	2	—	22 0	Shunts Hambleton Estate. Arrives on 9.20 a.m. Acton (chimney to London leaving Acton) and departs working 3.25 p.m. SX to Acton, 1.25 p.m. SO to Old Oak Common.
Total hours per week ...										243 45	
North Acton ...	1	6.40 a.m.	4½	4½	4½	4½	4½	6½	—	28 50	Shunts North Acton and Generator Sidings, separates traffic for Hambleton Estate and Cox & Danks. Arrives working 6.30 a.m. ex Old Oak Common. Light to R. & M. Depot on arrival of 9.20 a.m. Acton, except on Saturdays, when leaves 1.0 p.m. light to Old Oak Common R. & M. Depot.

STATION	En- gine No.	Starting Time	AUTHORISED HOURS							Total per Week H. M.	REMARKS	
			Mon.	Tues.	Wed.	Th.	Fri.	Sat.	Sun.			
Greenford ...	1	5.30 a.m.	—	17½	17½	17½	17½	8	—	78 0	MX L.E. ex West Ealing after working 4.35 a.m. ex Southall MO L.E. ex Southall R. & M. Depot 6.10 a.m. Works at Greenford Yard, East Loop and Ordnance as required. Light to Shed 11.0 p.m. Mondays to Fridays. On Saturdays works 2.15 p.m. Greenford to Acton and Old Oak Common. On Sundays arrives working 6.30 a.m. Old Oak Common Freight.	
	1	6.30 a.m.	16½	—	—	—	—	—	—	16 30		
	1	7.30 a.m.	—	—	—	—	—	—	4	4 0		
	Total hours per week ...									98 30		
West Ealing ...	—	3.15 p.m.	6	6	6	6	6	—	—	30 0	Shunts Old and New Goods Yards and Food Sidings; also C. & W. Sidings. Shunt out Tanks from C.W.S. Milk Sidings at 5.0 p.m. Finish 9.15 p.m. SX, 7.0 p.m. SO. Forms 6.15 a.m. Pilot Trip to Southall. Off 6.0 a.m. Wood Lane. Shunts C.W.S. Milk Siding at 9.0 a.m., shunts out cripples and prepares 11.15 a.m. SX West Ealing. Light to Southall at 11.15 a.m.	
	—	2. 0 p.m.	—	—	—	—	—	5	—	5 0		
	—	3.30 a.m.	—	2½	2½	2½	2½	2½	—	13 45		
	—	6.30 a.m.	4½	4½	4½	4½	4½	4½	—	28 30		
Total hours per week ...									77 15			
Southall ...	1	6. 0 a.m. Monday	18	24	24	24	24	24	6	144 0	Diesel engine. Shunts mainly in Down Yard and Glebe and perform Gas Works Shunt at approximately 9.0 a.m. daily. Works continuously from 6.0 a.m. Monday to 6.0 a.m. Sunday, then stable in Short Van Siding. Diesel engine. Shunts mainly in Up Yard, also performs A.E.C. and Quaker Oats shunts at approximately 10.30 p.m. daily. On Sunday night/Monday morning cover all necessary shunting work in Up and Down Yards and Sidings. Works continuously from 10.0 p.m. Sunday to 6.0 a.m. Sunday, then stables Short Van Siding. Shunt Batchelor's Peas, Dress Goods Yard and New Yard as required. Return to Southall Yard not later than 10.0 a.m. and perform Quaker Oats shunt at approximately 10.30 a.m. Proceed to Hanwell Bridge Sidings, perform shunting as required and return to Southall Yard with any traffic available. To R. & M. Depot 1.0 p.m. Perform Gas Works shunt at approximately 12.30 p.m., Quaker Oats at approximately 2.30 p.m. Shunt Batchelor's Peas Siding. Shunt and dress Goods Yard and perform necessary shunting in New Yard, bringing wagons to Southall Yard on completion. To R. & M. Depot 8.15 p.m.	
	2	10. 0 p.m. Sunday	24	24	24	24	24	24	8	152 0		
	3	5. 0 a.m. each week day	8	8	8	8	8	8	8	—		48 0
	4	12.15 p.m. each week day	8	8	8	8	8	8	8	—		48 0
Total hours per week ...									392 0			
Southall (Hanwell Bridge Sidings)	—	8.0 a.m.—3.45 p.m. 10.0 p.m.—6.0 a.m.	Monday to Saturday Monday to Saturday							—	Pilots already temporary suspended, now Dis-continued.	
Total hours per week ...									392 0			
Brentford Town ...	1	6. 0 a.m. Monday	18	24	24	24	24	21	—	135 0	Diesel engine light ex Southall Shed 5.10 a.m. MO arrives Brentford Town 5.25 a.m. MO and shunts continuously from 6.0 a.m. Monday to 9.0 p.m. Saturday. Returns light from Brentford Town 9.15 p.m. SO to Southall R. & M. Depot, arriving 9.35 p.m. SO.	
Brentford Docks ...	2	6. 0 a.m.	15	15	15	15	15	15	—	90 0		
	3	9. 0 a.m.	9	9	9	9	9	9	—	54 0		
	Total hours per week ...									279 0	Diesel. Shunts from 9.0 a.m. to 6.0 p.m. daily. Engine arrives light ex Southall at 8.40 a.m. daily, arriving 8.58 p.m. Returns working the 6.15 p.m. Brentford to Reading West Junction (Q SO) daily to Southall.	

Shunting Engines—continued

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STATION	En- gine No.	Starting Time	AUTHORISED HOURS							Total per Week H. M.	REMARKS
			Mon.	Tues.	Wed.	Th.	Fri.	Sat.	Sun.		
Hayes & Harlington	—	6. 0 a.m.	15½	15½	15½	15½	15½	2½	—	80 15	Arrives working 6.10 a.m. Southall. Shunts Yard and Private Sidings, also berths crane traffic. Prepares traffic for the 6.10 p.m. Uxbridge and subsequent services. Passenger shunting as necessary. On Saturdays works 9.25 a.m. to West Drayton, 10.10 a.m. return to Hayes, then shunts to 12.0 noon. To R. & M. Depot light at 10.0 p.m. SX, 12.0 noon SO.
	—	3.30 p.m.	¾	¾	¾	¾	¾	—	—	3 45	Arrives light from Southall after working 2.35 p.m. Acton to Southall. Light to Uxbridge at 4.20 p.m. SX
	—	9.30 a.m.	—	—	—	—	—	6½	—	6 30	Yard work as necessary until 4.0 p.m., then light to R. & M. Depot.
	Total hours per week ...									90 30	
Hayes & Harlington (Creosote Yard)	—	8.30 a.m.	5	5	5	5	5	—	—	25 0	Shunts Creosote Yard. Light to and from Southall.
West Drayton	1	5.15 a.m.	¾	¾	¾	¾	¾	¾	—	3 45	Arrives light ex Southall at 5.15 a.m. Shunt out Branch traffic and take to East End; works 6.0 a.m. to Uxbridge.
	2	9.15 a.m. SX	9½	9½	9½	9½	9½	—	—	48 45	Arrives working 9.2 a.m. ex Hayes & Harlington. Shunts in Marshalling Yard, also performs passenger shunting as required. Works 7.20 p.m. to Greenford.
	2	9.30 a.m. SO	—	—	—	—	—	7½	—	—	Arrives working 9.10 a.m. ex Coal Yard. Light to R. & M. Depot 4.45 p.m. SO.
	3	7.45 p.m. SX	1½	1½	1½	1½	1½	—	—	6 15	Arrives working 7.25 p.m. SX Uxbridge. Shunts until working 9.20 p.m. West Drayton to Slough.
Total hours per week ...										66 45	
Iver	—	—	—	—	—	—	—	—	—	—	Engine working 7.25 a.m. Slough and Iver Pilot. Arrives 9.50 a.m. and works till 12.30 p.m. Engine utilised to shunt Mileage Sidings at Iver and under Control orders for sectionising traffic in Sidings. Then works trips to West Drayton.
Slough	1	1. 0 a.m. Monday	23	24	24	24	24	24	6	149 0	Shunting traffic Up Siding for Old and New Yards, Goods Shed, and Private Sidings. Dress Goods Shed, Old and New Yards, and marshal traffic for dispatch. Light to R. & M. Depot at 6.0 a.m. Sundays.
	2	6. 0 a.m. Monday 10.30 p.m. SX	4	12	12	12	12	10½	—	62 30	Berthing traffic in Yards and Goods Shed. Form trains for Windsor; Starch Products, Langley and Iver. Shunt M.T. Sidings and clear Estates traffic. 6.0 a.m. MO engine becomes No. 3 Engine at 8.30 a.m. Light to R. & M. Depot at 10.30 a.m. Tuesdays to Saturdays.
	3	8.30 a.m.	11	11	11	11	11	9½	—	64 30	Shunt Goods Shed and all "to weigh" wagons, work two trips to Gas Works, etc., and cross empties to Down Main Line Sidings. Clear No. 2 Estate Siding and shunt Cripple Sidings. Light to R. & M. Depot 7.30 p.m. SX, 6.0 p.m. SO.
Total hours per week ...										277 0	
Windsor & Eton Central	1	9.55 a.m.	3	—	3	—	3	—	—	9 0	Works 9.30 a.m. Slough Freight. Shunts Goods Shed and Mileage Yard. Light to Slough at 12.30 p.m.
Taplow	1	7. 0 a.m.	12½	12½	12½	12½	12½	12½	—	75 0	Marshalling traffic. Shunts Yard and Private Sidings as required. To Shed 7.30 p.m. Light to and from R. & M. Depot.
Total hours per week										75 0	
Maidenhead	1	9.30 a.m.	2½	2½	2½	2½	2½	2½	—	15 0	Engine light from Slough, then works 3.45 p.m. Taplow Freight.
	2	2.30 p.m.	5	5	5	5	5	2	—	27 0	Engine off 1.25 p.m. Bourne End Freight. Light to Slough. R. & M. Depot at 7.30 p.m. SX, 4.30 p.m. SO.
Total hours per week ...										42 0	
Twyford	—	—	—	—	—	—	—	—	—	—	Taplow No. 1 Pilot off Slough R. & M. Depot 5.3 a.m. Tuesdays, Thursdays and Saturdays only. Shunt at Twyford as required, then proceed light to Taplow for existing working.

Shunting Engines—continued

STATION	En- gine No.	Starting Time	AUTHORISED HOURS							Total per Week H. M.	REMARKS	
			Mon.	Tues.	Wed.	Th.	Fri.	Sat.	Sun.			
Reading:												
West Junction Up Yard No. 1.	1	6. 0 a.m. Monday	18	24	24	24	24	24	6	144	0	Diesel Engine. Shunts Up Yard Sidings and Down Yard Sidings as required on Sundays. To R. & M. Depot 6.0 a.m. Sunday.
Up Yard No. 2 ...	2	10. 0 p.m. Sunday	6	—	—	—	—	—	2	8	0	Shunts up and Down Yards as required.
Down Yard No. 1 ...	3	6. 0 a.m. Monday	18	24	24	24	24	24	6	144	0	Diesel Engine. Shunts Down Yard Sidings. To R. & M. Depot 6.0 a.m. Sundays.
Down Yard No. 2 ...	—	6. 0 a.m. Sunday	—	—	—	—	—	—	8	8	0	Shunts as required in Down Yard, Up Yard and Down Old Yard.
Down Old Yard ...	4	6. 0 a.m. Monday	18	24	24	24	24	24	6	144	0	Diesel Engine light ex Reading R. & M. Depot. Shunts all Down Old Yard Sidings including Engineering Department and Cripple Sidings and forms trains ready for despatch. Work trips as required between Down Old Yard, Down Yard, Up Yards and Scours Lane Yard, also Tilehurst Yard. Berths and clears traffic to and from Tilehurst Yard, M.O.S. and Cold Store Scours Lane Yard daily. To R. & M. Depot 6.0 a.m. Sunday.
Low Level: East End	7	6. 0 a.m. Monday	18	24	24	24	24	24	6	144	0	Diesel Engine. Dresses Goods Shed Roads and Mileage Sidings at Low Level as required by Goods Depot. Deals with traffic from Huntley & Palmer's Factory. Proceeds High Level and West Goods to deal with traffic detached off Up and Down trains as required. To R. & M. Depot at 6.0 a.m. Sundays unless ordered by Goods Depot until 2.0 p.m.
Low Level: West End	8	6. 0 a.m. Monday	16	16	16	16	16	16	—	96	0	Marshals wagons from Shed and Mileage Sidings placed on No. 1 Road by East End engine. Clears and shunts traffic transferred to and from Southern Region transfer sidings. Works at East End and forms Pilot Trips for West Goods and West Junction. Shunts at West Goods, Cattle Pens, Engineering Depot, Tele- graph Sidings as required. Shunts Cripple Sidings, West Goods 12.0 noon daily. To R. & M. Depot 10.0 p.m. daily.
Coal Yard ...	9	6. 0 a.m. Monday	18	24	24	24	24	24	6	144	0	Berths Coal and Mileage Traffic in Coal Yard Sidings. Shunts at West Goods as required. Works trips between Coal Yard High Level, West Junction West Goods, Low Level as required. Clears traffic detached at High Level off trains for Coal Yard Sidings. To R. & M. Depot 6.0 a.m. Sundays. Changed 7.0 a.m. Tuesdays to Saturdays.
Reading Central ...	—	6.10 a.m. Daily	10	10	10	10	10	6½	—	56	45	Works 5.50 a.m. and 2.0 p.m. West Junction to Coley, 12.30 p.m. SX, 7.35 p.m. SX, 1.0 p.m. SO, 3.45 p.m. SO Coley to West Junction Trips. Shunts, berths and clears traffic in all sidings at Reading Central. Work trips be- tween Down Yard, Down Old Yard and Up Yard, also to Scours Lane Loops as required after arrival at West Junction from Coley.
Total hours per week...										888	45	
Newbury (Town) ...	1	9.30 a.m.	12½	12½	12½	12½	12½	12½	—	75	0	Diesel Engine. Performs Passenger Shunting 6.0 a.m. to 9.30 a.m. then shunt as required to 10.0 p.m. Stabled West End 10.0 p.m. to 6.0 a.m.
	2	6. 0 a.m.	1	1	1	1	1	1	—	6	0	Arrives working 4.50 a.m. Didcot Freight. Shunts in Town Yard 6.30 a.m. to 7.30 a.m. if required.
	3	7.30 a.m.	2	2	2	2	2	2	—	12	0	Arrives working 4.30 a.m. Reading Freight and shunts at Newbury Passenger Station as neces- sary also steam heats coaches 7.30 a.m. to 9.30 a.m. then L.E. to Aldermaston for shunting or as ordered by Control.
Total hours per week										201	30	Note: —During Winter Service Newbury No. 1 Diesel transposed with engine off 4.30 a.m. Reading Freight 7.30 a.m. to 9.30 a.m. for steam heating.

Shunting Engines—continued

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STATION	En- gine No.	Starting Time	AUTHORISED HOURS							Total per Week H. M.	REMARKS
			Mon.	Tues.	Wed.	Th.	Fri.	Sat.	Sun.		
Thatcham ...		9. 0 a.m.	1	1	1	1	1	1	—	6 0	Arrives working 6.30 a.m. Didcot. Return working 10.30 a.m. Thatcham. Engine and Van arrives ex Newbury and shunts as required until leaving with 5.35 p.m. Thatcham (SX) to Reading.
		1. 0 p.m.	4	4	4	4	4	—	—	20 0	
		Total hours per week ...								26 0	
Aldermaston...	1	9.50 a.m. (Mondays to Fridays inc.) 10. 0 a.m. Sats.	1½	1½	1½	1½	1½	1	—	8 30	Engine off 4.30 p.m. Reading West Junction to Newbury Freight, run L.E. at 9.30 a.m. SX to Aldermaston arrive 9.50 a.m., then shunt until 11.20 a.m., proceeding light to Reading R. & M. Depot 11.20 a.m. SX. On Saturdays the Theale Pilot arrives Aldermaston 9.55 a.m. and shunts until 11.0 a.m., then returns to Theale.
Moreton Cutting ...	1	6. 0 a.m. Monday	18	24	24	24	24	24	6	144 0	Breaking up incoming trains and marshalling outwards trains. Light engine off Didcot Shed 5.45 a.m. daily. To run light to Didcot Ground Frame at 1.40 p.m. and 9.50 p.m. daily for relief purposes. Engine to R. & M. Depot 6.0 a.m. Tuesdays to Sundays inclusive.
	2		4½	4½	4½	4½	4½	4½	—	27 0	No. 2 Pilot light ex Didcot Yard 9.0 a.m. daily and shunt until 1.30 p.m.
		Total hours per week ...								171 0	
Didcot Yard ...	1	6. 0 a.m. Monday	18	24	24	24	24	24	6	144 0	Shunting in Up Yard Sidings. To R. & M. Depot light 6.0 a.m. Sunday.
	2	1. 0 a.m.	21	16	16	16	16	12	—	97 0	Shunting in Centre Yard. To R. & M. Depot light at 10.0 p.m. SX, 6.0 p.m. SO. To proceed to Moreton Cutting Yard at 9.0 a.m. daily and shunt until 1.30 p.m. Engineworking 10.15 a.m. Freight Culham to Didcot, due 10.27 a.m., to shunt Rich's Siding, Didcot and work as required, Monday to Friday inclusive.
		Total hours per week ...								241 0	
Oxford:											
South End Yard ...	—	6. 0 a.m. Monday	18	24	24	24	24	24	6	144 0	Diesel Engine Light ex Oxford 5.45 a.m. Mondays. To R. & M. Depot 6.0 a.m. Sundays.
Hinksey Down Yard	—	6. 0 a.m. Monday	18	24	24	24	24	24	6	144 0	Diesel Engine arrives Light ex Oxford 6.0 a.m. Mondays. To R. & M. Depot 6.0 a.m. Sundays.
Hinksey Up Yard ...	—	6. 0 a.m. Monday	18	24	24	24	24	24	6	144 0	Diesel Engine arrives Light ex Oxford 6.0 a.m. Mondays. To R. & M. Depot 6.0 a.m. Sundays.
Rewley Road	—	12. 0 noon Monday	8	8	8	8	8	8	—	48 0	Engine arrives ex Oxford R. & M. Depot 12.0 noon daily to shunt as required to 8.0 p.m.
		Total hours per week ...								480 0	
Yarnton ...	—	—	—	—	—	—	—	—	—	—	Shunting Engine suspended.
Morris Cowley	1	6.30 a.m.	17½	21	21	21	21	19	—	120 30	Arrives working 6.5 a.m. ex Hinksey. Shunts out and berths traffic for private sidings. Shunts Yard and marshals traffic for outwards services. Light to R. & M. Depot 3.30 a.m. Tuesdays to Saturdays, 10.0 p.m. Saturdays.
West Ruislip	—	6.10 a.m.	3½	3½	3½	3½	3½	3½	—	19 45	Ex Southall R. & M. Depot at 5.45 a.m. Dress Goods Yard. Shunt and berth traffic in Private Sidings. Marshalling for 9.40 a.m. ex Acton, Joint Line traffic. Released at 9.38 a.m. to Gerrards Cross and Beaconsfield for Yard Shunting. Light to Southall R. & M. Depot from Beaconsfield at 12.30 p.m. SX.
High Wycombe	—	5.15 a.m. Monday	18½	24	24	24	24	22½	—	137 15	Arrives light ex Taplow 4.40 a.m. Monday. To R. & M. Depot light at 10.30 p.m. Saturday. Changed with engine of 3.45 p.m. Taplow, due at 5.55 p.m. daily. Shunt at South Yard 5.30 a.m. to 11.0 a.m. Berth traffic in Shed Roads and Gommies Sidings. Trip 11.5 a.m. South Yard to North Yard and shunt to 1.10 p.m. Trip 1.15 p.m. North Yard to South Yard and shunt to 3.25 p.m. Trip 3.30 p.m. SX South Yard to North Yard and shunt to 4.15 p.m. Trip 4.20 p.m. SX North Yard to South Yard and shunt to 10.30 p.m. Trip 10.35 p.m. SX South Yard to North Yard and shunt to 5.15 a.m. (including Chalk Sdgs.). Trip 5.20 a.m. MX North Yard to South Yard.
Princes Risborough...	—	9.30 a.m.	4½	4½	4½	4½	4½	3½	—	24 45	Arrives light ex Aylesbury at 9.30 a.m. Returns light to Aylesbury at 11.45 p.m. SX, 11.0 p.m. SO.
Chelsea	1	6. 0 a.m.	16½	16½	16½	16½	16½	16½	—	99 0	Arrives on 5.33 a.m. Old Oak Common. To R. & M. Depot 9.55 p.m.

STATION	En- gine No.	Starting Time	AUTHORISED HOURS							Total per Week H. M.	REMARKS
			Mon.	Tues.	Wed.	Th.	Fri.	Sat.	Sun.		
North Pole ...	—	11. 0 p.m.	1	8½	8½	8½	8½	7½	—	42 30	North Pole Banking Engine stationed in Shepherd's Bush Yard (see page 159). "Light" from Old Oak Common R. & M. Depot at 10½40 p.m. SX . To R. & M. Depot at 12½35 a.m. MX . Change with engine due 12½35 a.m. MX . To R. & M. Depot 7½30 a.m. MX .
Shepherd's Bush ...	1	7.30 a.m.	11½	11½	11½	11½	11½	10	—	67 30	Arrives on 7.15 a.m. Old Oak Common. Shunts W.R. and L.M.R. Yards. Works 5.28 p.m. SO , 7.10 p.m. SX Shepherd's Bush to Old Oak Common.
South Lambeth ...	1	7.15 a.m.	16½	22½	22½	22½	22½	16½	—	122 0	S.R. Diesel Shunting Engine commences 7.15 a.m. Mondays to Saturdays. Finish 5.30 a.m. MX and 10.0 p.m. Saturdays. Diesel Engine leaves Stewarts Lane R. & M. Depot 7.0 a.m. Mondays. W.R. Engine off 1.20 a.m. Old Oak Common works 6.35 a.m. South Lambeth.
	2	2. 0 a.m.	4	—	—	—	—	—	—	4 0	—
	3	2. 0 p.m.	7½	7½	7½	7½	7½	4	—	41 30	W.R. Engine off 1½15 Old Oak Common shunts until working 9.50 p.m. SX , 6.10 p.m. SO to Acton.
			Total hours per week ...							167 30	
Uxbridge (Vine St.)	1	6. 0 a.m.	4½	4½	4½	4½	4½	4½	—	22 15	Arrives working 6.0 a.m. SX ex West Drayton, Shunts until 10.30 a.m., thence L.E. to West Drayton. Engine to arrive 12.15 p.m. SO and shunt, then work 3.5 p.m. Freight Uxbridge to Acton.
	2	4.40 p.m.	2½	2½	2½	2½	2½	—	—	12 30	Arrives Light ex Hayes at 4½30 p.m. Shunts until working 7.25 p.m. to Slough.
			Total hours per week ...							34 45	
Warwick Road ...	1	12.0 noon	4½	4½	4½	4½	4½	4½	—	27 0	Arrives on 11.35 a.m. Old Oak Common. Works trip to Chelsea and back at 12.5 p.m. if required. Shunts W.R. and L.M.R. Yards and berths Warwick Road traffic on hand at Lillie Bridge. Works 4.35 p.m. Warwick Road to Old Oak Common.

DIVERTING TRAINS FROM THE MAIN TO THE RELIEF LINE, OR VICE VERSA.

- As far as practicable, every Train must run upon the Line on which it is booked, but whenever it is found necessary to transfer a Train booked via the Main Line to the Relief Lines or vice versa, the Signal Box at which the transfer is made must immediately advise the Box in advance by telephone. The message must be sent on from Box to Box, but only as far as to where it may be practicable to re-transfer the Train to its proper Line. Should the Signaller at the latter Box find he cannot re-transfer the Train to its proper Line, he must promptly pass on the message to the next Box, from which it must be passed on to the next place where the Train can be re-transferred. One of the objects in sending this advice is to enable persons in charge of Stations in advance to direct passengers to the proper platforms, before the Train arrives; therefore, every dispatch must be used in transmitting the message from Box to Box.
- The message sent on the Telephone must be entered in the Train Register Book together with the time it is received.
- In ordinary working, a Passenger Train must not be transferred from one Line to another except at the junctions set out below.
- When a Freight Train has been transferred from one Line to another it is the duty of the Guard to change the side light at the first opportunity.
- The Facing Point Junctions are as under:—

DOWN MAIN TO DOWN RELIEF

Subway Junction.
Ladbroke Grove.
Old Oak Common, West.
Friars Junction.
West Ealing (Longfield).

Southall, East Junction.
Southall, West Junction.
West Drayton, East.
Dolphin Junction.
Slough, West.

Maidenhead, East.
Twyford, East.
Reading, Main Line East.
Reading, Main Line West.
Reading, West Junction.

Pangbourne.
Cholsey & Moulsoford.
Moreton Cutting.
Didcot, East Junction.
Radley.

DOWN RELIEF TO DOWN MAIN

Subway Junction.
Ladbroke Grove.
Friars Junction.
Acton, West.
Southall, West Station.

Dolphin Junction.
Slough, Middle.
Taplow.
Maidenhead, West.
Reading, Main Line East.

Reading, Main Line West.
Scours Lane.
Goring & Streatley.
Moreton Cutting.

Didcot, East Junction.
Didcot, West End.
Foxhall Junction.
Sandford.

UP MAIN TO UP RELIEF

Kennington Junction.
Foxhall Junction.
Didcot, West End.
Didcot, East Junction.
Moreton Cutting.

Goring & Streatley.
Scours Lane.
Reading, Main Line West.
Reading, Main Line East.
Maidenhead, West.

Slough, West.
Dolphin Junction.
Southall, West Station.
West Ealing (Longfield).
Friars Junction.

Ladbroke Grove.
Portobello Junction.
Subway Junction.
Paddington (Arrival).
Northolt Junction West.

UP RELIEF TO UP MAIN

Sandford.
Didcot, East Junction.
Moreton Cutting.
Cholsey & Moulsoford.
Pangbourne.
Reading, West Junction.

Reading, Main Line West.
Reading, Main Line East.
Twyford, East.
Maidenhead, East.
Taplow.
Slough, West.

Dolphin Junction.
West Drayton, East.
Southall, West Junction.
Southall, East Junction.
Friars Junction.
Acton.

Old Oak Common, West.
Ladbroke Grove.
Subway Junction.
Paddington (Arrival).
West Ruislip.

REFUGE SIDINGS AND LOOPS

Station	Refuge Sidings	Running Loops	Number of Wagons Siding or Loop holds*	Station	Refuge Sidings	Running Loops	Number of Wagons Siding or Loop holds*
DOWN				UP			
Ladbroke Grove to Old Oak				Aynho Junction to Aynho ...	—	1	138
Common East ...	M	—	92	Ardley ...	—	1	76
Old Oak Common East ...	M	—	28	Bicester ...	—	1	76
Old Oak Common East to Friars				Brill ...	—	1	76
Junction ...	M	—	152	Princes Risborough ...	2	—	47
Old Oak Common West to				Heyford ...	—	—	42
Friars Junction ...	R	—	41	Kidlington ...	—	—	58
Acton Middle to Acton West	R	—	105	Wolvercot Junction ...	—	—	333
Acton West to Ealing Broadway	R	—	71	Oxford ...	—	—	65
Southall ...	M	—	73	Hinksey North to Hinksey South {	—	—	229
West Drayton ...	M	—	42	Hinksey South to Kennington	—	—	173
West Drayton ...	R	—	44	Junction ...	—	1	109
Langley ...	M	—	42	Kennington Junction ...	1	—	58
Langley ...	R	—	53	Sandford to Radley ...	—	1	250
Slough ...	R	—	64	Appleford Crossing to Didcot North	—	—	157
Slough ...	M	—	44	Junction ...	—	1	175
Taplow ...	M	—	87	Didcot North to East Junction ...	—	—	179
Maidenhead ...	M	—	95	Didcot North to East End ...	Via Yard	—	274
Maidenhead ...	R	—	86	Steventon to Milton ...	—	—	87
Ruscombe ...	R	—	80	Milton ...	—	—	242
Twyford ...	R	—	36	Milton to Foxhall Junction	—	—	280
Sonning ...	R	—	43	Didcot East to Moreton ...	—	—	90
Reading Spur (S.R.) to Reading				Didcot (Moreton) ...	R	—	68
East (W.R.) ...	—	2	60	Cholsey ...	R	—	53
Reading ...	R	—	464	Pangbourne ...	R	—	43
Reading West Junction ...	M	—	50	Tilehurst ...	R	—	457
Tilehurst ...	M	—	44	Scours Lane ...	—	—	61
Pangbourne ...	R	—	35	Reading East (W.R.) to Reading	—	—	56
Goring ...	M	—	58	Spur (S.R.) ...	—	—	47
Goring ...	R	—	41	Sonning ...	R	—	79
Cholsey ...	M	—	57	Twyford ...	R	—	32
Cholsey ...	R	—	72	Ruscombe ...	R	—	62
Foxhall Junction to Milton	—	—	245	Bourne End ...	—	—	50
Milton ...	—	—	92	Maidenhead ...	R	—	95
Milton to Steventon ...	—	—	261	Taplow ...	—	—	233
Didcot East Junction to Didcot	—	—	—	Farnham Road ...	R	—	414
North Junction ...	—	—	152	Dolphin Junction ...	R	—	61
Didcot North Junction to Apple-	—	—	—	Iver ...	R	—	246
ford Crossing ...	—	—	157	Iver ...	R	—	204
Sandford to Kennington Junction	—	—	285	Dawley ...	R	—	86
Kennington Junction ...	—	—	66	Hayes ...	M	—	149
Kennington Junction to Hinksey	—	—	—	Southall West Junction	—	—	165
South ...	—	—	87	Southall West Station ...	—	—	45
Hinksey South to Hinksey G.F.	—	—	135	Park Royal ...	—	—	76
Hinksey G.F. to Hinksey North	—	—	135	Park Royal to North Acton	—	—	189
Oxford ...	—	—	71	Hanwell to West Ealing ...	R	—	86
Oxford North Junction to	—	—	—	Ealing (Broadway) to Acton West	R	—	106
Wolvercot Junction ...	—	—	455	Acton West to Acton Middle	R	—	45
Kidlington ...	—	—	67	Friars Junction ...	R	—	—
Blechington ...	—	—	60	Old Oak Common East to Sub-	—	—	524
Heyford ...	—	—	60	way Junction ...	—	—	—
Fritwell to Aynho ...	—	—	462				
Bicester ...	—	—	76				
Ardley ...	—	—	76				
BERKS & HANTS LINE				WEST LONDON LINE			
Theale ...	—	—	47	Hungerford ...	—	—	39
Utton Crossing ...	—	—	290	Enborne Junction ...	—	—	97N
Bulls Lock ...	—	—	80	Newbury Racecourse ...	—	—	80
Newbury ...	—	2	156	Thatcham West ...	—	—	111
Hungerford ...	—	1	80	Aldermaston ...	—	—	290
				Theale ...	—	—	100
Lillie Bridge ...	—	1	41	Viaduct Junction ...	—	—	60
				Lillie Bridge ...	—	—	130

M—Indicates Siding of Loop connected with Main Line.

N—80 wagons only for trains from Winchester Chesil Branch.

R—Indicates Siding or Loop connected with Relief Line.

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

INSTRUCTIONS FOR CALCULATING LOADS OF FREIGHT TRAINS

1. The maximum "engine" and "working" loads applicable to the lines referred to in this Working Time Table are shown on pages 114 to 126.

2. Loaded wagons near 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 label to be regarded as Class 1 for train loading purposes:—

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

3. The maximum "engine" and "working" loads shown on pages 114 to 126 apply (with a few exceptions specially indicated) to ordinary freight wagons of 13-ton carrying capacity. For train loading purposes, the calculation of larger capacity wagons is to be in accordance with the table provided—see Clause 6.

4. Special Class wagons, when loaded and empty are to be calculated as shown in tables on pages 159 to 162.

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 156, showing the relationship of all classes of traffic and empties (including larger capacity wagons) to each other.

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

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

"C" HEADCODE					"D" AND "E" HEADCODE					
10XX	49XX, 59XX, 69XX, 79XX	*43XX, *53XX, *63XX, *73XX	Diesel D6XX, D8XX	Diesel D63XX plus D63XX coupled	10XX	49XX, 59XX, 69XX, 79XX Ex L.M. Class 8 48XXX	43XX, 53XX, 63XX, 73XX	22XX, 32XX	Diesel D6XX, D8XX	Diesel D63XX plus 4 D63XX coupled
4037, 4073-4099, 5000-5099, 70XX	68XX	*78XX			4037, 4073-4099, 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					
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. Class 8 Locomotives which do not have a star on the cab side are restricted to 40 m.p.h. and cannot work "D" Headcode Trains.

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

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

- (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.

FREIGHT TRAIN LOADS—READY RECKONER

Shewing Relationship of Different Classes of Traffic to each other

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

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

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

NUMBER OF LOADED WAGONS

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

*—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**

NUMBER OF EMPTY WAGONS

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
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	45	23	62
70	56	45	40	39	31	28	24	70	53	44	—	—	63
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

(1) The conditions regarding acceptance and conveyance of out-of-gauge and otherwise exceptional loads contained in B.T.C. Booklet No. 3 (B.R.20426) dated 1st November, 1956 must be observed. Such loads may only be conveyed under the authority of special instruction issued by the Operating Officer.

(2) Any vacuum fitted or piped vehicles loaded or empty, e.g. Presflo, etc., fitted with roller bearing axle boxes, may be conveyed on "C" headcode freight trains. The axle box covers are painted red, or yellow with red horizontal bands.

(3) Any vacuum fitted Engineering Department vehicles may be conveyed in Ballast trains under "C" headcode.

(4) Any existing local instructions issued in connection with reduced equivalent loading in the case of pre-assembled or recovered track loaded on "Ganes" to be maintained.

CODE	DESCRIPTION	Highest headcode ordinary freight train on which vehicle can be conveyed		Equals		Maximum length over buffers of vehicle	Maximum carrying capacity of vehicle	Maximum Tare of vehicle	
		Loaded	Empty	when empty	when loaded			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	F	1	5	27 0	40	13	15
ARM EC ...		F	F	2	7	37 0	50	16	4
ARM EL ...		F	F	1	5	27 0	40	14	7
ARM ET ...		F	F	2	7	33 0	55	16	15
ARM EU ...		F	F	2	12	28 6½	100	18	19
ARM WB ...		F	F	2	6	37 0	45	18	15
ARM WC ...		F	F	2	7	25 1	50	17	19
ARM WE ...		F	F	1	5	27 0	40	14	7
ARM WF ...		F	F	2	7	33 0	55	16	15
ASMO ...	Covered Motor Car Truck ...	C	C	1	1	36 4	10	11	2
BOBOL A ...	Bolster Wagons... ..	D	D	2	5	38 0	30	16	0
BOBOL B ...		D	D	1	4	38 0	25	14	3
BOBOL C ...		D	D	2	5	48 0	30	23	0
BOBOL D ...		D	D	2	6	55 0	42	21	19
BOCAR A (8-wheel) ...	Motor Car Body Trucks ...	D	D	2	2	50 11	5	16	5
BOCAR B (4-wheel) ...		D	D	1	1	36 5	5	8	6
BOILER EF ...	Boiler Bogie Wagon ...	F	F	2	5	43 0	35	15	6
BOILER EG ...		F	F	2	5	38 6	35	16	12
BOILER EH ...		F	F	2	5	38 6½	35	17	3
BOPLATE B ...		F	F	1	4	40 7½	30	13	5
BOPLATE E ...	Bogie Steel Plate Wagon ...	F	F	2	6	55 0	42	19	18
BORAIL EA ...		F	F	2	6	63 0	40	23	15
BORAIL MA, MB, MC, MD		F	F	3	8	65 0	50	25	5
BORAIL SA ...		F	F	2	6	67 1	40	21	3
BORAIL WB ...	Bolster Wagons... ..	F	F	2	5	48 0	30	19	9
BORAIL WC ...		F	F	2	5	73 0	30	21	4
BORAIL WE ...		F	F	2	6	48 0	40	23	0
BORAIL WF ...		F	F	2	6	65 0	40	22	3
BORAIL WG ...	Bogie Brick Wagon ...	F	F	2	7	65 5	50	23	8
BRICK (Bogie)		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	X	1	37 1	20	11	16
CARFIT S ...		C	C	X	1	20 0½	12	6	9
CARFLAT ...	Motor Car Flat Truck ...	C	C	2	3	60 0	5	22	0
CARTRUCK ...	Carriage Trucks ...	D	D	X	1	21 0	12	5	9
CARTRUCK A ...		D	D	X	1	24 3	10	7	4
CATFISH (Engineer's Dept.)	Hopper Ballast Wagon ...	C	C	1	3	25 6	19	9	14
CHASSIS A, B ...	Container Chassis ...	C	C	X	1	20 11	12	5	15
COCKLE (Engineer's Dept.)	Ballast Plough Brake Van ...	D	C	1	3	23 5	12	12	0
CONFLAT (10 ft. 0 in. or over wheelbase)	Container Wagons ...	C	C	X	1	—	—	—	—
CONFLAT (under 10 ft. 0 in. wheelbase)		D	D	X	1	—	—	—	—
COVGRAIN ...	Covered Grain Hopper Wagon ...	D	D	1	3	22 6	20	10	5
COV HOP ...	Covered Hopper Van ...	D	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	X	1	33 4	10	11	2
DAMO B ...		C	C	X	1	23 4	10	8	19
DEAL FLAT ...	Flat Wagon ...	D	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 ...	Rail Sleeper and Ballast	F	F	3	7	68 7	40	25	2
DOUBLE ...	Bolster Wagon ...	F	E	X	2	28 6	14	7	9
FLAT EB ...	Flat Wagons ...	E	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

(For Notes see page 162)

Dimensions of Special Wagons—continued

CODE	DESCRIPTION	Highest head-code ordinary freight train on which vehicle can be conveyed	Equals		Maximum length over buffers of vehicle	Maximum carrying capacity of vehicle	Maximum Tare of vehicle.				
			when empty	when loaded			T.	C.			
		Loaded	Empty	Loaded Class 3 wagons.	Ft.	in.	Tons.	T.	C.		
FLAT EP ...	Flat Wagons ...	F	E	1	5	24	1	40	11	5	
FLAT EQ ...		F	E	2	8	38	0	60	21	14	
FLAT ES, ET, MS ...		F	E	2	6	43	7	45	14	19	
FLAT EU ...		F	F	4	14	47	0	100	37	18	
FLAT ME ...		F	F	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		F	E	3	5	64	6	20	27	15	
FLAT ROL EL, EN, MAA ...	Flat Trolley ...	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 ...		F	E	1	1	24	0	12	9	4	
FLAT ROL MBB, MCC		F	E	3	7	51	0	40	26	8	
FLAT ROL MPP ...		F	E	3	9	57	7	60	31	13	
FLAT ROL MRR ...		F	E	4	10	57	1	65	37	7	
FLAT ROL MV ...		F	E	1	4	30	0	25	10	16	
FLAT ROL WX ...		F	E	3	7	55	7	40	26	11	
FLAT ROL WY ...		F	E	1	4	35	0	25	14	0	
GANES } Engineer's ...	Rail and Timber Wagons ...	F	E	2	6	48	0	40	18	0	
GANES A } Dept. ...		F	E	2	6	65	0	40	22	5	
GANNET ...		D	C	1	3	23	6	25	9	0	
G.U.V. ...		C	C	2	3	60	7	14	30	0	
GIRDWAG MA ...		F	F	1	6	39	2½	50	12	6	
GIRDWAG WB ...		F	F	2	8	52	11	60	24	10	
GIRDWAG WC ...		F	F	2	5	42	6	40	14	14	
GIRDWAG WE ...		F	F	5	15	85	6	100	51	5	
GIRDWAG MB, WE		F	F	2	8	46	6	60	21	12	
GIRDWAG WF ...		F	F	2	6	52	1	40	16	6	
GIRDWAG WG ...		F	F	2	6	41	3	40	15	16	
GLASSWAG EA, EJ ...		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 ...		D	D	1	3	24	6	20	12	16	
GRAMPUS } Engineer's ...		D	D	1	3	24	6	20	8	18	
GUDGEON } Dept. ...		F	F	1	3	22	6	20	8	12	
GUNSET EA ...		F	F	6	20	77	6	140	56	0	
GUNSET EB ...		F	F	4	14	84	7	108	36	3	
GUNSET EC ...		F	F	6	22	84	0	160	56	4	
HADDOCK } (Engineer's Dept.)		E	E	X	2	23	8	12	6	14	
HERRING ...		D	D	1	3	19	0	20	8	2	
HOPCEM ...		D	D	1	3	19	6	20	12	8	
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 33½ ton ...	D	D	*	*	—	—	—	11	11
		Covered Hopper Salt Wagon ...	D	D	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	E	X	1	21	1	10	5	16	
HYMAC EP ...		E	E	1	3	23	6	20	7	3	
HYMAC EX ...		E	E	1	3	22	6	21	8	17	
HYMAC MC, MD, ME		E	E	X	1	23	5	12	7	3	
HYMAC WJ ...		E	E	1	2	29	0	12	8	16	
HYMAC WK ...		E	E	X	1	34	6	5	7	10	
HYMAC WR ...		F	E	2	4	43	0	25	16	17	
HYTWIN ...		F	E	1	4	39	3	26	15	0	
LAMPREY } Engineer's Dept.		D	D	1	3	24	11	20	10	7	
LING ...		D	D	X	2	23	0	14	7	16	
LORIOT ...		F	D	1	3	34	0	20	13	11	

(For Notes see page 162)

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	Maximum length over buffers of vehicle.		Maximum carrying capacity of vehicle.		Maximum tare of vehicle.	
			Loaded	Empty	Loaded Class 3 wagons.	Ft. in.	Tons	T.	C.	
LOWMAC AB, MR	Machine Well Trucks ...	F	E	I	3	39 6	21	10	18	
LOWMAC EF, EL, EM		F	E	I	3	31 0	15	10	17	
LOWMAC EK		F	E	X	2	28 6	14	8	6	
LOWMAC EN, ET, EU		F	E	I	3	33 0	20	11	15	
LOWMAC EO		F	E	I	3	32 11	22	11	7	
LOWMAC EP, EQ, ER, ES		F	E	I	4	33 5	25	13	11	
LOWMAC MD, MG		F	E	X	2	31 4	15	8	5	
LOWMAC MH, MJ, MK, ML		F	E	I	3	30 0	20	10	17	
LOWMAC MO, MS, SC, SH		F	E	I	4	33 5	25	13	12	
LOWMAC MU, SF, SG		F	E	I	3	36 7	20	13	0	
LOWMAC SD		F	E	I	3	32 6	20	8	14	
LOWMAC WB, WC, WE, WG, WH, WR		F	E	I	2	30 0	15	8	16	
LOWMAC WBB, WP		F	E	I	4	33 0	25	13	11	
LOWMAC WF		F	E	X	1	36 36	6	7	2	
LOWMAC WM		F	E	I	3	30 0	20	9	12	
LOWMAC WN, WW		F	E	I	3	36 7	20	11	15	
LOWMAC WT	Hopper Ballast Wagon ...	F	E	X	1	28 11	8	7	13	
LOWMAC WV		D	D	I	2	31 11	15	8	10	
MACKEREL (Engineer's Dept.)		D	D	I	3	24 8	17	9	1	
MATCAR		C	C	I	2	56 8½	12½	24	16	
MERMAID (Engineer's Dept.)		C	C	I	3	24 0	14	9	19	
MINNOW (Engineer's Dept.)		F	C	I	2	31 6	14	8	14	
MOGO		F	C	X	1	20 6	12	7	11	
OYSTER (Engineer's Dept.)		C	C	I	2	24 5	16	16	0	
PALBRICK A, B		C	C	X	3	20 11	13 & 16	6	18	
PARROT		F	C	I	2	63 0	20	18	14	
PIGIRON		D	D	I	4	20 6	30	9	7	
PILCHARD (Engineer's Dept.)		D	D	I	3	36 7	20	14	7	
PIPE		D	D	I	2	24 6	13	8	10	
PIPE FIT		D	D	I	2	24 11	12	8	12	
PLATE	Steel Plate Wagon ...	D	D	I	3	30 1½	22	9	13	
PLATE FIT		D	D	I	3	30 1½	22	9	13	
PRAWN (S. and T. Dept.)		F	D	I	2	48 0	30	15	6	
PRESFLO		C	C	I	3	20 6	20	12	8	
PRESFLO (fitted with Roller Bearing Axle Boxes)		C	C	I	3	20 6	20	12	8	
PROTOL EB		F	D	I	3	31 0	20	12	5	
PROTOL ED		F	D	I	2	42 0	20	18	18	
PROTOL EG		F	D	I	2	49 0	40	22	4	
RECTANK EA, EB, MA, MB, WB		F	D	I	2	37 2	35	15	2	
ROLL WB, WC, WE, WH		H	F	I	3	23 0	15	9	11	
SALMON		F	F	I	3	65 0	50	27	0	
SHARK (Engineer's Dept.)		F	F	I	2	24 5	20	20	0	
SHRIMP		F	E	I	2	48 0	30	17	12	
SIGNAL DEPT. WAGON		D	D	I	2	28 0	10/14	5	11	
SINGLE	10-14 tons ...	F	F	X	1	19 6	12	5	18	
SLEEPER		F	F	I	3	35 5	18	11	16	
SLEEPER WAGON		F	F	X	2	31 6	14	7	17	
SLUDGE (Engineer's Dept.)		F	F	I	2	34 6	14	8	12	
SOLE (Engineer's Dept.)		D	D	X	2	19 6	10	6	2	
STARFISH (Engineer's Dept.)		D	D	X	2	19 6	10	6	2	
STRIPCOIL		H	H	I	2	33 0	42	18	4	
STURGEON		H	H	I	3	36 5	56	29	3	
STURGEON A (Engineer's Dept.)		F	F	I	3	69 1	50	25	13	
SULPHATE		F	F	I	3	69 1	50	27	18	
TIERWAG		F	E	I	2	42 0	50	20	15	
TRANSFORMER EA		C	C	I	2	59 11	12½	24	16	
TRANSFORMER MA		H	H	I	4	65 6	70	40	0	
TRANSFORMER MB		H	H	I	4	62 6	60	39	19	
TRANSFORMER MC	Transformer Wagons ...	H	H	I	6	18	87	58	1	
TRANSFORMER WL		H	H	I	7	21	92	72	11	
TRESTLE AB, ED		H	H	I	8	20	89	75	19	
TRESTLE EA		F	D	I	2	6	55	0	42	
TRESTLE EG		F	D	I	1	3	30	1½	21	
TRESTLE EH		F	D	I	2	6	49	0	40	
		F	D	I	2	7	43	10½	50	

(For Notes see page 162)

Dimensions of Special Wagons—continued

CODE	DESCRIPTION	Highest head- code ordinary freight trains on which vehicle can be conveyed.	Equals		Maximum length over buffers of vehicle.	Maximum carrying capacity of vehicle.	Maximum Tare of vehicle.	
			when empty	when loaded			T.	C.
		Loaded	Empty	Loaded Class 3 wagons	Ft. in.	Tons.	T.	C.
TRESTROL AO, ED, MD, ME, MO	Trestle Trolleys (Tare weights in- clude trestles)	F	E	3	7	64 9	40	28 11
TRESTROL EA ...		F	E	3	8	58 6	50	26 18
TRESTROL EB, MF ...		F	E	4	9	63 0	50	38 0
TRESTROL EC, MG ...		F	E	4	9	71 0	55	38 0
TRESTROL EJ ...		F	E	1	3	32 0	20	10 19
TRESTROL EM ...	Hopper Ballast Wagon...	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.)		D	D	1	3	24 7	25	9 18
TUBE ...		D	D	X	2	28 0	15	7 12
TUBE FIT ...	Long Open ...	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
WALRUS (Engineer's Dept.)	Hopper Ballast Wagon...	E	E	2	6	35 6	40	20 9
WARFLAT ...	Flat Wagon ...	E	D	2	7	43 10½	50	20 0
WELTROL EB ...	Well Trolley ...	F	F	2	5	58 6	40	33 0
WELTROL EC ...		F	F	2	5	57 6	30	19 13
WELTROL ED, MV ...		F	F	2	6	38 6	40	21 18
WELTROL EF, ML, SA ...		F	F	2	6	59 0	40	24 19
WELTROL EG ...		F	F	3	8	51 8	54	26 18
WELTROL EH ...		F	F	3	8	58 7	55	28 2
WELTROL EK ...		F	F	4	12	57 6	81	38 16
WELTROL EL ...		F	F	2	5	58 6	25	23 5
WELTROL EM ...		F	F	2	4	58 6	20	22 12
WELTROL EN ...		F	F	7	18	83 2	110	72 16
WELTROL EP, MR ...		F	F	4	9	62 6	50	37 3
WELTROL ES ...		F	F	5	11	75 1	65	49 8
WELTROL EU, MU ...		F	F	5	13	73 8	80	47 13
WELTROL MA ...		F	F	1	3	33 6	20	14 0
WELTROL MB, MC ...		F	F	2	4	45 0	20	19 13
WELTROL MJ, MK ...		F	F	2	6	49 0	40	22 0
WELTROL MO, MP ...		F	F	3	8	58 1	50	29 13
WELTROL WB ...		F	F	2	3	53 0	15	15 1
WELTROL WBB ...		F	F	2	5	43 6	25	21 15
WELTROL WC, WN ...		F	F	2	4 or 6	56 0	25 or 40	18 15
WELTROL WE, WO ...		F	F	2	4 or 6	65 0	20 or 35	24 19
WELTROL WF, WP, WX ...		F	F	2	5 or 6	57 0	25 or 40	21 10
WELTROL WG, WR, WT, WU, WV ...		F	F	2	6	50 0	35	23 8
WELTROL WH ...		F	F	2	9	45 6	65	23 12
WELTROL WJ ...		F	F	3	8	57 0	50	28 6
WELTROL WK ...		F	F	2	3	49 0	10	17 2
WELTROL WL ...		H	H	8	20	89 6	120	82 2
WELTROL WM ...		F	F	2	3 or 4	65 7	12 or 20	21 3
WELTROL WY ...		F	F	1	2	37 0	15	8 6
WELTROL WZ ...		F	F	2	4	50 0	25	16 8
WHEELWAG EA ...	10-ton to 14-ton Rail Tank Wagon ...	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
—		—	—	1	2½	20 6	14	10 0
—		—	—	1	3	24 6	20	12 10
—	20-ton Rail Tank Wagon ...	According to stars painted on vehicle See page 155		1	3½	27 9½	22	13 0
—	22-ton (Esso Rail Tank Wagon) ...			2	4	27 8	23	17 12
—	23-ton Rail Tank Wagon ...			2	6	51 5	40	22 7
—	40-ton Bogie Tank Wagon ...			2½	6½	33 10	40	24 0
—	40-ton Tank Wagon ...			2	6	55 0	42	19 18
WHELK (S. and T. Dept.)...	Bogie Plate Wagon ...	F	E	2	6	55 0	42	19 18
WHITING (Engineer's Dept.)	Rail and Ballast Wagon ...	F	F	X	2	31 6	14	7 10
WINKLE (S. and T. Dept.)	Plate Wagon ...	D	D	1	3	30 2	22	9 13

Notes.

*—See special tables in pages 155 and 156.

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

In compiling the WORKING LOAD, allowance must be made for the additional length of any vehicle exceeding 21 feet over buffers in order to conform with the maximum length of train over section which train works. See also appropriate clause under "Instructions for Calculating Loads of Freight Trains" shown on pages 154 and 155.

MILITARY TANKS (A.F.V.)

Calculation for Freight Train Loading Purposes

Vehicle	Dimensions		Maximum Capacity	Tare Weight		Equivalent to following Class 3 traffic			
	Ft.	In.		Tons	Cwts.	When Empty	Loaded with One Tank	Loaded with Two Tanks	Loaded with Three Carriers
"Warflat" ...	43	10½	50	20	8	2	See below	See below	4
"Warwell" ...	47	0	50	26	15	3	6	—	—

Type of Tank	Equivalent to following Class 3 Traffic when loaded on "Rectangles"		Equivalent to following Class 3 Traffic when loaded on "Warflats"	
	Loaded with One Tank	Loaded with Two Tanks	Loaded with One Tank	Loaded with Two Tanks
Tetrach, "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." Chaffee, Covenant, Crusader ...	—	—	4	6
Matilda ...	—	—	5	8
Over 26 tons 10 cwt. in weight ...	—	—	6	—

COACHING STOCK ON FREIGHT TRAINS

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

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

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

Codes of Vehicles		Maximum length over buffers	Codes of Vehicles		Maximum length over buffers	Codes of Vehicles		Maximum length over buffers
		Ft. In.			Ft. In.			Ft. In.
B ...	...	43 1	CCT ...	...	31 0½	Parcels Vans ...	...	31 11
B ...	...	51 1	CCT ...	...	32 1	Pasfruits C ...	...	25 5
B ...	...	51 7	CCT ...	...	33 11	Pasfruits D ...	...	31 11
BG ...	...	43 1	Giants ...	...	53 7	SCV ...	...	29 5
BG ...	...	60 0	Hymac WK ...	...	34 6	Siphons ...	...	31 0½
BG ...	...	60 1	Insixfish ...	...	34 5	Siphons C ...	...	32 1
BG ...	...	60 6½	Lowmac WT ...	...	28 11	Siphons F ...	...	43 7
BG ...	...	63 4½	Lowmac WV ...	...	31 11	Siphons G ...	...	53 7
BG ...	...	63 6½	Monsters ...	...	53 7	Siphons H ...	...	53 7
BG ...	...	73 1	Monsters ...	...	53 8	Siphons J ...	...	53 7
Bloaters ...	...	31 11						

WEST LONDON AND WEST LONDON EXTENSION LINES—GENERAL INSTRUCTIONS

CLOSED TIME FOR FREIGHT SERVICES TO SOUTHERN REGION

A closed time will operate for Freight Trains as shown below.

Should any train be running late and unlikely to pass the Junction until after the commencement of the closed period, it must be impounded at Lillie Bridge to work forward as arranged by S.R. and W.R. Controls. The Guard of the train it is intended to impound at Lillie Bridge must ascertain from the Signaller at Lillie Bridge particulars of the Siding into which their train is being stabled, in order that this operation may be carried out before the engine is released.

To Central Operating Area (applicable at Clapham Junction)

Mondays to Fridays	...	...	...	...	6.20 a.m. to 9.50 a.m., 4.0 p.m. to 7.20 p.m.
Saturdays	...	...	...	...	6.20 a.m. to 9.50 a.m., 11.50 a.m. to 2.20 p.m.

To Eastern Operating Area (applicable at Factory Junction)

Mondays to Fridays	...	...	...	...	6.10 a.m. to 9.30 a.m., 3.15 p.m. to 6.55 p.m.
Saturdays	...	...	...	...	6.10 a.m. to 9.35 a.m., 10.45 a.m. to 2.15 p.m.

COUPLING OF FREIGHT TRAINS

Freight Trains or Freight Trains and Engines may be coupled on the Up and Down Lines over the West London Line as between Old Oak Common and Lillie Bridge under the instructions laid down in Rule 134A, with the exception that Up L.M.R. trains will not be coupled between Willesden and Viaduct Junction. The load of the combined trains must not exceed 60 vehicles (including Brake Vans).

The Signaller at Viaduct Junction must instruct the Trainmen of trains travelling to the same destination stopped at his Down Home and Down Advanced Starting Signals to couple if anything would be gained by doing so. He will be responsible for advising all concerned what has been done.

Whenever possible Up Trains may be coupled as far as Lillie Bridge. The coupled trains will run via Up Goods Loop to Lillie Bridge and uncouple on the Up Loop.

A Box to Box Message must be sent between all Boxes where the coupled trains will be dealt with, giving the destinations of the two trains.

In all cases the Signaller arranging the coupling of the trains will be held responsible for advising Paddington (W.R.) and London (Western) (L.M.R.) Controls.

When signalling a coupled train the Signaller must send the word "coupled" on the telephone immediately following the "Train entering Section" Signal.

ASSISTING PASSENGER AND FREIGHT TRAINS IN THE REAR—NORTH POLE BANK

A W.R. engine is stationed in Shepherd's Bush Yard and is available for banking trains working in the direction of Willesden (L.M.R.) or Old Oak Common (W.R.).

The engine will bank the services requiring assistance **UNATTACHED** from the rear and will leave the trains at North Pole Junction Home Signal in the case of Old Oak Common trains, at Mitre Bridge Junction Home Signal in the case of Willesden trains, and at Willesden High Level Junction in the case of Temple Mills trains, returning immediately to Shepherd's Bush Yard via the right line for further banking.

An engine is available from 10.45 p.m. Monday to Friday nights to 7.30 a.m., Tuesday to Saturday mornings.

All trains (Passenger and Freight) must whistle when passing Latchmere Junction Box if the assistance of the bank engine is required, and this information must be passed on to Paddington Control.

Drivers of trains starting from or being reversed at Kensington (Olympia) which require bank engine assistance up North Pole Bank must acquaint the Station Master or Inspector at Kensington (Olympia) when assistance is required from Viaduct Junction, and it will be necessary for the Driver to also inform the Guard of train that he has asked for assistance. Upon receipt of a request from the Driver for a bank engine, the Kensington (Olympia) staff so advised must telephone the Viaduct Junction Signaller, giving particulars of the train and probable time of departure, also advise Paddington Control. The Viaduct Junction Signaller upon receipt of the request to take the necessary action to ensure the bank engine being immediately available.

In addition to the above, the following arrangements also to apply:

- (a) Drivers of Light Engines proceeding to Old Oak Common (W.R.) may be called upon to bank (unattached) the preceding train to North Pole Junction when the train is destined for Old Oak Common on the instruction of the Signaller at Viaduct Junction.
- (b) Drivers of Light Engines proceeding to Willesden or beyond may be called upon to bank (unattached) the preceding train to North Pole Junction or Mitre Bridge Junction on the instruction of the Signaller at Viaduct Junction.