WOLVERHAMPTON AND BIRMINGHAM TO STOURBRIDGE JUNCTION AND HARTLEBURY

UP		B	B	A	B	C	B		B	B	B			B	B	A
		To Arley	10.55 am Birmingham (S.H.) to Arley	To Cardiff	To Stourport	To Great Malvern Pigeons and Parcels	11.45 am Birmingham (S.H.)		1.10 pm Birmingham (S.H.)	To Hampton Loade				To Stourport	2.45 pm Birmingham (S.H.)	To Cardiff
		2H95	2H95	1T26	2H94	3H21	2H64		2H64	2H96	2H65			2H94	2H64	1T35
		▽	▽	▽	▽	Q	▽		▽	▽				▽	▽	▽
WOLVERHAMPTON (L.L.) ..dep	1	am ..	am ..	am ..	am ..	am 11 30	PM ..	..	PM ..	PM ..	PM 1 50	..	..	PM ..	PM ..	PM ..
Priestfield	2	.....	.....	.....	.....	11e37	.....	.....	.....	.....	1 54	.....	.....	.....	.....	.....
Bilston West	3	..	..	..	..	11 45	..	..	..	..	1 57	..	..	..	..	..
Daisy Bank and Bradley	4	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Princes End	5	..	..	..	..	11 55	..	..	..	..	2 2	..	..	..	..	..
Tipton Five Ways	6	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Down Trains: Swan Village	7	..	..	..	..	..	12 3	..	1 28	..	..	..	..	..	3 3	..
Down Trains: Great Bridge South	8	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Down Trains: Dudley Port (L.L.)	9	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
DUDLEY ....arr	10	.....	.....	.....	.....	12 0	12 10	.....	1 35	.....	2 7	.....	.....	.....	3 10	.....
.. ..dep	11	..	..	..	..	12 5	..	..	..	..	2 8	..	..	..	..	..
Blowers Green	12	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Baptist End Halt	13	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Windmill End Halt	14	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Darby End Halt	15	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Old Hill High St. Halt	16	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Old Hill	17	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Round Oak	18	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Brierley Hill ..arr	19	..	..	..	..	12 12	..	..	..	..	..	..	..	..	..	..
....dep	20	.....	.....	.....	.....	12 24	.....	.....	.....	.....	2 15	.....	.....	.....	.....	.....
Brettell Lane	21	..	..	..	..	12 32	..	..	..	..	2 18	..	..	..	..	..
DOWN TRAINS: **BIRMINGHAM S.H.** arr	22	RL	.....	RL	RL	.....	.....	.....	.....	RL	.....	.....	.....	RL	.....	RL
BIRMINGHAM S.H. ..dep	23	10 55	..	11 50	11 55	..	..	..	..	12 55	..	..	..	1 55	..	2 40
Hockley	24	10 58½	.....	.....	11 58½	.....	.....	.....	.....	12 58½	.....	.....	.....	1 58½	.....	.....
Soho and Winson Green	25	11 1	..	..	12 1	..	..	..	..	1 1	..	..	..	2 1	..	..
Queen's Head	26	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Handsworth and Smethwick	27	11 5	..	..	12 5	..	..	..	..	1 5	..	..	..	2 5	..	..
Handsworth Jn.	28	11 6½	.....	11 55½	12 6½	.....	.....	.....	.....	1 6½	.....	.....	.....	2 6½	.....	2 45½
Smethwick West	29	11 10	..	11 59	12 10	..	..	..	..	1 10	..	..	..	2 10	..	..
Oldbury and Langley Green	30	11 13	.....	.....	12 13	.....	.....	.....	.....	1 13	.....	.....	.....	2 13	.....	.....
Rowley Regis & B.	31	11 17	..	..	12 17	..	..	..	..	1 17	..	..	..	2 17	..	..
Old Hill	32	11 20	.....	.....	12 20	.....	.....	.....	.....	1 20	.....	.....	.....	2 20	.....	.....
Cradley Heath and Cradley	33	11 23½	..	PM	12 23½	..	..	..	..	1 23½	..	..	..	2 23½	..	..
Lye	34	11 27	.....	.....	12 27	.....	.....	.....	.....	1 27	.....	.....	.....	2 27	.....	.....
Stourbridge Jn. North Box	35	11 28½	←	12 11½	12 28½	..	..	..	..	1 28½	..	..	..	2 28½	..	2 58½
STOURBRIDGE JUNCTION ....arr	36	11 30	11 30	12 13	12 30	12 37	.....	.....	.....	1 30	2 25	.....	.....	2 30	.....	3 0
..dep	37	11 35	11 35	12 15	12 35	12 45	..	..	..	1 35	..	..	..	2 35	..	3 2
Hagley	38	→	.....	.....	.....	12 55	.....	.....	.....	.....	.....	.....	.....	2 39	.....	.....
Churchill and B.	39	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
KIDDERMINSTER arr	40	.....	11 43½	12 23½	12 43½	1 4	.....	.....	.....	1 43½	.....	.....	.....	2 44½	.....	3 12½
.. ..dep	41	..	11 45	12 25	12 45	1 15	..	..	..	1 45	..	..	..	2 46	..	3 15
Kidderminster Junction	42	.....	11 46	.....	12 46	.....	.....	.....	.....	1 46	.....	.....	.....	2 47	.....	.....
Hartlebury Junction	43	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Hartlebury ....arr	44	.....	.....	.....	.....	1 21	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.. ..dep	45	..	..	..	..	1 26	..	..	..	..	..	..	..	..	..	..
Cutnall Green	46	.....	.....	12 32	.....	1 30	.....	.....	.....	.....	.....	.....	.....	.....	.....	3 22

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WOLVERHAMPTON AND BIRMINGHAM TO STOURBRIDGE JUNCTION AND HARTLEBURY

		B	B	B	B	A	C	B	B	B	B	B		A	B		B	B	B
		To Arley	2.55 pm Birmingham (S.H.) to Arley	4.10 pm Birmingham (S.H.)	To Stourport	To Great Malvern	Empty	To Bridgnorth	To Arley	4.55 pm Birmingham (S.H.) to Arley	To Worcester (S.H.)	5.45 pm Birmingham (S.H.)		To Cardiff	To Stourport		To Hampton Loade	6.55 pm Birmingham (S.H.) to Hampton Loade	
		2H95	2H95	2H64	2H94	2H30	3H77	2H96	2H95	2H95	2H75	2H64		1T42	2H94		2H96	2H96	2H65
		▽	▽	▽	▽		▽	▽	▽	▽		▽		▽	▽		▽	▽	
		PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM		PM	PM		PM	PM	PM
1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	7 15
2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	7 19
3	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	7 22
4	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
5	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	7 27
6	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
7	..	..	..	4 28	..	..	..	..	..	..	..	6 3	..	..	..	..	..	..	..
8	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
9	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
10	..	..	..	4 35	..	..	..	..	..	..	..	6 10	..	..	..	..	..	..	7 32
11	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	7 33
12	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
13	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
14	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
15	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
16	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
17	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
18	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
19	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
20	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	7 40
21	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	7 43
22	..	RL	..	..	RL	RL	..	..	RL	..	..	..	..	RL	RL	..	RL	..	..
23	..	2 55	..	..	3 55	4 25	..	..	4 55	..	..	..	..	5 40	5 55	..	6 55	..	..
24	..	2 58½	..	..	3 58½	..	..	..	4 58½	..	..	..	..	..	5 58½	..	6 58½	..	..
25	..	3 1	..	..	4 1	..	..	..	5 1	..	..	..	..	..	6 1	..	7 1	..	..
26	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
27	..	3 5	..	..	4 5	..	..	..	5 5	..	..	..	..	..	6 5	..	7 5	..	..
28	..	3 6½	..	..	4 6½	4 32½	..	..	5 6½	..	..	..	..	5 45½	6 6½	..	7 6½	..	..
29	..	3 10	..	..	4 10	4 36	..	..	5 10	..	..	..	..	5 49	6 10	..	7 10	..	..
30	..	3 13	..	..	4 13	..	..	..	5 13	..	..	..	..	..	6 13	..	7 13	..	..
31	..	3 17	..	..	4 17	..	..	..	5 17	..	..	..	..	..	6 17	..	7 17	..	..
32	..	3 20	..	..	4 20	..	..	..	5 20	..	..	..	..	..	6 20	..	7 20	..	..
33	..	3 23½	..	..	4 23½	..	..	..	5 23½	..	..	..	..	..	6 23½	..	7 23½	..	..
34	..	3 27	..	..	4 27	..	..	..	5 27	..	..	..	..	..	6 27	..	7 27	..	..
35	..	3 28½	←	..	4 28½	4 48½	..	..	5 28½	←	..	..	..	6 0½	6 28½	..	7 28½	←	..
36	..	3 30	3 30	..	4 30	4 50	..	..	5 30	5 30	..	..	..	6 2	6 30	..	7 30	7 30	7 49
37	..	3 35	3 35	..	4 35	4 53	5†20	..	5 35	5 35	5 44	..	..	6 5	6 35	..	7 35	7 35	..
38	..	→	3 39	..	4 39	..	..	..	→	5 39	5 49	..	..	..	6 39	..	→	7 39	..
39	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
40	..	..	3 44½	..	4 44½	5 1½	5†30	..	..	5 44½	5 57	..	..	6 13½	6 44½	..	..	7 44½	..
41	..	..	3 46	..	4 46	5 3	..	5 32	..	5 46	5 59	..	..	6 15	6 46	..	..	7 46	..
42	..	..	3 47	..	4 47	..	..	5 33	..	5 47	..	..	..	..	6 47	..	..	7 47	..
43	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
44	..	..	..	..	..	..	..	..	..	..	6 6	..	..	..	..	..	..	..	..
45	..	..	..	..	..	..	..	..	..	..	6 7	..	..	..	..	..	..	..	..
46	..	..	..	..	..	5 10	..	..	..	..	6 11	..	..	6 22	..	..	..	..	..

WOLVERHAMPTON AND BIRMINGHAM TO STOURBRIDGE JUNCTION AND HARTLEBURY

UP		B		A	B		B		B		A	B		B		B
		7.10 pm Birmingham (S.H.)		To Cardiff	To Worcester (S.H.)						To Hereford					
		2H64		1T46	2H75		2H65		2H62		2T32	2H62		2H65		2H62
		▽		▽	▽				▽		▽	▽				▽
WOLVERHAMPTON (L.L.) ..dep	1	PM ..	..	PM ..	PM ..	..	PM 9 5	..	PM ..	..	PM ..	PM ..	..	PM 10 5	..	PM ..
Priestfield	2	.....	.....	.....	.....	.....	9 9	.....	.....	.....	.....	.....	.....	10 9	.....	.....
Bilston West	3	..	..	..	..	..	9 12	..	..	..	..	..	..	10 12	..	..
Daisy Bank and Bradley	4	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Princes End	5	..	..	..	..	..	9 17	..	..	..	..	..	..	10 17	..	..
Tipton Five Ways	6	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Down Trains: Swan Village	7	7 28	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Great Bridge South	8	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Dudley Port (L.L.)	9	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
DUDLEY .....arr	10	7 35	.....	.....	.....	.....	9 22	.....	.....	.....	.....	.....	.....	10 22	.....	.....
..dep	11	..	..	..	..	..	9 23	..	..	..	..	..	..	10 23	..	..
Blowers Green	12	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Baptist End Halt	13	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Windmill End Halt	14	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Darby End Halt	15	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Old Hill High St. Halt	16	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Old Hill	17	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Round Oak	18	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Brierley Hill ..arr	19	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
.....dep	20	.....	.....	.....	.....	.....	9 30	.....	.....	.....	.....	.....	.....	10 30	.....	.....
Brettell Lane	21	..	..	..	..	..	9 33	..	..	..	..	..	..	10 33	..	..
DOWN TRAINS: **BIRMINGHAM S.H.** arr	22	.....	.....	RL	RL	.....	.....	.....	RL	.....	RL	RL	.....	.....	.....	RL
..dep	23	..	..	7 40	7 55	..	..	..	9 10	..	9 45	9 55	..	..	..	11 0
Hockley	24	.....	.....	.....	7 58½	.....	.....	.....	9 13½	.....	.....	9 58½	.....	.....	.....	11 3½
Soho and Winson Green	25	..	..	..	8 1	..	..	..	9 16	..	..	10 1	..	..	..	11 6
Queen's Head	26	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Handsworth and Smethwick	27	..	..	..	8 5	..	..	..	9 20	..	..	10 5	..	..	..	11 10
Handsworth Jn.	28	.....	.....	7 45½	8 6½	.....	.....	.....	9 21½	.....	9 50½	10 6½	.....	.....	.....	11 11½
Smethwick West	29	..	..	7 49	8 10	..	..	..	9 25	..	..	10 10	..	..	..	11 15
Oldbury and Langley Green	30	.....	.....	.....	8 13	.....	.....	.....	9 28	.....	.....	10 13	.....	.....	.....	11 18
Rowley Regis & B.	31	..	..	..	8 17	..	..	..	9 32	..	..	10 17	..	..	..	11 22
Old Hill	32	.....	.....	.....	8 20	.....	.....	.....	9 35	.....	.....	10 20	.....	.....	.....	11 25
Cradley Heath and Cradley	33	..	..	..	8 23½	..	..	..	9 38½	..	..	10 23½	..	..	..	11 28½
Lye	34	.....	.....	.....	8 27	.....	.....	.....	9 42	.....	.....	10 27	.....	.....	.....	11 32
Stourbridge Jn. North Box	35	..	..	8 0½	8 28½	..	..	..	9 43½	..	10 3½	10 28½	..	..	..	11 33½
STOURBRIDGE ..arr	36	.....	.....	8 2	8 30	.....	9 39	.....	9 45	.....	10 5	10 30	.....	10 39	.....	11 35
JUNCTION ..dep	37	..	..	8 4	8 35	..	..	..	..	..	10 7	..	..	..	..	..
Hagley	38	.....	.....	.....	8 39	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Churchill and B.	39	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
KIDDERMINSTER arr	40	.....	.....	8 12	8 44½	.....	.....	.....	.....	.....	10 15½	.....	.....	.....	.....	.....
..dep	41	..	..	8 14	8 46	..	..	..	..	..	10 17	..	..	..	..	..
Kidderminster Junction	42	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Hartlebury Junction	43	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Hartlebury .....arr	44	.....	.....	.....	8 52	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
..dep	45	..	..	..	8 53	..	..	..	..	..	..	..	..	..	..	..
Cutnall Green	46	.....	.....	8 21	8 56	.....	.....	.....	.....	.....	10 24	.....	.....	.....	.....	.....

STOURBRIDGE JUNCTION AND STOURBRIDGE

PASSENGER SINGLE LINE

STOURBRIDGE JUNCTION MIDDLE BOX AND STOURBRIDGE TOWN STATION

Worked by Auto Car or Diesel Car under 'one engine in steam' regulation with wooden staff, round in shape and coloured red. Subject to special instructions. 'B' Head Code (No. 2H66 when loaded, No. 3H66 when empty.)

Weekdays Only

M.P. Mileage M	M.P. Mileage C		SX						SX							
			am		am		am		am		am		am		am	
142	16	Stourbridge Jn. .. ..dep	5†30	..	5†45	..	6 0	..	6†15	..	6 30	..	6†45	..	7 0	..
142	75	Stourbridge .....arr	5†32½	.....	5†47½	.....	6 2½	.....	6†17½	.....	6 32½	.....	6†47½	.....	7 2½	.....

	am	am		am	am		am		am	am	am	am	am	
Stourbridge Jn. .. ..dep	7†12	7 28	..	7 41	7†50	..	8 0	..	8 13	8 23	8 32	8†40	8 58	..
Stourbridge .....arr	7†14½	7 30½	.....	7 43½	7†52½	.....	8 2½	.....	8 15½	8 25½	8 34½	8†42½	9 0½	.....

		SX												
	am	am		am	am	am		am	am	am				am
Stourbridge Jn. .. ..dep	9 6	9†16	..	9 37	9 58	10 30	..	10 43	10 59	11 12	..	..	..	11 42
Stourbridge .....arr	9 8½	9†18½	.....	9 39½	10 0½	10 32½	.....	10 45½	11 1½	11 14½	.....	.....	.....	11 44½

	PM		PM			PM				PM		SO PM		SX PM
Stourbridge Jn. .. ..dep	12 1	..	12 30	..	..	12 47	..	..	..	1 0	..	1 25	..	1†42
Stourbridge .....arr	12 3½	.....	12 32½	.....	.....	12 49½	.....	.....	.....	1 2½	.....	1 27½	.....	1†44½

	SO PM	PM					PM	PM	PM					PM
Stourbridge Jn. .. ..dep	1 42	2 1	..	..	..	..	2 30	2 45	3 0	..	..	..	..	3 46
Stourbridge .....arr	1 44½	2 3½	.....	.....	.....	.....	2 32½	2 47½	3 2½	.....	.....	.....	.....	3 48½

	PM	PM	PM		PM		PM	PM		PM	PM	PM		
Stourbridge Jn. .. ..dep	4 5	4 30	4 45	..	5 12	..	5 25	5 37	..	5 48	6 1	6 12	..	..
Stourbridge .....arr	4 7½	4 32½	4 47½	.....	5 14½	.....	5 27½	5 39½	.....	5 50½	6 3½	6 14½	.....	.....

	PM	PM		PM			PM			PM	PM	PM	PM	SO PM
Stourbridge Jn. .. ..dep	6 30	6 42	..	6 55	..	..	7 12	..	..	7 44	7 58	8 25	8 34	8 46
Stourbridge .....arr	6 32½	6 44½	.....	6 57½	.....	.....	7 14½	.....	.....	7 46½	8 0½	8 27½	8 36½	8 48½

	PM			PM				PM	PM		PM	SO PM		PM
Stourbridge Jn. .. ..dep	8†56	..	..	9†25	..	..	..	9 44	10 0	..	10 44	11 3	..	11 47
Stourbridge .....arr	8†58½	.....	.....	9†27½	.....	.....	.....	9 46½	10 2½	.....	10 46½	11 5½	.....	11 49½

		SX				SX									
		am		am		am		am		am		am		am	am
Stourbridge .. ..dep		5 38	..	5 55	..	6 10	..	6 24	..	6 38	..	6 52	..	7 5	7 24
Stourbridge Jn. .....arr		5 40½	.....	5 57½	.....	6 12½	.....	6 26½	.....	6 40½	.....	6 54½	.....	7 7½	7 26½

	am	am		am	am	am	am		am				am	am
Stourbridge .. ..dep	7 35	7 46	..	7 55	8 9	8 18	8 27	..	8 36	..	..	..	8 47	9 2
Stourbridge Jn. .....arr	7 37½	7 48½	.....	7 57½	8 11½	8 20½	8 29½	.....	8 38½	.....	.....	.....	8 49½	9 4½

		SX													
		am		am	am	am		am		am	am	am			am
Stourbridge .. ..dep		9 12	..	9 30	9 50	10 17	..	10 34	..	10 50	11† 4	11 35	..	..	11 46
Stourbridge Jn. .....arr		9 14½	.....	9 32½	9 52½	10 19½	.....	10 36½	.....	10 52½	11† 6½	11 37½	.....	.....	11 48½

				PM	PM		PM			SO PM		PM	PM	
Stourbridge .. ..dep	..	..	..	12 20	12 34	..	12 50	..	..	1 17	..	1 29	1 47	..
Stourbridge Jn. .....arr	.....	.....	.....	12 22½	12 36½	.....	12 52½	.....	.....	1 19½	.....	1 31½	1 49½	.....

		PM	PM	PM		PM		PM	PM		PM			
Stourbridge .. ..dep	..	2 18	2 35	2 50	..	3 35	..	3 55	4 16	..	4 35	..	..	..
Stourbridge Jn. .....arr	.....	2 20½	2 37½	2 52½	.....	3 37½	.....	3 57½	4 18½	.....	4 37½	.....	.....	.....

		PM		PM	PM		PM	PM		PM	PM			PM
Stourbridge .. ..dep	..	5 1	..	5 17	5 29	..	5 41	5 55	..	6 5	6 20	..	..	6 35
Stourbridge Jn. .....arr	.....	5 3½	.....	5 19½	5 31½	.....	5 43½	5 57½	.....	6 7½	6 22½	.....	.....	6 37½

		PM	PM				PM		PM	PM	PM	SO PM	PM	PM
Stourbridge .. ..dep	..	6 47	7 5	..	..	..	7 31	..	7 50	8 20	8 30	8 39	8 51	9 5
Stourbridge Jn. .....arr	.....	6 49½	7 7½	.....	.....	.....	7 33½	.....	7 52½	8 22½	8 32½	8 41½	8 53½	9 7½

		SX	SO			SO								
	PM	PM	PM	PM	PM	PM			PM					
Stourbridge .. ..dep	9 35	9†50	9 50	10 35	10 48	11 40	..	..	11†51	..	..	..	..	..
Stourbridge Jn. .....arr	9 37½	9†52½	9 52½	10 37½	10 50½	11 44½	.....	.....	11†53½	.....	.....	.....	.....	.....

BIRMINGHAM AND LEAMINGTON SPA TO STRATFORD-UPON-AVON

WEEKDAYS

DOWN

Mile Post Mileage M	Mile Post Mileage C	Mileage from Birmingham (S.H.) M	Mileage from Birmingham (S.H.) C	Mileage from Leamington Spa M	Mileage from Leamington Spa C		Ruling Gradient 1 in	C		C	B	C	B		B	B	B	B	A		B	B	A		B	B		
								Empty to Honeybourne		Empty		ECS					To Long Marston	To Evesham	6.35 am Wolverhampton to Paignton				6.55 am Wolverhampton to Newquay and Penzance		7.26 am Birmingham (S.H.)	To Evesham		
								3H84		3H59	2H61	3H59	2H60		2H59	2H61	2H84	2H88	1C64		2H60	2H59§	1C23		2H60	2H88		
								▽ MO		▽ SX	▽	SX	▽ SX		▽ SX		▽ SO	▽ SX	SO		▽	SX	SO		▽	▽		
								am		am	am	am	am		am	am	am	am	am		am	am	am		am	am		
—	—	—	—	—	—	**BIRMINGHAM** ..arr	..	..	..		..			..	..	..	..	..	7 12	..	..	..	7 33	..	..	..	..	..
						(Snow Hill) ..dep				Tyseley D.S. depart 5†20 am		Tyseley Sidings depart 6†0 am	6 40		7 10				7 20		7 26	7 38	7 40					
—	—	—	—	—	—	**BIRMINGHAM (Moor St.)**	..	..	..		..		RL	..	RL	..	..	..	ML	..	RL	RL	..	..	..	..	..	..
—	—	1	25	—	—	Bordesley	45 F						6 43		7 13				RL		7 29							
—	—	2	27	—	—	Small Heath and S.	L	..	..		..		6 46	..	7 16	..	..	..	..	..	7 32	..	..	..	..	..	..	..
—	—	3	26	—	—	**TYSELEY** ..arr	277 R						6 48½		7 18½				7 26		7 34½	7 44	7 47			Second Class only		
				—	—	..dep	..	..	..	5 25	..	6 5	6 50½	..	7 19	..	..	..	..	..	7 35	7 45	..	..	..	..	..	..
	57	4	14	—	—	Spring Road							6 53½		7 22						7 38	7§48						
1	29	4	66	—	—	Hall Green	200 R	..	..	..	..	..	6 56	..	7 24½	..	..	..	..	..	7 40½	..	..	..	..	..	..	..
2	48	6	5	—	—	Yardley Wood							6 59½		7 28						7 44							
3	68	7	25	—	—	Shirley	183 R	..	..	..	..	U6†15	7 3	..	7 31½	..	..	..	..	..	7 47½	8† 0	..	..	..	..	..	..
4	60	8	5	—	—	Whitlocks End Halt						D6†18			7 34½						7 50½							
5	60	9	17	—	—	Grimes Hill and Wythall	..	..	..	..	..	..	..	..	7 37½	..	..	..	..	..	7 53½			..	..	..	..	..
6	61	10	18	—	—	Earlswood Lakes	230 R					U6†25			7 40½						7 56½	§ Arrival time. Depart empty 7†50 am (No. 3H59)	Via Hatton North Jn.					
7	50	11	7	—	—	The Lakes Halt	..	..	..	..	..	D6†28	..	..	7 43½	..	..	..	..	..	7 59½			..	..	..	..	..
8	56	12	13	—	—	Wood End	181 F				Not Advertised				7 47						8 3							
10	43	14	0	—	—	Danzey	150 F	..	..	..		..	7 12½	..	7 51	..	..	..	..	..	8 7			..	←	..	..	..
13	40	16	77	—	—	Henley-in-Arden ..arr	150 F			5†40		6†38	7 17		7 56						8 12				8 12			
				—	—	..dep	..	..	..	..		..	7 18	..	..	..	..	..	7 44	..	8 12½		..	..	8 12½	..	..	..
15	22	18	59	—	—	Wootton Wawen Platform	150 F						7 21								→				8 16½			
—	—	—	—	—	—	**LEAMINGTON SPA (General)**					5 50					7 5	Second Class only.	Second Class only								8 7		
—	—	—	—	1	76	Warwick ..arr	110 R	..	..	..	..	..	..	..	..	..			..	..	..	..	..	..	..	..	..	..
—	—	—	—			..dep					5 57					7 9										8 11		
—	—	—	—	6	8	Hatton ..arr	103 R	..	..	..	6 2	..	..	..	..	7 17			..	..	..	..	..	..	..	8 16	..	..
—	—	—	—			..dep					6 2½					7 19										8 17		
17	66	—	—	6	39	Hatton West Junction	204 F	..	..	..	..	..	..	..	..	..			..	..	..	..	8 5	..	..	..	..	..
16	46	—	—	7	59	Claverdon	103 F				R					7 23										8 21½		
13	17	21	19	11	8	Bearley	188 R	..	..	..	R	..	..	..	..	7 28			..	..	..	..	..	..	..	8 26½	..	..
12	53	21	24	11	52	Bearley West Junction	..	..	..	..	..	..	7 24	..	..	7 29½	..	..	7 49	..	..	..	8 13	..	8 19½	..	..	..
11	49	22	28	12	56	Wilmcote	173 F				R		7 26½			7 32									8 22	8 30½		
8	76	25	1	15	29	**STRATFORD-UPON-AVON** ..arr	154 F	..	..	..	6 20	..	7 31	..	..	7 37	..	..	7 55	..	..	..	8 19	..	8 26	8 35	..	..
						..dep		1† 5									7 45	8 0	8 0				8 24			8 52		
8	31	25	46	15	74	Evesham Road Crossing	143 F	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	→	..	..

BIRMINGHAM AND LEAMINGTON SPA TO STRATFORD-UPON-AVON — WEEKDAYS

DOWN	A	B	B			A	A	B	B	B	A	A	B	A	B		A	C	A	B	B	B	B	A	B	C	B
	To Carmarthen	8.7 am Leamington to Evesham				8.10 am Wolverhampton to Weston-super-Mare	To Penzance	To Evesham	To Evesham		To Pembroke Dock	8.55 am Wolverhampton to Paignton and Penzance		9.5 am Wolverhampton to Paignton			10.5 am Wolverhampton to Kingswear	Empty	To Cardiff				To Worcester (S.H.)	10.55 am Wolverhampton to Minehead and Ilfracombe		Parcels	To Worcester (S.H.)
	1F09	2H88	2H60			1B06	1C35	2H88	2H88	2H60	1F17	1C35	2H60	1C71	2H60		1C79	3H61	1T28	2H61	2H61	2H58	2H89	1C85	2H58	3H48	2H89
	▽	▽	▽ SX			SO	SO	▽ SX	▽ SO	▽ SX	SO	★★ SX	▽ SO	SX Q	▽		SO	▽	▽ SX	▽ SO	SX	▽ SX	▽ SX	SO	▽ SO	▽ SX	▽ SO
	am	am	am			am	am	am	am	am	am	am	am	am	am		am	am	am	am	am	am	noon	am	am	am	PM
BIRMINGHAM ..arr	7†58	..	..	..	..	8 40	..	..	..	..	..	9 25	..	9 35	..	..	10 33	..	..	..	..	..	..	11 22	..	..	..
(Snow Hill) dep	8 10	.....	8 13	.....	.....	8 50	9 10	.....	.....	RL	9 30	9 30	RL	9 40	RL	.....	10 40	.....	11 10	.....	.....	RL	.....	11 26	RL	11 28	.....
BIRMINGHAM .. .. (Moor Street)	ML	..	ML	..	..	ML	ML	..	..	9 0	..	ML	9 13	ML	10 10	..	ML	..	ML	..	..	11 15	..	ML	11 25	RL	.
Bordesley	.....	.....	88 16L	.....	.....	RL	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	RL	.....	.....	.....	.....	.....	.....	.....	11 28	.....	.....
Small Heath and S ..	..	..	8 19	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	RL	11 31	..	..
TYSELEY .....arr	8 14½	.....	8 21½	.....	.....	8 56	9 16	.....	.....	9 5	.....	9 36	9 18	9 46	10 15	.....	10 48	.....	11 15½	.....	.....	11 20	.....	11 32	11 33½	11 37	.....
.. ..dep		..	8 22	..	..	..	..	..	..	9 5½	9 36	..	9 18½	..	10 15½	..	..	..	..	..	..	11 22	..	..	11 35½	11 47	..
Spring Road		.....	8 25	.....	.....	.....	.....	.....	.....	9 8½			9 21½		10 18½	.....	.....	.....	.....	.....	.....	11 25	.....	.....	11 38½	.....	.....
Hall Green		..	8 27½	..	..	..	..	..	..	9 11			9 24		10 21	..	..	..	..	..	..	11 27½	..	..	11 41	..	..
Yardley Wood		.....	8 31	.....	.....	.....	.....	.....	.....	9 14½			9 27½		10 24½	.....	.....	.....	.....	.....	.....	11 31	.....	.....	11 44½	.....	.....
Shirley		..	8 34½	..	..	..	..	..	..	9 18			9 31		10 28	..	..	..	..	..	..	11 34½	..	..	11 48	11 55	..
Whitlocks End Halt		.....	8 37½	.....	.....	.....	.....	.....	.....	9 21			9 34		10 31	.....	.....	.....	.....	.....	.....	11 37½	.....	.....	11 51	.....	.....
Grimes Hill and Wythall ..	..	..	8 40½	..	..	..	..	..	..	9 24			9 37		10 34	..	..	..	..	..	..	11 40½	..	..	11 54	..	..
Earlswood Lakes	.....	.....	8 43½	.....	.....	.....	.....	.....	.....	9 27			9 40		10 37	.....	.....	.....	.....	.....	.....	11 43½	.....	.....	11 57	.....	.....
The Lakes Halt	..	..	8 46½	..	..	..	..	..	..	9 30	..	..	9 43	..	10 40	..	..	..	..	..	..	11 46	..	..	11 59½	..	.
Wood End	.....	.....	8 50½	.....	.....	.....	.....	.....	.....	9 33½	.....	.....	9 46½	.....	10 43½	.....	.....	.....	.....	.....	.....	11 49	.....	.....	12 2½	.....	.....
Danzey	..	..	8 54	..	..	..	..	..	..	9 37½	..	..	9 50½	..	10 47½	..	..	..	..	..	..	11 53	..	..	12 6½	..	..
Henley-in-Arden ....arr	.....	.....	8 59	.....	.....	.....	.....	.....	.....	9 41½	.....	.....	9 54½	.....	10 51½	.....	.....	.....	.....	.....	.....	11 58	.....	.....	12 11	.....	.....
.. ..dep	..	..	8 59½	..	..	9 13	9 33	..	..	9 42	..	..	10 0	..	10 52	..	11 6	..	11 36	..	..	..	..	11 49	..	..	..
Wootton Wawen Platform	.....	.....	9 3½	.....	.....	.....	.....	.....	.....	9 45	.....	THE CORNISHMAN	10 3	.....	10 55	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
LEAMINGTON SPA (General)	.....	Second Class only	.....	.....	.....	.....	.....	9 10	9 15	Second Class only	.....		Second Class only	.....	To run 3 minutes later on Saturdays	.....	.....	.....	.....	11 22	11 20	.....	Second Class only	.....	.....	.....	Second Class only
Warwick .. ..arr	..		..	..	..	..	..	..	..		..			..		..	..	..	..	..	..	..		..	..	..	
.....dep	.....		.....	.....	.....	.....	.....	9 14	9 19		.....			.....		.....	.....	.....	.....	11 26½	11 24½	.....		.....	.....	.....	
Hatton .. .. ..arr	..		..	..	..	..	..	9 22	9 27		..			..		..	..	..	..	11 34½	11 32½	..		..	..	..	
.....dep	.....		.....	.....	.....	.....	.....	9 24	9 29		.....			.....		.....	.....	11†20	.....	11 35	11 33	.....		.....	.....	.....	
Hatton West Junction ..	8 31	..	..	..	..	..	..	..	..		9 53	9 52		10 3½		..	..	..	..	..	..	..		..	..	..	
Claverdon	.....	.....	.....	.....	.....	.....	.....	9 29	9 34		.....	.....	.....	.....		.....	.....	.....	.....	11 39½	11 37½	.....		.....	.....	.....	
Bearley	8 38½	..	..	..	..	..	..	9 34	9 39	..	..	10 0	..	10 11		..	..	11 28	..	11 44½	11 42½	..		..	..	..	
Bearley West Junction ..	8 39½	..	9 6½	..	..	9 17½	9 38	..	.....	9 48	10 0	10 1	10 6	10 12	10 58	..	11 12	11 29	11 40½	..	11 46	..	..	11 54	..	..	..
Wilmcote	.....	←	9 9	.....	.....	.....	.....	9 39	9 44	9 50	.....	.....	10 8	.....	11 0	.....	.....	.....	.....	.....	11 48½	.....	.....	.....	.....	.....	.....
STRATFORD-UPON-arr	8 46	8 35	9 13	..	..	9 24	9 44	9 45	9 50	9 55	10 6	10 7	10 13	10 18	11 5	..	11 18	11†35	11 46	11 52	11 53	..	..	12 0	..	..	..
AVON dep	8 48	8 52	.....	.....	.....	9 29	9 49	9 50	9 55	.....	10 9	10 10	.....	10 21	.....	.....	11 23	.....	11 48	.....	.....	.....	12 0	12 4	.....	.....	12 9
Evesham Road Crossing ..	..	••	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..

BIRMINGHAM AND LEAMINGTON SPA TO STRATFORD-UPON-AVON

WEEKDAYS

DOWN

	B	B	B	B	B		B	B	A	B	B	B	B			B	B	B	B	B	A	B		B		A	C
												To Hereford						To Worcester (S.H.)			To Cardiff	To Worcester (S.H.)		To Worcester (S.H.)		To Swansea ¶	
	2H60	2H58	2H60	2H61	2H60		2H60	2H61	2H10	2H58	2H58	2T82	2H61	2H61		2H60	2H58	2H89	2H60	2H60	1T38	2H89		2H89		1F52	3H61
	▽ SX	▽ SO	▽ SO	▽ SX	▽ SO		▽ SX	▽ SO	▽ SO	▽	▽ SX	▽	▽ SX	▽ SO		▽	▽	▽	▽ SX	▽ SO	▽ SX	▽ SX		▽ SO		SO	▽
	PM	PM	PM	PM	PM		PM	PM	PM	PM	PM	PM	PM	PM		PM	PM	PM	PM	PM	PM	PM		PM		PM	PM
BIRMINGHAM ..arr	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(Snow Hill) dep	12 5	RL	12 35	.....	RL	.....	RL	.....	1 5	RL	RL	.....	.....	.....	.....	2 5	RL	.....	ML	RL	3 10	.....	.....	.....	.....	3 45	.....
BIRMINGHAM .. .. (Moor Street)	RL	12 10	ML	..	12 35	..	12 40	..	RL	1 10	1 30	..	..	..	..	ML	2 10	..	2 35	2 45	ML	..	..	..	..	ML	..
Bordesley	12 8	12 13	.....	.....	12 38	.....	12 43	.....	.....	1 13	1 33	.....	.....	.....	.....	RL	2 13	.....	2 38	2 48	.....	.....	.....	.....	.....	RL	.....
Small Heath and S. ..	12 11	12 16	..	..	12 41	..	12 46	..	..	..	1 36	..	..	..	..	..	2 16	..	2 41	2 51	..	..	..	..	..	..	..
TYSELEY .....arr	12 13½	12 18½	12 40	.....	12 43½	.....	12 48½	.....	‡1 10	1 18½	1 38½	.....	Second Class only	Second Class only	.....	2 10	2 18½	.....	2 43½	2 53½	3 14½	Second Class only	.....	Second Class only	.....	3 50	.....
.. ..dep	12 14	12 19	12 40½	..	12 44	..	12 49	..	‡1 12	1 19	1 39	..			..	2 10½	2 19	..	2 44	2 54			..		..		..
Spring Road	12 17	12 22	.....	.....	12 47	.....	12 52	.....	.....	1 22	1 42	.....			.....	.....	2 22	.....	2 47	2 57	Via Hatton North Jn.		.....		.....	¶—On Saturdays, 7th July to 11th August inclusive, excended to Fishguard Harbour	.....
Hall Green	12 19½	12 24½	..	..	12 49½	..	12 54½	..	..	1 24½	1 44½	..			..	..	2 24½	..	2 49½	2 59½			..		..		..
Yardley Wood	12 23	12 28	.....	.....	12 53	.....	12 58	.....	‡ Not advertised	1 28	1 48	.....			.....	.....	2 28	.....	2 53	3 3			.....		.....		.....
Shirley	12 26½	12 31½	12 47	..	12 56½	..	1 1½	..		1 31½	1 51	..			..	2 17	2 31½	..	2 55½	3 5½			..		..		..
Whitlocks End Halt	12 29½	12 34½	.....	.....	12 59½	.....	1 4½	.....		1 34½	.....	.....			.....	.....	2 34½	.....	2 59½	3 9½			.....		.....		.....
Grimes Hill and Wythall ..	12 32½	12 37½	..	..	1 2½	..	1 7½	..		1 37½	..	..	..	..	..	2 22	2 37½	..	3 2½	3 12½	..	..	..	..	..		..
Earlswood Lakes	12 35½	12 40½	.....	.....	1 5½	.....	1 10½	.....		1 40½	.....	.....	.....	.....	.....	2 25	2 40½	.....	3 5½	3 15½	.....	.....	.....	.....	.....		.....
The Lakes Halt	12 38½	12 43½	..	..	1 8½	..	1 13½	..		1 43½	..	..	..	..	..	2 28	2 43½	..	3 8½	3 18½	..	..	..	..	..		..
Wood End	12 42	12 47	.....	.....	1 12	.....	1 17	.....		1 47	.....	.....	.....	.....	.....	.....	2 47	.....	3 12	3 22	.....	.....	.....	.....	.....		.....
Danzey	12 46	12 51	..	..	1 16	..	1 21	..	..	1 51	..	..	.	..	..	..	2 51	..	3 16	3 26	..	..	..	..	..		..
Henley-in-Arden ....arr	12 50½	12 55	1 0	.....	1 21	.....	1 26	.....	1 34	1 56	.....	.....	.....	.....	.....	2 38	2 56	.....	3 20½	3 31	.....	.....	.....	.....	.....		.....
.. ..dep	12 51	..	1 1	..	1 22	..	1 27	..	1 35	..	..	..	..	..	..	2 39	..	..	3 21	3 32	..	..	..	..	..	4 7	..
Wootton Wawen Platform	12 55	.....	1 5	.....	1 26	.....	1 31	.....	.....	.....	.....	.....	.....	.....	.....	2 43	.....	.....	3 25	3 36	.....	.....	.....	.....	.....		.....
LEAMINGTON SPA (General)	.....	.....	.....	1 8	.....	.....	.....	1 14	.....	.....	.....	.....	2 0	2 10	.....	.....	.....	.....	.....	.....	.....	3 25	.....	3 34	.....	.....	.....
Warwick .. ..arr	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
.....dep	.....	.....	.....	1 12	.....	.....	.....	1 18	.....	.....	.....	.....	2 4	2 14	.....	.....	.....	.....	.....	.....	.....	3 29	.....	3 38	.....	.....	.....
Hatton .. .. ..arr	..	..	..	1 17	..	..	..	1 23	..	..	..	..	2 9	2 19	..	..	..	..	..	..	..	3 34	..	3 43	..	..	..
.....dep	.....	.....	.....	1 18	.....	.....	.....	1 24	.....	.....	.....	.....	2 10	2 20	.....	.....	.....	.....	.....	.....	.....	3 35	.....	3 44	.....	.....	4†20
Hatton West Junction ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3 30	..	..	..	..	..	..
Claverdon	.....	.....	.....	1 22½	.....	.....	.....	1 28½	.....	.....	.....	.....	2 14½	2 24½	.....	.....	.....	.....	.....	.....	.....	3 42	.....	3 48½	.....	.....	.....
Bearley	..	..	..	1 27½	..	..	..	1 33½	..	..	..	..	2 19½	2 29½	..	..	..	..	..	..	3 37½	3 46½	..	3 53½	..	..	4 27½
Bearley West Junction ..	12 58	..	1 8	..	1 29	..	1 34	..	1 41½	..	..	..	..	..	..	2 47	..	..	3 28	3 39	3 38½	..	..	..	..	4 11	4 28½
Wilmcote	1 2	.....	1 10½	1 31½	1 31½	.....	1 36½	1 37½	.....	.....	.....	.....	2 23½	2 33½	.....	2 49	.....	.....	3 30	3 40½	.....	3 50½	.....	3 57½	.....	.....	.....
STRATFORD-UPON-AVON arr	1 6	..	1 15	1 35½	1 36	..	1 41	1 41½	1 48	..	..	..	2 27½	2 37½	..	2 53	..	..	3 35	3 45	3 45	3 55	..	4 1½	..	4 17	4†34
dep	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2 0	.....	.....	.....	.....	.....	3 30	.....	.....	3 48	4 0	.....	4 4	.....	4 20	.....
Evesham Road Crossing ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..

BIRMINGHAM AND LEAMINGTON SPA TO STRATFORD-UPON-AVON

WEEKDAYS

DOWN

	C	B	B	B	B	B	A		B	B	B	B		B	A§	B	B		B	B		B		B		C	B
	2.3 pm Stourbridge Jn. Parcels	To Evesham	To Evesham				To Swansea		To Evesham	To Evesham					To Evesham					5.40 pm Wolverhampton to Honeybourne				To Worcester (S.H.)		Empty Vans	✓
	3H48	2H88	2H88	2H58	2H58	2H58	1F57		2H88	2H88	2H58	2H58		2H61	2H38§	2H60	2H58		2H61	2H84		2H60		2H89		3H30	2H60
	▽ SX	▽ SX	▽ SO	▽ SX	▽ SO	▽ SX	▽		▽ SX	▽ SO	▽ SX	▽ SX		▽	▽	SX	▽		▽	▽		▽		▽		SX	▽
	PM	PM	PM	PM	PM	PM	PM		PM	PM	PM	PM		PM	PM	PM	PM		PM	PM		PM		PM		PM	PM
BIRMINGHAM ..arr	2 46	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	6 12	..	..	..	..	..	..	..
(Snow Hill) dep	3 30	.....	.....	RL	RL	RL	5 10	.....	RL	RL	RL	RL	.....	.....	5 45	RL	RL	.....	.....	6 25	.....	RL	.....	.....	.....	.....	7 40
BIRMINGHAM .. .. **(Moor Street)**	RL	..	..	4 10	4 15	4 30	ML	..	5 5	5 5	5 10	5 30	..	..	ML	5 45	6 10	..	..	ML	..	6 40	..	..	..	Tyseley Sidings depart 7†20 pm	ML
Bordesley	.....	.....	.....	4 13	4 18	4 33	.....	.....	5 8	5 8	5 13	.....	.....	.....	.....	5 48	6 13	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Small Heath and S. ..	..	..	..	4 16	4 21	4 36	..	..	..	5 11	5 16	..	..	..	RL	5 51½	6 16	..	..	..	..	..	..	..	..	..	R7 44L
TYSELEY .....arr	3 40	.....	.....	4 18½	4 23½	4 38½	5 14½	.....	5 12	5 13½	5 18½	5 35½	.....	.....	5 51	5 54	6 18½	.....	.....	6 30½	.....	6 45½	.....	.....	.....	.....	7 46½
.. ..dep.	3 55	..	..	4 19	4 24	4 39	..	..	5 13	5 15½	5 19	5 36	..	..	..	5 55	6 19	..	..	6 31½	..	6 46	..	..	..	7†25	7 47
Spring Road	.....	.....	.....	4 22	4 27	4 42	.....	.....	.....	5 18½	5 22	5 39	.....	.....	.....	5 58½	6 22	.....	.....	.....	.....	6 49	.....	.....	.....	.....	7 50
Hall Green	4g 3	..	..	4 24½	4 29½	4 44½	..	..	5 17	5 21	5 24½	5 42	..	..	..	6 2	6 25	..	..	..	..	6 52	..	..	..	..	7 52½
Yardley Wood.....	.....	.....	.....	4 28	4 33	4 48	.....	.....	.....	5 24½	5 28	5 45	.....	.....	.....	6 5½	6 28½	.....	.....	.....	.....	6 55	.....	.....	.....	.....	7 56
Shirley	4g12	..	..	4 31½	4 36½	4 51½	Via Hatton North Jn.	..	5 22	5 28	5 32½	5 48	..	..	6 0	6 9½	6 32	..	..	Via Hatton North Jn.	..	6 58	..	..	..	7†36	7 59½
Whitlocks End Halt	.....	.....	.....	4 34½	4 39½	4 54½		.....	.....	5 31	5 35½	.....	.....	.....	.....	6 13½	6 35	.....	.....		.....	7 1	.....	.....	.....	.....	8 2½
Grimes Hill and Wythall ..	..	..	..	4 37½	4 42½	4 57½		..	5 27	5 34	5 38½	..	..	..	6 5	6 17	6 38	..	..		..	7 4	..	..	..	..	8 5½
Earlswood Lakes	.....	.....	.....	4 40½	4 45½	5 0½		.....	.....	5 37	5 41½	.....	.....	.....	.....	6 20	6 41	.....	.....		.....	7 7	.....	.....	.....	.....	8 8½
The Lakes Halt	..	..	..	4 43½	4 48½	5 3½		..	..	5 39½	5 44½	..	..	Second Class only	..	6 24	6 44	..	Second Class only		..	7 10	..	..	..	..	8 11
Wood End	.....	.....	.....	4 47	4 52	5 7	.....	.....	5 33	5 42½	5 48	.....	.....		6 11	6 27	6 47½	.....			.....	7 14	.....	.....	.....	.....	8 14
Danzey	..	..	..	4 51	4 56	5 11	..	..	5 37	5 46½	5 52	..	..		..	6 31	6 51½	..			..	7 18	..	..	..	..	8 18
Henley-in-Arden ....arr	.....	.....	.....	4 56	5 1	5 16	.....	.....	5 42	5 51	5 57	.....	.....		6 18	6 35	6 56	.....			.....	7 23	.....	.....	.....	.....	8 23
.. ..dep	4 27	..	..	..	..	..	..	..	5 43	5 52	..	..	..		6 18½	6 36	..	..			..	7 24	..	..	..	..	8 24
Wootton Wawen Platform	.....	.....	.....	.....	.....	.....	.....	.....	5 47	5 56	.....	.....	.....		6 23	6 41	.....	.....			.....	7 28	.....	.....	.....	.....	8 28
LEAMINGTON SPA (General)	.....	4 20	4 25	.....	.....	.....	.....	.....	.....	.....	Second Class only	.....	.....	5 45	.....	.....	.....	.....	6 30	.....	.....	Second Class only	.....	.....	.....	.....	.....
Warwick .. .. ..arr	..	4 23½	4 28½	..	..	..	..	..	..	..		..	..	5 48½	§ B From Stratford (No. 2H88)	..	..	..		..	..		..	..	..	..	..
.....dep	.....	4 24½	4 29½	.....	.....	.....	.....	.....	.....	.....		.....	.....	5 49		.....	.....	.....	6 34	.....	.....		.....	.....	.....	.....	.....
Hatton .. .. ..arr	..	4 32	4 37	..	..	..	..	..	..	..		..	..	5 55		..	..	..	6 39	..	..		..	..	..	..	..
.....dep	.....	4 33	4 38	.....	.....	.....	.....	.....	.....	.....		.....	.....	5 56		.....	.....	.....	6 40	.....	.....		.....	.....	.....	.....	.....
Hatton West Junction ..	..	..	..	..	..	..	5 31	..	..	..		..	..	..		..	..	..	..	6 55½	..		..	..	..	..	..
Claverdon	.....	4 37	4 42	.....	.....	.....	.....	.....	.....	.....		.....	.....	6 0½	.....	.....	.....	.....	6 45	6 59½	.....		.....	.....	.....	.....	.....
Bearley	..	4 42	4 47	..	..	..	5 38½	..	..	..		..	..	6 5½	..	..	..	..	6 50	7 4½	..		..	..	..	..	..
Bearley West Junction ..	4 33	..	..	..	..	..	5 39½	..	5 50	5 59	..	..	..	..	6 27	6 44½	..	..	..	7 5½	..	7 30½	..	..	..	..	8 31
Wilmcote	.....	4 46	4 51	.....	.....	.....	.....	.....	5 51½	6 0½	..	..	..	6 9½	6 30	6 47	.....	.....	6 54	.....	.....	7 34	.....	.....	.....	.....	8 32½
STRATFORD-UPON-arr	4 40	4 51	4 56	..	..	..	5 46	..	5 56	6 4½	..	..	..	6 13½	6 35	6 52	..	..	6 58	7 11	..	7 39	..	..	..	..	8 37
AVON dep	.....	4 58	4 58	.....	.....	.....	5 48	.....	5 59	6 8	.....	.....	.....	.....	6 39	.....	.....	.....	.....	7 15	.....	.....	.....	8 0	.....	.....	.....
Evesham Road Crossing ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..

WEEKDAYS — BIRMINGHAM AND LEAMINGTON SPA TO STRATFORD-UPON-AVON — SUNDAYS

DOWN

	B	B	B	B	B		B	B	B	B	C	B	B	B	B	A	A	B	B	B		A	B	B		B	A
									To Great Malvern		To Swindon Parcels	To Evesham	To Evesham			9.50 pm Wolverhampton to Newquay and Penzance	10.40 pm Wolverhampton to Paignton	To Worcester (S.H.)				To Swansea					10.10 am Wolverhampton to Penzance
	2H61	2H61	2H61	2H60	2H60		2H61	2H61	2H80	2H60	3B34	2H88	2H88	2H60	2H61	1C10	1C52	2H89	2H60	2H61		1F15	2H60	2H61		2H60	1C37
	▽ FSX	▽ FO	▽ SO	▽ SX	▽ SO		▽ SX	▽ SO	▽	▽	SX	▽ SX	▽ SO	▽	▽	FO	FO		▽	▽		▽	▽	▽		▽	
	PM	PM	PM	PM	PM		PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	am	am	am		am	am	am		am	am
BIRMINGHAM ..arr	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	10 32	11 18	..	..	..	..	..	..	..	..	..	10 30
(SNOW HILL) dep	.....	.....	.....	RL	8 10	.....	.....	.....	.....	RL	9 45	.....	.....	RL	.....	10 42	11 32	7 10	8 0	.....	.....	9 0	9 5	.....	.....	10 3	10 35
BIRMINGHAM .. .. **(Moor Street)**	..	..	..	8 10	RL	..	..	..	..	9 10	RL	..	..	10 10	..	ML	RL	RL	RL	..	..	RL	RL	..	..	RL	ML
Bordesley	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	7 14	8 3	.....	.....	.....	9 8	.....	.....	10 6	.....
Small Heath and S. ..	..	..	..	..	..	..	..	..	..	..	..	..	..	10 16	..	..	..	7 18	8 6	..	..	..	9 11	..	..	10 9	..
TYSELEY .....arr	.....	.....	.....	8 15	8 15	.....	.....	.....	.....	9 15	9 51	.....	.....	10 18½	.....	10 50	11 38	7 20	8 8½	.....	.....	9 6	9 13½	.....	.....	10 11½	10 42
.. ..dep	..	..	..	8 15½	8 15½	..	..	..	..	9 15½	..	..	..	10 19	..	..		7 22	8 9	..	..	..	9 14	..	..	10 12	..
Spring Road	.....	.....	.....	8 18½	8 18½	.....	.....	.....	.....	9 18½	.....	.....	.....	10 22	.....	.....		7 25	8 12	.....	.....	.....	9 17	.....	.....	10 15	.....
Hall Green	..	..	..	8 21	8 21	..	..	..	..	9 21	..	..	..	10 24½	..	..		7 28	8 14½	..	..	..	9 19½	..	..	10 17½	..
Yardley Wood.....	.....	.....	.....	8 24½	8 24½	.....	.....	.....	.....	9 24½	.....	.....	.....	10 28	.....	.....		7 32	8 18	.....	.....	.....	9 23	.....	.....	10 21	.....
Shirley	..	..	..	8 28	8 28	..	..	..	..	9 28	..	..	..	10 31½	..	..		7 36	8 21½	..	..	..	9 26½	..	..	10 24½	..
Whitlocks End Halt	.....	.....	.....	8 31	8 31	.....	.....	.....	.....	9 31	.....	.....	.....	10 34½	.....	.....		.....	.....	.....	.....	.....	9 29½	.....	.....	10 27½	.....
Grimes Hill and Wythall ..	..	..	..	8 34	8 34	..	..	..	..	9 34	..	..	..	10 37½	..	..		..	..	..	..	..	9 32½	..	..	10 30½	..
Earlswood Lakes	.....	.....	.....	8 37	8 37	.....	.....	.....	.....	9 37	.....	.....	.....	10 40½	.....	.....		7 42	8 27½	.....	.....	.....	9 35½	.....	.....	10 33½	.....
The Lakes Halt	..	..	..	8 40	8 40	..	..	..	..	9 40	..	..	..	10 43½	..	..		7 45	8 30½	..	..	..	9 38½	..	..	10 36½	..
Wood End	.....	.....	.....	8 43½	8 43½	.....	.....	.....	.....	9 43½	.....	.....	.....	10 47	.....	.....		7 48	8 33½	.....	.....	.....	9 42	.....	.....	10 40	.....
Danzey	..	..	..	8 47½	8 47½	..	..	..	..	9 47½	..	..	..	10 51	..	..		7 52	8 37½	..	..	..	9 46	..	..	10 44	..
Henley-in-Arden ....arr	.....	.....	.....	8 52½	8 52½	.....	.....	.....	.....	9 52½	.....	.....	.....	10 55½	.....	.....		7 56½	8 42	.....	.....	.....	9 50½	.....	.....	10 48½	.....
.. ..dep	..	..	..	8 53	8 53	..	..	..	..	9 53	10 7	..	..	10 56		11 13	11 55	7 58	8 42½	..	..	9 24	9 51	..	..	10 49	11 2
Wootton Wawen Platform	.....	.....	.....	8 57	8 57	.....	.....	.....	.....	9 57	.....	.....	.....	11 0		.....	.....	8 2	8 46½	.....	.....	.....	9 55	.....	.....	10 53	.....
LEAMINGTON SPA (General)	8 15	8 20	8 23	.....	.....	.....	9 20	9 27	.....	.....	.....	10 15	10 25	.....	10 45	.....	.....	.....	.....	8 50	.....	.....	.....	9 45	.....	.....	.....
Warwick .. ..arr	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
.....dep	8 19½	8 24½	8 27½	.....	.....	.....	9 24	9 31	.....	.....	.....	.....	.....	.....	10 49	.....	.....	.....	.....	8 54	.....	.....	.....	9 49	.....	.....	.....
Hatton .. .. ..arr	..	..	..	..	..	..	9 31½	9 38½	..	..	..	10 26	10 36	..	10 56½	..	..	..	..	9 1	..	..	..	9 56	..	..	..
.....dep	8 27½	8 32½	8 35½	.....	.....	.....	9 32½	9 39	.....	.....	.....	10 27	10 37	.....	10 58½	.....	.....	.....	.....	9 1½	.....	.....	.....	9 56½	.....	.....	.....
Hatton West Junction ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Claverdon.....	8 31½	8 36½	8 39½	.....	.....	.....	9 37½	9 44	.....	.....	.....	10 32	10 42	.....	11 3½	.....	.....	.....	.....	9 6½	.....	.....	.....	10 1½	.....	.....	.....
Bearley	8 36½	8 41½	8 44½	..	..	..	9 42½	9 49	..	..	..	10 37	10 47	..	11 8½	..	..	..	..	9 11½	..	..	..	10 6½	..	..	..
Bearley West Junction ..	..	..	..	9 0	9 0	..	..	..	..	10 0	10 13	..	..	11 3	..	11 19	11 59½	8 6	8 49½	..	..	9 29	9 58	..	..	10 56	11 8
Wilmcote	8 40½	8 45½	8 48½	9 2½	9 2½	.....	9 46½	9 53	.....	10 2½	.....	10 41	10 51	11 5½	11 12½	.....	am	.....	8 52½	9 15½	.....	.....	10 0½	10 10½	.....	10 58½	.....
STRATFORD-UPON-AVON arr	8 45	8 50	8 53	9 7	9 7	..	9 51	9 57½	..	10 7	10 20	10 46	10 56	11 10	11 17	11 26	12 5	8 12	8 57	9 20	..	9 34	10 5	10 15	..	11 3	11 15
dep	.....	.....	.....	.....	.....	.....	.....	.....	10 0	.....	10 29	10 49	10 59	.....	.....	11 31	12 12	8 16	.....	.....	.....	9 36	.....	.....	.....	.....	11 19
Evesham Road Crossing ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..

Runs 13th July to 31st August (inclusive)

Second Class only

BIRMINGHAM AND LEAMINGTON SPA TO STRATFORD-UPON-AVON

SUNDAYS

DOWN	B	B	B	B	B	B	B	B	B			B		G	A		B	B	B	B		B	B	B	B	B	
									To Great Malvern					L E	To Swansea				To Worcester (S.H.)							To Worcester (S.H.)	
	2H60	2H60	2H60	2H61	2H60	2H60	2H61	2H60	2H80			2H60		0C33	1FS7		2H61	2H60	2H89	2H60		2H60	2H61	2H60	2H60	2H89	
	▽	▽	▽	▽	▽	▽	▽	▽	▽			▽			▽		▽	▽	▽	▽		▽	▽	▽	▽	▽	
	am	PM	PM	PM	PM	PM	PM	PM	PM			PM		PM	PM		PM	PM	PM	PM		PM	PM	PM	PM	PM	
BIRMINGHAM ..arr	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(SNOW HILL) dep	11 5	12 5	1 5	.....	2 5	3 5	.....	4 5	.....	.....	.....	5 5	.....	5‖40	6 5	.....	.....	6 15	.....	7 5	.....	8 5	.....	9 5	10 5	.....	.....
BIRMINGHAM	RL	RL	RL	..	RL	RL	..	RL	..	..	..	RL	..	..	RL	..	..	ML	..	RL	..	RL	..	RL	RL	..	..
(Moor Street)																											
Bordesley	11 8	12 8	1 8	.....	2 8	3 8	.....	4 8	.....	.....	.....	5 8	.....	.....	.....	.....	.....	6 18	.....	7 8	.....	8 8	.....	9 8	10 8	.....	.....
Small Heath and S. ..	11 11	12 11	1 11	..	2 11	3 11	..	4 11	..	..	..	5 11	..	..	..	..	..	6 21	..	7 11	..	8 11	..	9 11	10 11	..	..
TYSELEY .....arr	11 13½	12 13½	1 13½	.....	2 13½	3 13½	.....	4 13½	.....	.....	.....	5 13½	.....	5 50	6 11	.....	.....	6 23½	.....	7 13½	.....	8 13½	.....	9 13½	10 13½	.....	.....
.. ..dep	11 15½	12 14	1 15½	..	2 14	3 14	..	4 14	..	..	..	5 15½	..	..	..	..	..	6 24	..	7 15½	..	8 14	..	9 14	10 14	..	..
Spring Road	11 18½	12 17	1 18½	.....	2 17	3 17	.....	4 17	.....	.....	.....	5 18½	.....	.....	.....	.....	.....	6 27	.....	7 18½	.....	8 17	.....	9 17	10 17	.....	.....
Hall Green	11 21	12 19½	1 21	..	2 19½	3 19½	..	4 19½	..	..	..	5 21	..	..	..	..	..	6 30	..	7 21	..	8 19½	..	9 19½	10 19½	..	..
Yardley Wood.....	11 24½	12 23	1 24½	.....	2 23	3 23	.....	4 23	.....	.....	.....	5 24½	.....	.....	.....	.....	.....	6 34	.....	7 24½	.....	8 23	.....	9 23	10 23	.....	.....
Shirley	11 28	12 26½	1 28	..	2 26½	3 26½	..	4 26½	..	..	..	5 28	..	..	..	..	..	6 37½	..	7 28	..	8 26½	..	9 26½	10 26½	..	..
Whitlocks End Halt	11 31	12 29½	1 31	.....	2 29½	3 29½	.....	4 29½	.....	.....	.....	5 31	.....	.....	.....	.....	.....	6 40½	.....	7 31	.....	8 29½	.....	9 29½	10 29½	.....	.....
Grimes Hill and Wythall ..	11 34	12 32½	1 34	..	2 32½	3 32½	..	4 32½	..	..	..	5 34	..	..	..	..	..	6 43½	..	7 34	..	8 32½	..	9 32½	10 32½	..	..
Earlswood Lakes	11 37	12 35½	1 37	.....	2 35½	3 35½	.....	4 35½	.....	.....	.....	5 37	.....	6 0	.....	.....	.....	6 46½	.....	7 37	.....	8 35½	.....	9 35½	10 35½	.....	.....
The Lakes Halt	11 39½	12 38½	1 39½	..	2 38½	3 38½	..	4 38½	..	..	..	5 39½	..	..	..	..	..	6 49½	..	7 39½	..	8 38½	..	9 38½	10 38½	..	..
Wood End	11 42½	12 42	1 42½	.....	2 42	3 42	.....	4 42	.....	.....	.....	5 42½	.....	.....	.....	.....	.....	6 53	.....	7 42½	.....	8 42	.....	9 42	10 42	.....	.....
Danzey	11 46½	12 46	1 46½	..	2 46	3 46	..	4 46	..	..	..	5 46½	..	..	..	..	..	6 57	..	7 46½	..	8 46	..	9 46	10 46	..	..
Henley-in-Arden ....arr	11 51	12 50½	1 51	.....	2 50½	3 50½	.....	4 50½	.....	.....	.....	5 51	.....	.....	.....	.....	.....	7 1½	.....	7 51	.....	8 50½	.....	9 50½	10 50½	.....	.....
.. ..dep	11 51½	12 51	1 51½	..	2 51	3 51	..	4 51	..	..	..	5 51½	..	6 10	6 29	..	..	7 3	..	7 51½	..	8 51	..	9 51	10 51	..	..
Wootton Wawen Platform	11 55	12 55	1 55	.....	2 55	3 55	.....	4 55	.....	.....	.....	5 55	.....	.....	.....	.....	.....	7 8	.....	7 55	.....	8 55	.....	9 55	10 55	.....	.....
LEAMINGTON SPA	.....	.....	.....	1 45	.....	.....	3 45	.....	5 15	.....	.....	.....	.....	.....	.....	.....	6 40	.....	7 22	.....	.....	.....	9 20	.....	.....	.....	.....
(General)																											
Warwick .. .. ..arr	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
.....dep	.....	.....	.....	1 49	.....	.....	3 49	.....	5 19	.....	.....	.....	.....	.....	.....	.....	6 44	.....	7 26	.....	.....	.....	9 24	.....	.....	.....	.....
Hatton .. .. ..arr	..	..	..	1 56	..	..	3 56	..	5 26	..	..	..	..	..	..	..	6 51	..	7 33	..	..	..	9 31	..	..	..	..
.....dep	.....	.....	.....	1 58	.....	.....	3 58	.....	5 26½	.....	.....	.....	.....	.....	.....	.....	6 51½	.....	7 33½	.....	.....	.....	9 31½	.....	.....	.....	.....
Hatton West Junction ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Claverdon	.....	.....	.....	2 3	.....	.....	4 3	.....	5 31½	.....	.....	.....	.....	.....	.....	.....	6 56½	.....	7 38½	.....	.....	.....	9 36½	.....	.....	.....	.....
Bearley	..	..	..	2 8	..	..	4 8	..	5 36½	..	..	..	..	..	..	..	7 1½	..	7 43½	..	..	..	9 41½	..	..	..	..
Bearley West Junction ..	11 58	12 58	1 58	..	2 58	3 58	..	4 58	..	..	..	5 58	..	6 17	6 34	..	..	7 11	..	7 58	..	8 58	..	9 58	10 58	..	..
Wilmcote	12 0½	1 0½	2 0½	2 12	3 0½	4 0½	4 12	5 0½	5 40½	.....	.....	6 0½	.....	.....	.....	.....	7 5½	7 13½	7 47½	8 0½	.....	9 0½	9 45½	10 0½	11 0½	.....	.....
STRATFORD-UPON-arr	12 5	1 5	2 5	2 16	3 5	4 5	4 16	5 5	5 45	..	..	6 5	..	6‖25	6 40	..	7 10	7 18	7 52	8 5	..	9 5	9 50	10 5	11 5	..	..
AVON dep	.....	.....	.....	.....	.....	.....	.....	.....	5 50	.....	.....	.....	.....	.....	6 42	.....	.....	.....	7 55	.....	.....	.....	.....	.....	.....	11 15	.....
Evesham Road Crossing ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..

STRATFORD-UPON-AVON TO LEAMINGTON SPA AND BIRMINGHAM — WEEKDAYS

UP

	Rolling Gradient 1 in.	C	C		B	B		A	B	B	B		B	B	B	B§	B		B	B	B	B	B§	A§	B		
		2†10 am Long Marston Empty	1.50 am Swindon Parcels					9.20 pm FO Penzance to Wolverhampton						To Wolverhampton			7.5 am Evesham							8.0 am Evesham			
		3H84	3H02		2H59	2H59§		1H54	2H59§	2H59	2H58		2H61	2H52	2H58	2H58§	2H61		2H59	2H59	2H58	2H58	2H58§	2H09§	2H61		
		▽ MO	MX		▽ SX	▽ SO		SO	▽ SX	▽ SX	▽ SO		▽	SX	▽	▽	▽		▽ SX	▽ SO	SX	▽ SX	▽				
		am	am		am	am		am	am	am	am		am	am	am	am	am		am	am	am	am	am	am	am		
Evesham Road Crossing ..	196 R	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
STRATFORD-UPON-arr	143 R	2†20															7 35							8 30			
AVON ..dep		..	3 45	..	..	5†51	..	6 25	6†15	6 40	6 40	..	7 2	..	7 12	7†26	7 40	..	7 55	7 45	..	..	8† 3	8 32	8 43	..	..
Wilmcote	75 R									6 45½	6 45½		7 8		7 17½		7 46		8 0½	7 50½				8 38	8 49		
Bearley West Junction ..	1414R	..	3 53	..	..	..	..	6 31	..	6 47½	6 47½	..	..	..	7 19½	..	..	..	8 2½	7 52½	..	..	..	..	..	..	..
Bearley	..	..	..	..	..		..			..	..	..	7 12	..			7 50	..	..	..	..	..		8 42	8 53	..	..
Claverdon	96 R												7 18				7 55½							8 47½	8 58½		
Hatton West Junction ..	103 R	..	..	..	..		..			..	..	..	..				..		..	..	..	..		8 50½	..	..	..
Hatton .....arr	273 R												7 23				8 0								9 3		
.. ..dep	..	..	..	..	..		..			..	..	..	7 23½	..			8‡ 8	..	..	..	..	..			9 4	..	..
Warwick .....arr	103 F																										
.. ..dep	..	..	..	..	..		..			..	..	..	7 29½	..			8‡14	..	..	..	..	..			9 11	..	..
LEAMINGTON SPA (GENERAL)	109 R												7 33				8 18								9 15		

Runs Saturday mornings 11th and 18th August only

§ No. 3H60 from Stratford to Henley

Second Class only

§ No. 3H60 from Stratford to Henley

‡ One minute earlier

§ No. 3H60 from Stratford to Henley

Second Class only

Via Hatton North Jn.

	Rolling Gradient 1 in.	C	C		B	B		A	B	B	B		B	B	B	B§	B		B	B	B	B	B§	A§	B		
		3H84	3H02		2H59	2H59§		1H54	2H59§	2H59	2H58		2H61	2H52	2H58	2H58§	2H61		2H59	2H59	2H58	2H58	2H58§	2H09§	2H61		
		▽ MO	MX		▽ SX	▽ SO		SO	▽ SX	▽ SX	▽ SO		▽	SX	▽	▽	▽		▽ SX	▽ SO	SX	▽ SX	▽				
		am	am		am	am		am	am	am	am		am	am	am	am	am		am	am	am	am	am	am	am		
Wootton Wawen Platform	150 R									6 51	6 51				7 23				8 6	7 56			S8†16X				
Henley-in-Arden ..arr	150 R	..	..	..	..	6† 1	..	..	6†30	6 56	6 56	..	..	..	7 27½	7†43		..	8 10	8 0	..	..	8†20		..	..	..
.....dep			3 59		5 58	6 5		6 36	6 36	6 58	6 58			7 6	7 28	7 50			8 11	8 1		8 19	8 32				
Danzey		..	..	..	6 3½	6 10½	..	..	6 41½	..	7 3½	..	..	7 12	7 33½	7 56		..	..	8 6½	..	8 24½	8 38		..	..	..
Wood End					6 8	6 15			6 46		7 8			7 17	7 38	8 1				8 11		8 29	8 43				
The Lakes Halt		..	..	..	6 11½	6 18½	..	..	6 49½	..	7 11½	..	..	7 20	7 41½	8 4		..	..	8 14½	..	8 32½	8 46		..	..	..
Earlswood Lakes	150 R				6 15	6 22			6 53		7 15			7c24	7 45	8c 9				8 18		8 36	8 49				
Grimes Hill and Wythall ..		..	..	..	6 18	6 25	..	..	6 56	..	7 18	..	..	7 27	7 48	8 12	..	..	8 22	8 21	..	8 39	8 52		..	..	..
Whitlocks End Halt					6 21	6 28			6 59		7 21			7 30	7 51	8 15				8 24		8 42	8 55				
Shirley	229 F	..	..	..	6 24	6 31	..	..	7 2½	7 12½	7 24½	..	..	7c34	7 54½	8 18	..	..	8 26	8 27½	8 35	8 45½	8 58		..	..	..
Yardley Wood					6 28	6 35			7 6	7 16	7 28			7 37	7 58	8 21				8 31	8 38		9 1				
Hall Green	500 R	..	..	..	6 31½	6 38½	..	..	7 9½	7 19½	7 31½	..	..	7 40	8 1½	8 24	..	..	..	8 34	8 42	8 50½	9 4		..	..	..
Spring Road					6 34	6 41			7 12	7 22	7 34			7 43	8 4	8 27				8 36½	8 45		9 7				
TYSELEY .. .. ..arr	200 F	..	..	..	6 36½	6 43½	..	..	7 14½	7 24½	7 36	..	..	7 46	8 6½	8 29½	..	..	..	8 37	8 47½	8 53½	9 9½	..	..	..	..
.....dep			4 20		6 37	6 44		6 53	7 15	7 25	7 36½			7 47	8 7	8 30			8 33½	8 40	8 48	8 54	9 10	9 10			
			RL		RL	RL		ML	RL	RL	RL				RL	RL			RL	ML	RL	RL	RL	ML			
Small Heath and S. ..		..	..	..	6 40	6 47	..	..	7 18	7 28	7 39½	..	..	7 50	8 10	8 33	..	..	8 35	8 43	..	..	9 13	..	..	..	..
Bordesley	117 R				6 43	6 50			7 21	7 31	7 42½			H7 53L	8 13	8 36			ML	8 46	8 52		9 16	9 14			
BIRMINGHAM ..arr (Moor Street)		..	4 26	..	..	..	..	..	..	..	7 45	..	..	..	8 16	8 39	..	..	..	..	8 55	8 59	9 19	..	..	..	..
BIRMINGHAM ..arr	45 R				6 46	6 53		7 0	7 25	7 34				7 57					8 43	8 50				9 18			
(Snow Hill) ..dep		..	..	..	..	..	..	7 2	..	..	..	..	..	8 0	..	..	..	..	..	..	..	..	..	..	..	..	..

§ ■ to Stratford-upon-Avon (No. 2H59)

STRATFORD-UPON-AVON TO LEAMINGTON SPA AND BIRMINGHAM — WEEKDAYS

UP	B	B	B	B	B	B	A	B	B	B	A	B	B	B	C	B	B	B	B	B		B	B		B	B	B
	8.37 am Evesham			9.40 am Evesham			8.5 am Swansea		To Birmingham (S.H.)		7.55 am Swansea		11.45 am Evesham	11.26 am Stratford-upon-Avon	To Stourbridge Jn. Parcels				To Birmingham (S.H.)				11.50 am Stourbridge Jn. (via Worcester S.H.)				1.20 pm Worcester (S.H.)
	2H84	2H58	2H61	2H84	2H58	2H61	1H07	2H58	2H59	2H61	1H07	2H61	2H84	2H59	3H48	2H61	2H58	2H61	2H59	2H58		2H53	2H61		2H58	2H58	2H61
	▽	▽	▽	▽	▽	▽	▽ SX	▽ SX	▽ SO	▽ SX	SO	▽ SO	▽	▽ SO	▽ SX	▽ SO	▽	▽ SX	▽ SX	▽ SO		▽ SO	▽		▽ SX	▽ SX	▽
	am	am	am	am	am	am	am	am	am	am	am	am	PM	am	PM	PM	PM	PM	PM	PM		PM	PM		PM	PM	PM
Evesham Road Crossing ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
STRATFORD-UPON-AVON arr	9 5	.....	.....	10 8	.....	.....	11 19	.....	.....	.....	11 38	.....	12 13	.....	.....	.....	.....	.....	.....	.....	.....	.....	1 39	.....	.....	.....	2 16
AVON dep	..	9 10	9 23	..	10 20	10 48	11 21	11 26	11 26	11 35	11 40	11 48	..	..	..	12 15	..	12 40	1 0	..	..	1 35	1 43	..	..	..	2 18
Wilmcote	.....	.....	9 28½	.....	10 25½	10 53½	.....	11 31½	11 31½	11 40½	.....	11 53½	.....	.....	.....	12 20½	.....	12 45½	1 5½	.....	.....	1 40½	1 49	.....	.....	.....	2 23½
Bearley West Junction ..	..	9 16	..	..	10 27½	..	11 28	11 33½	11 33½	..	11 47	..	..	..	..	..	..	..	..	..	..	1 42½	1 51	..	..	..	..
Bearley	Second Class only	..	9 34	..	Second Class only	10 57½	..	..	..	11 44½	..	11 57½	..	..	..	12 24½	..	12 49½	1 9½	..	..	..	1 53	..	..	..	2 27½
Claverdon		.....	9 41	.....		11 3½		.....	.....	11 50½	.....	12 3½	.....	.....	.....	12 30½	.....	12 55½	1 15	.....	.....	.....	1 58½	.....	.....	.....	2 33
Hatton West Junction ..		..	..	..		..	11 38	..	..	..	11 56	..	..	..	..	..	..	..	1 19	..	..	..	..	..	..	..	..
Hatton .....arr		.....	9 46	.....		11 8	.....	.....	.....	11 55	.....	12 8	.....	.....	.....	12 35½	.....	1 0½	.....	.....	.....	.....	2 2½	.....	.....	.....	2 37½
.. ..dep		..	9 46½	..		..		..	..	11 56		12 9	..	..	..	12 36	..	1 2		..	..	..	2 3	..	..	..	2 38
Warwick .....arr		.....	.....	.....		.....	Via Hatton North Jn.	.....	.....	.....	Via Hatton North Jn.	.....	.....	.....	.....	.....	.....	.....	Via Hatton North Jn.	.....	.....	.....	.....	.....	.....	.....	.....
.. ..dep		..	9 52½	..		..		..	..	12 2		12 15	..	..	..	12 42	..	1 8		..	..	..	2 10	..	..	..	2 44
LEAMINGTON SPA (General)	.....	.....	9 56	.....	.....	.....		.....	.....	12 6		12 19	.....	.....	.....	12 46	.....	1 12		.....	.....	.....	2 14	.....	.....	.....	2 48
Wootton Wawen Platform	.....	.....	Second Class only	.....	10 31	.....	.....	11 37	11 37	Second Class only	.....	Second Class only	.....	←	.....	Second Class only	.....	Second Class only	.....	.....	.....	1 46	.....	.....	.....	.....	Second Class only
Henley-in-Arden ..arr	..	9 21		..	10 35½	..	..	11 41½	11 41½		..		..	11 41½	..		..		..	..	..	1 50	..	..	..	..	
.....dep	.....	9 21½		.....	10 36	.....	.....	11 42	11 42		.....		.....	11 42	.....		12 20		.....	1 20	.....	1 52	.....	.....	.....	2 20	
Danzey	..	9 27½		..	10 41½	..	..	..	→		..		..	..	..		12 25½		..	1 25½	..		..	..	..	2 25½	
Wood End	.....	9 32		.....	10 46	.....	.....	.....	.....		.....		.....	.....	.....		12 30		.....	1 30	.....	.....	.....	.....	.....	.....	
The Lakes Halt	..	9 35½		..	10 49½	..	..	11 50½	..		..		..	11 50½	..		12 33½		..	1 33½	..	..	..	..	..	..	
Earlswood Lakes	.....	9 38½		.....	10 53	.....	.....	11 54	.....		.....		.....	11 54	.....		12 37		.....	1 37	.....	.....	.....	.....	.....	2 31½	
Grimes Hill and Wythall ..	..	9 41½	..	..	10 56	..	..	11 57	..		..		..	11 57	..		12 40		..	1 40	..	..	..	..	..	2 34½	..
Whitlocks End Halt	.....	9 44½		.....	10 59	.....	.....	12 0	.....		.....		.....	12 0	.....		12 43		.....	1 43	.....	.....	.....	.....	.....	2 37½	
Shirley	..	9 47½	..	..	11 2½	..	..	12 3½	..		..		..	12 3½	12 10		12 46½		‡ 1.56 pm	1 46½	..	2 5	..	..	2 5	2 40½	..
Yardley Wood.....	.....	9 52		.....	11 6	.....	.....	12 7	.....		.....		.....	12 7	.....		12 50			1 50	.....	2 8½	.....	.....	2 8½	.....	
Hall Green	..	9 55½	..	..	11 9½	..	..	12 10½	..		..		..	12 10½	12 20		12 53½			1 53½	..	2 12	..	..	2 12	2 45	..
Spring Road	.....	9 58		.....	11 12	.....	.....	12 14	.....		.....		.....	12 14	.....		12 56			1 56	.....	2 14	.....	.....	2 14	2 47½	.....
TYSELEY .. .. ..arr	..	10 0½	..	..	11 14½	..	..	12 17½	..		..		..	12 17½	12 27L		12 58½		..	1 58½	..	2 17	..	..	2 17	..	..
.....dep	.....	10 1		.....	11 15	.....	11 54	12 19	.....		12 12		.....	12 19	12 28		12 59		1 45	1 59	.....	2 17½	.....	.....	2 17½	2 50	.....
		RL			RL		ML	RL			ML			RL	ML		RL		ML	RL		RL			RL		
Small Heath and S. ..	..	10 4	..	..	11 18	..	..	12 22	..	..	‡ 12 20 pm	..	..	12 22	..	..	1 2	..	1 48	2 2	..	2 20	..	..	2 20	..	..
Bordesley	.....	10 7		.....	11 21	.....	.....	12 25	.....		.....		.....	12 25	.....		1 5		1 51	2 5	.....	2 23	.....	.....	2 23	.....	.....
BIRMINGHAM ..arr (Moor Street)	..	10 10	..	..	11 24	..	..	12 28	..	..		..	..	..	..	..	1 8	..	..	2 8	..	2 26	..	..	2 26	2 55	..
BIRMINGHAM ..arr (Snow Hill)	.....	.....	.....	.....	.....	.....	12 0	.....	.....	.....	12‡18	.....	.....	12 28	TL	.....	.....	.....	1‡54	.....	.....	.....	.....	.....	.....	.....	.....
..dep	..	..	..	..	..	..	..	..	..	..	..	..	..	..	12 34	..	..	..	..	..	..	..	..	..	..	..	..

STRATFORD-UPON-AVON TO LEAMINGTON SPA AND BIRMINGHAM

WEEKDAYS

UP

	B	A	B	A	B	B	B	B	B	A	A	B			A	B		B	B	A	A	B	B	B	B	B	C	A
		12.20 pm Cardiff		8.30 am Pembroke Dock						10.5 am Kingswear to Wolverhampton					12.55 pm Swansea	To Wellington			4.5 pm Evesham	11.45 am Carmarthen	2.8 pm Weston-super-Mare (L. Rd.) to Wolverhampton				4.40 pm Evesham		Empty	12.45 pm Minehead to Wolverhampton
	2H58	1H16	2H59	1H16	2H59	2H58	2H61	2H59	2H58	1H22	2H59	2H61			1H36	2H51		2H61	2H84	1H36	1H25	2H59	2H59	2H61	2H61	3H58	1H28
	▽ SO	▽ SX	▽ SO	SO	▽ SX	▽ SX	▽ SO	▽ SX	▽ SO	SO	▽ SO	▽ SX			▽ SX	▽		▽	▽ SX	▽ SO	SO	▽ SO	▽ SX	▽ SO	▽ SX	▽ SX	SO
	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM			PM	PM		PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
Evesham Road Crossing ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
STRATFORD-UPON-AVON arr	.....	2 25	.....	2 33	.....	.....	.....	.....	.....	3 32	.....	.....	.....	.....	4 19	.....	.....	.....	4 35	4 38	4 54	.....	.....	5 10	.....	.....	5 18
AVON dep	..	2 28	2 30	2 38	2 35	..	3 20	3 30	..	3 36	3 42	3 50	..	..	4 21	4 9	..	4 28	..	4 40	5 0	..	..	5 15	5 15	..	5 22
Wilmcote	.....	.....	2 35½	.....	2 40½	.....	3 25½	3 35	.....	.....	3 47	3 55½	.....	.....	.....	4 15½	.....	4 33½	.....	.....	.....	.....	.....	5 20½	5 20½	.....	.....
Bearley West Junction ..	..	2 34	2 37½	2 45	2 42½	..	..	3 37	..	3 43	..	..	..	..	4 27	4 17½	..	..	..	4 47	5 7	..	..	..	..	..	5 29
Bearley	..	..	..	2 46	..	..	3 29½	..	..	..	..	3 59½	..	..	Via Hatton North Jn.	..	..	4 37½	..	..	..	..	..	5 24½	5 24½	..	..
Claverdon	.....	.....	.....	.....	.....	.....	3 35½	.....	.....	.....	.....	4 5½	.....	.....	.....	.....	.....	4 43	.....	.....	.....	.....	.....	5 30½	5 30½	.....	.....
Hatton West Junction ..	..	..	..	2 55	..	..	..	..	..	3 52	..	..	..	..		..	..	..	..	4 56	..	..	..	..	..	..	..
Hatton ..... arr	.....	.....	.....	Via Hatton North Jn.	.....	.....	3 40	.....	.....	Via Hatton North Jn.	.....	4 10	.....	.....		.....	.....	4 47½	.....	.....	.....	.....	.....	5 35½	5 35½	.....	.....
.. ..dep	..	..	..		..	..	..	..	..		..	..	..	..		..	..	4 48	..	..	..	..	..	5 36	5 36	..	..
Warwick .....arr	.....	.....	.....		.....	.....	.....	.....	.....		.....	.....	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.. ..dep	..	..	..		..	..	..	..	..		..	..	..	..		..	..	4 54	..	..	..	..	..	5 42	5 42	..	..
LEAMINGTON SPA (General)	.....	.....	.....		.....	.....	.....	.....	.....		.....	.....	.....	.....		.....	.....	4 58	.....	.....	.....	.....	.....	5 46	5 46	.....	.....
Wootton Wawen Platform	.....	.....	2 41	.....	2 46	.....	.....	3 41	.....	.....	3 53	.....	.....	.....	.....	4 20½	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Henley-in-Arden .. arr	..	..	2 44½	..	2 51	..	..	..	..	..	..	Second Class only	..	..	..	4 25½	..	Second Class only	..	..	..	..	..	..	..	..	..
.....dep	2 20	2 40	2 45	.....	2 52	3 20	Second Class only	3 46	3 25	.....	3 58		.....	.....	.....	4 26	.....		.....	Via Hatton North Jn.	5 12	5 20	5 15	.....	Second Class only	5†25	5 34
Danzey	2 25½	..	..	..	2 57½	3 25½		..	3 30½	..	..		..	..	..	4 31½	..		..		..	..	5 20½	..		..	..
Wood End	2 30	.....	2 53½	.....	3 2	3 30		.....	3 35	.....	.....		.....	.....	.....	4 36	.....		.....		.....	.....	5 25	.....		.....	.....
The Lakes Halt	2 33½	..	..	..	3 5½	3 33½		..	3 38½	..	..		..	..	..	4 39	..		..		..	..	5 28½	..		..	..
Earlswood Lakes	2 37	.....	.....	.....	3 9	3 37		.....	3 42	.....	.....		.....	.....	.....	4 43	.....		.....		.....	.....	5 32	.....		.....	.....
Grimes Hill and Wythall ..	2 40	..	..	..	3 12	3 40		..	3 45	..	..		..	..	..	4 46	..		..		..	..	5 35	..		..	..
Whitlocks End Halt	2 43	.....	.....	.....	3 15	3 43		.....	3 48	.....	.....		.....	.....	.....	.....	.....		.....		.....	.....	5 38	.....		.....	.....
Shirley	2 46½	..	3 0½	..	3 18½	3 46½	..	3 58½	3 51½	..	4 10½	..	..	..	..	4 52	..		..	..	..	5 34	5 41½	..		..	..
Yardley Wood.....	2 50	.....	.....	.....	3 22	3 50		.....	3 55	.....	.....		.....	.....	.....	4 55	.....		.....		.....	.....	5 45	.....		.....	.....
Hall Green	2 53½	..	..	..	3 25½	3 53½	..	..	3 58½	..	..	..	..	..	..	4 58	..		..	..	..	..	5 48½	..	..	..	..
Spring Road	2 56	.....	.....	.....	3 28	3 56		.....	4 1	.....	.....		.....	.....	.....	5 1	.....		.....		.....	.....	5 51	.....		.....	.....
TYSELEY .. .. ..arr	2 58½	..	3 6	..	3 30½	3 58½	..	4 4	4 3½	..	4 16	..	..	..	..	5 3½	..		..	..	..	..	5 53½	..	..	5†L58	..
.....dep	2 59	2 56	3 6½	3 11	3 32	4 0½		4 4½	4 5½	4 8	4 16½				4 52	5 4				5 16	5 35	5 41	5 54			6† 5	5 52
	RL	ML	RL	ML	RL	RL		ML	RL	ML	ML				ML	RL				ML	RL	RL	RL			RL	RL
Small Heath and S. ..	..	..	..	..	3 35	4 3	..	..	4 8	..	..	..	..	..	..	..	..	..	..	..	..	..	5 57	..	..	..	..
Bordesley	.....		ML	.....	3 38	4 6	.....	.....	4 11	.....	.....		.....	.....	.....	ML	.....	.....	.....	.....	ML	ML	M6 0L	.....	.....	.....	ML
BIRMINGHAM ..arr (Moor Street)	3 4	‡3.6 pm	..	..	..	4 9	..	..	4 14	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	6† 7	..
BIRMINGHAM ..arr	.....	3‡ 4	3 13	3 17	3 41	.....	.....	4 10	.....	4 14	4 22	.....	.....	.....	4 58	5 10	.....	.....	.....	5 22	5 42	5 47	6 3	.....	.....	.....	6 0
(Snow Hill) ..dep	..	..	..	3†21	..	..	..	..	..	4 18	..	..	..	..	..	5 12	..	..	..	..	5 46	..	..	..	..	..	6 8

STRATFORD-UPON-AVON TO LEAMINGTON SPA AND BIRMINGHAM

WEEKDAYS

UP

	B	B	B				C	A	A	B	A		A	C	B	B	B	A	A	A	B	C	B	B	B	B	B
			4.30 pm Worcester (Foregate St.)				Empty	12.55 pm Paignton to Wolverhampton	1.20 pm Paignton to Wolverhampton		10.30 am Penzance to Wolverhampton		11.20 am Newquay to Wolverhampton	Empty			5.45 pm Worcester (S.H.)	10.50 am Penzance to Wolverhampton	3.0 pm Carmarthen	2.15 pm Paignton to Wolverhampton	7.20 pm Evesham	Empty	7.10 pm Evesham	7.10 pm Evesham			
	2H59	2H59	2H61				3H69	1H31	1H31	2H59	1H32		1H34	3H59	2H58	2H61	2H84	1H37	1H40	1H33	2H84	3H58	2H58	2H58	2H61	2H61	2H61
	▽ SX	▽ SO	▽				▽ FO	SO	SX Q	▽ SX	SX		SO	▽ FSX	▽	▽	▽	SO	▽	SO	▽ SO	▽ SO	▽ FSX	FO	▽ FO	▽ FSX	▽ SO
	PM	PM	PM				PM	PM	PM	PM	PM		PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
Evesham Road Crossing ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
STRATFORD-UPON-arr	.....	.....	5 31	.....	.....	.....	.....	6 18	6 12	Second Class only	6 29	.....	6 33	.....	.....	.....	6 51	7 6	7 24	7 38	7 46	.....	7 35	7 35	.....	.....	.....
AVON dep	5 23	5 30	5 39	..	..	..	..	6 21	6 17		6 34	..	6 37	..	..	6 50	..	7 10	7 26	7 42	..	7†56	7 38	7 38	7 45	7 45	7 50
Wilmcote	5 28½	5 35½	5 45	.....	.....	.....	.....	.....	.....		.....	.....	.....	.....	.....	6 55½	.....	.....	.....	.....	.....	.....	7 43½	7 43½	7 50½	7 50½	7 55½
Bearley West Junction ..	5 30½	5 37½	..	..	..	..	..	6 28	6 24		6 41	..	6 44	..	..	..	..	7 17	7 33	7 47	..	8 1	7 44½	7 44½	..	..	..
Bearley	..	..	5 49	..	..	..	..	..	6 25		..	..	..	..	..	6 59½	..	..	..	..	..	..	..	..	7 54½	7 54½	7 59½
Claverdon.....	.....	.....	5 54½	.....	.....	.....	.....	.....	.....		.....	.....	.....	.....	.....	7 5½	.....	.....	.....	.....	.....	.....	.....	.....	8 0½	8 0½	8 5½
Hatton West Junction ..	..	..	..	..	..	..	..	..	6 36	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Hatton .....arr	.....	.....	5 58½	.....	.....	.....	.....	.....	.....		.....	.....	.....	.....	.....	7 11½	.....	.....	.....	.....	.....	.....	.....	.....	8 5½	8 5½	8 10½
.. ..dep	..	..	5 59	..	..	..	..	..	..	..	..	..	..	..	..	7 12	..	..	..	..	..	..	..	..	8 6	8‡ 8	8 11
Warwick .....arr	.....	.....	.....	.....	.....	.....	.....	.....	Via Hatton North Jn.	‡7.6 pm	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.. ..dep	..	..	6 6	..	..	..	..	..			..	..	..	..	..	7 19	..	..	..	..	..	..	..	..	8 12	8‡14	8 17
LEAMINGTON SPA (GENERAL)	.....	.....	6 10	.....	.....	.....	.....	.....	.....		.....	.....	.....	.....	.....	7 23	.....	.....	.....	.....	.....	.....	.....	.....	8 16	8‡18	8 21
Wootton Wawen Platform	5 34	5 41	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Second Class only	.....	.....	.....	.....	.....	.....	7 49	7 49	Second Class only	‡ Adv. as FO	Second Class only
Henley-in-Arden ..arr	5 37½	5 45½	..	..	..	..	..	..	..	..	..	..	..	..	..		..	..	..	..	..	..	..	7 54			
.....dep	5 38	5 46	.....	.....	.....	.....	.....	6 33	.....	6 20	6 47	.....	6 49	.....	7 5		.....	7 22	7 39	7 52	.....	8 5½	7 54	7 57			
Danzey	5 44	5 51½	..	..	..	..	..	..	..	6 25½	..	..	..	..	..		..	..	..	..	..	..	7 59½	8 2½			
Wood End	5 48½	5 56	.....	.....	.....	.....	.....	.....	.....	6 30	.....	.....	.....	.....	.....		.....	.....	.....	Runs 14th July, to 1st September* (inclusive)	.....	.....	8 4	8 7			
The Lakes Halt	5 52	5 59½	..	..	..	..	..	..	..	6 33½	THE CORNISHMAN	..	..	..	..		..	..	..		..	..	8 7½	8 10½			
Earlswood Lakes	5 55	6 3	.....	.....	.....	.....	.....	.....	.....	6 37½		.....	.....	.....	.....		.....	.....	.....		.....	.....	8 11	8 15			
Grimes Hill and Wythall ..	5 58	6 6	..	..	..	..	..	..	..	6 40		..	..	..	..		..	..	..		..	..	8 15	8 18	..	..	..
Whitlocks End Halt	6 1	6 9	.....	.....	.....	.....	.....	.....	.....	6 43		.....	.....	.....	.....		.....	.....	.....		.....	.....	8 18	8 21	.....	.....	.....
Shirley	6 4	6 12½	..	..	..	..	6†28	..	..	6 46½		..	..	7†10	7 17		..	..	..		..	..	8 21½	8 26	..	..	..
Yardley Wood.....	6 7	6 16	.....	.....	.....	.....	.....	.....	.....	6 50		.....	.....	.....	7 20½		.....	.....	.....		.....	.....	8 25	8 29½	.....	Second Class only.	.....
Hall Green	6 10	6 19½	..	..	..	..	..	..	..	6 53		..	..	..	7 24		..	..	7 55		..	..	8 28	8 33½	..		..
Spring Road	6 13	6 23	.....	.....	.....	.....	.....	.....	.....	6 56		.....	.....	.....	7 27		.....	.....	.....		.....	.....	8 31½	8 37	.....		.....
TYSELEY .. .. ..arr	6 15½	6 25½	..	..	..	..	6†38	..	..	6 58½		..	..	..	7 29½		..	..	..		..	..	8 34	8 39½	..		..
.....dep	6 16	6 26	.....	.....	.....	.....	.....	6 50	6 55	6 59	7 7	.....	7 7	7 19	7 30		.....	7 39	7 59	8 9	.....	8 27	8 34½	8 40	.....		.....
	RL	RL						RL	ML	RL	ML		ML	RL	RL			ML	ML	RL		RL	RL	RL			
Small Heath and S. ..	6 19	6 29	..	..	..	..		..		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..		..
Bordesley	W6 22L	6 32	.....	.....	.....	.....	Tyseley Sidings arrivn 6†43 pm	ML	‡7.1 pm	ML	.....	.....	.....	ML	.....	.....	.....	.....	.....	ML	.....	.....	.....	.....	.....		.....
BIRMINGHAM ..arr (Moor Street)	..	..	..	..	..	..		..		..	..	..	..	..	7 36	..	..	..	‡8.6 pm	..	..	8†34	8 40	8 46	..		..
BIRMINGHAM ..arr	6 26	6 36	.....	.....	.....	.....		6 56	7‡ 0	7‡ 5	7 12	.....	7 14	7†25	.....	.....	.....	7 45	8‡ 5	8 14	.....	.....	.....	.....	.....	.....	.....
(Snow Hill) ..dep	..	..	..	..	..	..		7 1	7 4	..	7 17	..	7 20	..	..	..	..	7 50	..	8 20	..	..	..	..	..	..	..

WEEKDAYS | **SUNDAYS**

STRATFORD-UPON-AVON TO LEAMINGTON SPA AND BIRMINGHAM

UP

	A	C		C		B	B	B		B	B			B		B	B	B		B	B	B	A	B	B	
	3.20 pm Paignton to Wolverhampton	Parcels		Parcels		8.5 pm Honeybourne	8.10 pm Honeybourne			8.30 pm Worcester (S.H.)													9.0 am Swansea			
	1H44	3H15		3H48		2H59	2H59	2H61		2H84	2H58			2H53		2H59	2H61	2H59		2H59	2H61	2H59	1H07	2H59	2H59	
	SO	SX		▽ SX		▽ SX	▽ SO	▽		▽	▽			▽		▽	▽	▽		▽	▽	▽	▽	▽	▽	
	PM	PM		PM		PM	PM	PM		PM	PM			PM		am	am	am		am	am	am	PM	PM	PM	
Evesham Road Crossing ..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
STRATFORD-UPON-arr	8 14					8 22	8 27			9 22													12 33			
AVON dep	8 19	..	..	8 20	..	8 25	8 30	8 45	..	..	9 32	..	..	10 58	..	8 15	9 5	9 35	..	10 35	11 15	11 35	12 35	12 47	1 35	..
Wilmcote						8 30½	8 35½	8 51			9 37½			11 4		N	9 10½	9 40½		10 40½	11 20½	11 40½		12 52½		
Bearley West Junction ..	8 27	..	..	8 27	..	8 32½	8 37½	..	..	..	9 39½	..	..	11 6	..	8 21½	..	9 42½	..	10 42½	..	11 42½	12 42	12 54½	1 41½	..
Bearley	..	..	..	8 28	..	..	..	8 55	..	Second Class only	..	..	..	11 7	..	Calls when required to get down Staff from Stratford-upon-Avon	9 14½	..	..	..	11 24½	..	..	..	..	..
Claverdon								9 1½									9 21				11 31					
Hatton West Junction ..	..	..	..	8 34	..	..	..	..	..		..	..	..	..	..		..	..	..	..	..	..	..	..	..	..
Hatton .....arr				8 36				9 7						11 15			9 26				11 36					
.. ..dep	..	..	..	8 44	..	..	..	9 7½	..		..	..	..		..		9 26½	..	..	..	11 36½	..	..	..	..	..
Warwick .....arr														Via Hatton Station												
.. ..dep	..	..	..	..	..	..	..	9 13½	..		..	..	..		..		9 32½	..	..	..	11 42½	..	..	..	..	..
LEAMINGTON SPA (General)				8 52				9 17								Z	9 36				11 46					
Wootton Wawen Platform						8 36	8 41				9 43					8 25		9 46		10 46		11 46			1 45	
Henley-in-Arden ..arr	..			..	..	8 40½	8 45½	..	..	..	9 48½	..	..		..	8 29½	..	9 50	..	10 50	..	11 50	..	1 0½	1 49	..
.....dep	8 32					8 41	8 46				9 49					8 32½		9 50½		10 50½		11 50½	12 47	1 1	1 49½	
Danzey	..			..	..	8 46½	8 51½	..	..	..	9 53½	..	..		..	8 38	..	9 56	..	10 56	..	11 56	..	..	1 55	..
Wood End						8 51	8 56½				9 58					8 42½		10 0½		11 0½		12 0½			1 59½	
The Lakes Halt	..			..	..	8 54½	8 59½	..	..	..	10 1½	..	..		..	8 46	..	10 4	..	11 4	..	12 4	..	..	2 3	..
Earlswood Lakes						8 58½	9 3½				10 5					8 49½		10 7		11 7		12 7		1 12	2 6	
Grimes Hill and Wythall ..	..	Hall Green arr. 8.0 pm Small Heath and Sparkbrook arr. 8.31 pm		..	..	9 1	9 6	..	..	..	10 8	..	..	Calls at Lapworth on notice to Guard at Stratford-upon-Avon or Hatton	..	8 52½	..	10 10	..	11 10	..	12 10	..	1 15	..	..
Whitlocks End Halt						9 4	9 9				10 11							10 13		11 13		12 13		1 18		
Shirley	..	7 55		..	..	9 7½	9 12½	..	..	..	10 14½	..	..		..	8 58	..	10 16	..	11 16	..	12 16	..	1 21	2 13	..
Yardley Wood						9 11	9 16				10 18					9 1½		10 19½		11 19½		12 19½		1 25½		
Hall Green	..	8 10		..	..	9 14½	9 19½	..	..	..	10 21½	..	..		..	9 5	..	10 23	..	11 23	..	12 23	..	1 30	2 16½	..
Spring Road						9 17	9 22				10 25					9 7½		10 25½		11 26		12 26		1 34		
TYSELEY .. .. ..arr	..	R8 18L		..	..	9 19½	9 24½	..	..	..	10 27½	..	..		..	9 10	..	10 28	..	11 28½	..	12 28½	..	1 36½	2 21½	..
.....dep	8 52	8 28				9 20	9 25				10 28			11 43½		9 11		10 30		11 29		12 29	1 3	1 37	2 22	
	RL					RL	RL				RL			ML		RL		RL		RL		RL	RL	RL	RL	
Small Heath and S. ..	..	8 40	..	..	..	..	ML	..	..	..	10 31	..	..	..	..	9 15	..	10 33	..	11 32	..	12 32	..	1 41	..	..
Bordesley	ML	ML				ML										M9 18L		M1036L		M1135L		M1235L	ML	M1 45L	ML	
BIRMINGHAM ..arr (Moor Street)	..	..	..	..	..	..	..	..	..	..	10 37	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
BIRMINGHAM ..arr (Snow Hill)	8 58	8TL48				9 25	9 30							11 49		9 21		10 39		11 38		12 38	1 8	1 48	2 28	
..dep	9 5	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..

STRATFORD-UPON-AVON TO LEAMINGTON SPA AND BIRMINGHAM

UP	B	B	B	B			B	B	B			B	B	B	B	A		B	B	A	B	B	B	C		B	
			2.25 pm Worcester (S.H.)									4.25 pm Henwick			5.55 pm Worcester (S.H.)	10.25 am Penzance to Wolverhampton				5.5 pm Swansea				Empty		9.42 pm Colwall	
	2H61	2H59	2H61	2H59			2H59	2H61	2H59			2H84	2H61	2H59	2H59	1H32		2H61	2H59	1H40	2H59	2H59	2H61	3H69		2H84	
	▽	▽	▽	▽			▽	▽	▽			▽	▽	▽				▽	▽	▽	▽	▽	▽	▽		▽	
	PM	PM	PM	PM			PM	PM	PM			PM	PM	PM	PM	PM		PM	PM	PM	PM	PM	PM	PM		PM	
Evesham Road Crossing	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
STRATFORD-UPON-arr	.....	.....	3 17	.....	.....	.....	.....	.....	.....	.....	.....	5 27	.....	.....	6 55	7 31	.....	.....	.....	8 30	.....	.....	.....	.....	.....	11 3	.....
AVON dep	2 15	2 35	3 18	3 35	..	..	4 35	4 53	5 35	..	..	..	6 10	6 35	7 0	7 35	..	7 43	7‡57	8 32	8 47	9 35	9 45	10‡10	..	..	..
Wilmcote	2 20½	2 40½	3 23½	3 40½	.....	.....	4 40½	4 58½	5 40½	.....	.....	.....	6 16	6 40½	7 6½	.....	.....	7 48½	8 2½	.....	8 52½	9 40½	9 50½	.....	.....	.....	.....
Bearley West Junction	..	2 42½	..	3 42½	..	..	4 42½	..	5 42½	..	..	..	..	6 42½	7 9	7 42	..	..	8 4½	8 39	8 54½	9 42½	..	10 17	..	..	..
Bearley	2 24½	..	3 27½	..	..	..	..	5 1½	..	..	..	..	6 20	..	..	..	..	7 52½	7.55 pm	..	..	..	9 54½	..	..	..	..
Claverdon	2 31	.....	3 34	.....	.....	.....	.....	5 9	.....	.....	.....	.....	6 25½	.....	.....	.....	.....	7 59		.....	.....	.....	10 1	.....	.....	.....	.....
Hatton West Junction	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..		..	..	..	..	..	..	..	..
Hatton arr	2 36	.....	3 39	.....	.....	.....	.....	5 14	.....	.....	.....	.....	6 29½	.....	.....	.....	.....	8 4		.....	.....	.....	10 6	.....	.....	.....	.....
dep	2 36½	..	3 41½	..	..	..	..	5 14½	..	..	..	..	6 30	..	..	..	..	8 4½	..	..	..	..	10 6½	..	..	..	..
Warwick arr	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
dep	2 42½	..	3 47½	..	..	..	..	5 20½	..	..	..	..	6 37	.....	..	..	..	8 11	..	..	..	..	10 12½	..	..	..	..
LEAMINGTON SPA (General)	2 46	.....	3 51	.....	.....	.....	.....	5 24	.....	.....	.....	.....	6 41	‡7.41 pm	.....	.....	.....	8 14	.....	.....	.....	.....	10 16	.....	.....	.....	.....
Wootton Wawen Platform	.....	2 46	.....	3 46	.....	.....	4 46	.....	5 46	.....	.....	.....	Second Class only	6 46	7 14	.....	.....	.....	8 8	.....	8 58	9 46	.....	.....	.....	.....	.....
Henley-in-Arden arr	..	2 50	..	3 50	..	..	4 50	..	5 50	..	..	..		6 50	7 18	..	..	..	8 11½	..	9 2	9 50	..	..	..	..	..
dep	.....	2 50½	.....	3 50½	.....	.....	4 50½	.....	5 50½	.....	.....	.....		6 50½	7 18½	7 48	.....	.....	8 12	8 45	9 2½	9 50½	.....	10 23	.....	.....	.....
Danzey	..	2 56	..	3 56	..	..	4 56	..	5 56	..	..	..		6 56	7 24½	..	..	..	8 18	..	9 8	9 56	..	..	..	..	..
Wood End	.....	3 0½	.....	4 0½	.....	.....	5 0½	.....	6 0½	.....	.....	.....		7 0½	7 29	.....	.....	.....	8 22½	.....	9 12½	10 0½	.....	.....	.....	.....	.....
The Lakes Halt	..	3 4	..	4 4	..	..	5 4	..	6 4	..	..	..		7 4	..	..	..	..	8 26	..	9 16	10 4	..	..	..	..	..
Earlswood Lakes	.....	3 7	.....	4 7	.....	.....	5 7	.....	6 7	.....	.....	.....		7 7	7 34	.....	.....	.....	8 29	.....	9 19	10 7	.....	.....	.....	.....	.....
Grimes Hill and Wythall	..	3 10	..	4 10	..	..	5 10	..	6 10	..	..	..	..	7 10	..	..	..	..	8 32	..	9 22	10 10	..	..	..	..	..
Whitlocks End Halt	.....	3 13	.....	4 13	.....	.....	5 13	.....	6 13	.....	.....	.....	.....	7 13	.....	.....	.....	.....	8 35	.....	9 25	10 13	.....	.....	.....	.....	.....
Shirley	..	3 16	..	4 16	..	..	5 16	..	6 16	..	..	..	..	7 16	7 40	..	..	..	8 38	..	9 28	10 16	..	..	..	..	..
Yardley Wood	.....	3 19½	.....	4 19½	.....	.....	5 19½	.....	6 19½	.....	.....	.....	.....	7 19½	7 43½	.....	.....	.....	8 41	.....	9 31½	10 19½	.....	.....	.....	.....	.....
Hall Green	..	3 23	..	4 23	..	..	5 23	..	6 23	..	..	..	..	7 23	7 47	..	..	..	8 44	..	9 35	10 23	..	..	..	..	..
Spring Road	.....	3 26	.....	4 26	.....	.....	5 25½	.....	6 26	.....	.....	.....	.....	7 26	7 50	.....	.....	.....	8 47	.....	9 38	10 26	.....	.....	.....	.....	.....
TYSELEY arr	..	3 28½	..	4 28½	..	..	5 28	..	6 28½	..	..	..	..	7 28½	7 52	..	..	..	8 49½	..	9 40½	10 28½	..	10‡40	..	..	..
dep	.....	3 29	.....	4 29	.....	.....	5 30	.....	6 29	.....	.....	.....	.....	7 29	7 53	8 6	.....	.....	8 50½	8 59½	9 41	10 29	.....	.....	.....	.....	.....
		RL		RL			RL		RL					RL	RL	RL			RL	RL	RL	RL					
Small Heath and S.	..	3 32	..	4 32	..	..	5 33	..	6 32	..	..	..	..	7 32	7 56½	..	..	..	..	..	..	10 32	..		..	..	..
Bordesley	.....	M3 35L	.....	M4 35L	.....	.....	M5 36L	.....	M6 35L	.....	.....	.....	.....	M7 35L	M8 0L	ML	.....	.....	ML	ML	ML	M10 35L	.....	Tyseley Sidings arrive 10‡45 pm	.....	.....	.....
BIRMINGHAM arr (Moor Street)	..	..	..	..	..	..	‡5.41 pm	..	..	..	..	..	..	..	..	..	..	..	..	..	‡9.47 pm	..	..		..	..	..
BIRMINGHAM arr (Snow Hill)	.....	3 38	.....	4 38	.....	.....	5‡39	.....	6 38	.....	.....	.....	.....	7‡38	8 4	8 12	.....	.....	8 56	9 5	9‡46	10 38	.....		.....	.....	.....
dep	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	8 15	..	..	..	..	..	..	..		..	..	..

H136

LEAMINGTON SPA (AVENUE) and LEAMINGTON SPA (MILVERTON) (PENETRATING LINE)

WEEKDAYS

DOWN

Mileage M	Mileage C				C	C	B			B	B		C	B	B	B
					2†27 am Empty from Northampton C.	Parcels to Nuneaton T.V.	To Nuneaton T.V.			To Nuneaton T.V.	To Nuneaton T.V.		6†17 am E C S from Rugby	To Birmingham (New Street)	To Nuneaton T.V.	To Birmingham (New Street)
					3B61	3B16	2B50			2B50	2B50		3B61	2G56	2B50	2G57
					▽ MO		▽			▽ SX	▽		SO		▽	SO
		LEAMINGTON SPA arr	..	..	am 3†22	am ..	am ..	..	..	am ..	am ..	..	am 7† 5	am ..	am ..	am ..
		(AVENUE) .....dep	.....	.....	.....	5G 5	5 20	.....	.....	6 40	7 0	.....	.....	7 12	7 43	7 57
—	66	Leamington Spa .. ..arr	..	..	..	..	..	..	..	..	..	..	..	7 14	..	8 0
		(Milverton) .....dep	.....	.....	.....	.....	5N23	.....	.....	6 43	7 3	.....	.....	7 15	7 46	8 1

WEEKDAYS

DOWN

	B	B	B	B	B	B	C	C	B			B		B	B
	To Nuneaton T.V. FX Tamworth SO	To Nuneaton	To Nuneaton T.V.	To Birmingham (New Street)	To Nuneaton T.V.	To Nuneaton T.V.	Parcels to Nuneaton T.V.	Parcels to Nuneaton T.V.	To Nuneaton T.V.			To Birmingham (New Street)		To Nuneaton T.V.	To Nuneaton T.V.
	2B50	2B50	2B50	2G56	2B50	2B50	3B22	3B22	2B50			2G56		2B50	2B50
	▽ FX	▽ FO	▽ FO	▽ SX	▽	▽	FX	FO	▽			▽ Conveys Mails SX		▽	▽
LEAMINGTON SPA ..arr	PM ..	PM P	PM K	PM ..	PM ..	PM ..	PM ..	PM ..	PM ..	..	..	PM ..		PM ..	PM ..
(AVENUE) .....dep	5 28	5 28	5 33	6 0	6 15	7 15	7G34	7B42	8 15	.....	.....	8 47	.....	9 15	10 15
Leamington Spa .. .. ..arr	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(Milverton) .....dep	5 31	5 31	5 36	6 3	6 10	7 18	.....	.....	8 18	.....	.....	8 50	.....	9 18	10 18

WEEKDAYS

UP

Mileage M	Mileage C		A	C				C	C	C	B	C	B		B	B
			2.50 am from Birmingham (New Street)	4†50 am Empty from Coventry				5.15 am Parcels Birmingham (New Street) to Rugby	3.50 am Parcels Stafford to Rugby	3.55 am Parcels Stafford to Rugby	5.30 am from Nuneaton T.V.	5†44 am Empty from Monument Lane	7.25 am from Coventry		7.13 am from Nuneaton T.V.	7.50 am from Nuneaton T.V
			1B32	3B51				3B11	3B09	3B09	2B50	3B57	2B51		2B50	2B50
			Conveys Mails	▽				MX	MSX	SO	▽	▽ MSX	▽ SX		▽	▽ SX
			am	am				am	am	am	am	am	am		am	am
		Leamington Spa .. ..arr	..	..	..	..	..	..	..	..	6 31½	..	..	..	..	..
		(Milverton) .....dep	.....	.....	.....	.....	.....	.....	.....	.....	6 32	.....	.....	.....	7 57	8 45
0	66	LEAMINGTON SPA arr	3243	5† 8	..	..	..	..	6 10	6 10	6 34	6†46	7 45	..	7 59	8 47
		(AVENUE) .....dep	.....	.....	.....	.....	.....	5 56	6 27	6 27	.....	.....	.....	.....	.....	.....

WEEKDAYS

UP

	B	B	C	B	B	B	B			B	B		B	B	B
	3.10 pm from Nuneaton T.V.	3.10 pm from Nuneaton T.V.	3.22 pm Parcels from Nuneaton T.V.	4.10 pm from Nuneaton T.V.	4.20 pm from Nuneaton T.V.	4.35 pm from Birmingham (New Street)	5.0 pm from Nuneaton T.V.			5.10 pm from Nuneaton T.V.	5.20 pm from Nuneaton T.V.		6.10 pm from Nuneaton T.V.	6.13 pm from Nuneaton T.V.	6.25 pm from Birmingham (New Street)
	2B50	2B50	3B04	2B50	2B50	2B56	2B50			2B50	2B50		2B50	2B50	2B56
	▽ FX	▽ FO	MX	▽ SO	▽ SX	▽ SX	▽ FSO			▽ FO	▽		▽ SO	▽ SX	▽
	PM A	PM K	PM ..	PM ..	PM ..	PM ..	PM A	..	..	PM K	PM ..	..	PM ..	PM ..	PM ..
Leamington Spa .. .. ..arr															
(Milverton) .....dep	3 56	3 58	.....	4 54	5 5	5 36	5 48	.....	.....	5 54	6 8	.....	6 56	6 58	7 27
LEAMINGTON SPA ..arr	3 58	4 0	4127	4 56	5 7	5 38	5 50	..	..	5 56	6 10	..	6 58	7 0	7 29
(AVENUE) .....dep	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

A—Also runs on Fridays 20th and 27th July.

G—Time shown is that of Exchange Sidings. Departs Leamington Spa General 8 minutes earlier.

LEAMINGTON SPA (AVENUE) and LEAMINGTON SPA (MILVERTON) (PENETRATING LINE)

WEEKDAYS

B	B		B	B		B	B	B	C		B			B	B	B	B	B
To Birmingham (New Street)	To Nuneaton T.V.		To Nuneaton T.V.	To Nuneaton T.V.		To Nuneaton T.V.	To Nuneaton T.V. (SX) Tamworth (SO)	To Nuneaton T.V.	Parcels to Nuneaton T.V.		To Nuneaton T.V.			To Nuneaton T.V.	To Nuneaton T.V.	To Nuneaton T.V.	To Nuneaton T.V.	To Nuneaton T.V.
2G57	2B50		2B50	2B50		2B50	2B50	2B50	1B20		2B50			2B50	2B50	2B50	2A50	2B50
▽ SX	▽		▽	▽		▽	▽	▽	MSX		▽			▽	▽	▽ SX	▽ FO	▽ SO
am	am		am	am		am	am	PM	PM		PM			PM	PM	PM K	PM P	PM
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
7 59	8 15	.....	9 15	10 15	.....	11 15	11 48	12 15	12040	.....	1 15	.....	.....	2 15	3 15	4 15	4 15	4 15
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
8 2	8 18	.....	9 18	10 18	.....	11 18	11 51	12 18	.....	.....	1 18	.....	.....	2 18	3 18	4 18	4 18	4 18

WEEKDAYS — SUNDAYS

						B		B		B	B	B	B	B	B	B	B	
						To Coventry		To Nuneaton T.V.		To Nuneaton T.V.	To Nuneaton T.V.	To Nuneaton T.V.	To Nuneaton T.V.	To Nuneaton T.V.	To Birmingham (New Street)	To Nuneaton T.V.	To Coventry	
						2B51		2B50		2B50	2B50	2B50	2B50	2B50	2G56	2B50	2B51	
						▽		▽		▽	▽	▽	▽	▽	▽ Conveys Mails	▽		
						PM		am		noon	PM	PM	PM	PM	PM	PM	PM	
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
.....	.....	.....	.....	.....	.....	11 7	.....	10 0	.....	12 0	2 0	4 0	6 0	8 0	8 32	10 0	11 0	.....
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
.....	.....	.....	.....	.....	.....	11 10	.....	10 3	.....	12 3	2 3	4 3	6 3	8 3	8 35	10 3	11 3	.....

WEEKDAYS

	B	B	B	C	B	C	B	B		B		B	B	A		B		
	8.10 am from Nuneaton T.V.	9.10 am from Nuneaton T.V.	9.42 am from Nuneaton T.V.	9.22 am Parcels from Nuneaton T.V.	10.10 am from Nuneaton T.V.	10.39 am Parcels from Nuneaton T.V.	11.10 am from Nuneaton T.V.	11.10 am from Nuneaton T.V.		12.10 pm from Nuneaton T.V.		1.10 pm from Nuneaton T.V.	1.14 pm from Nuneaton T.V.	9.22 am from Llandudno		2.10 pm from Nuneaton T.V.		
	2B50	2B50	2B50	3B02	2B50	3B02	2B50	2B50		2B50		2B50	2B50	1B13		2B50		
	▽	▽	▽ SO	SX	▽	SO	▽ SO	▽ SX		▽		▽ SX	▽ SO	SO		▽		
	am	am	am	am	am	am	am	am		PM		PM	PM	PM		PM		
..	..	..	..	..	..	..	..	..	..	..	..	..	..	2 38	28th July to 25th August (inclusive)	..	..	..
.....	8 54	9 54	10 26	.....	10 54	.....	11 54	11 56	.....	12 54	.....	1 54	1 58	2 41		3 2	.....	.....
..	8 56	9 56	10 28	10 J48	10 56	11 J33	11 56	11 58	..	12 56	..	1 56	2 0	2 43		3 4	..	..
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2H†50		.....	.....	.....

WEEKDAYS — SUNDAYS

B	B	B	C	C	B		C	B		B	B	B	B	B	B	B	B	
7.10 pm from Nuneaton T.V.	8.10 pm from Nuneaton T.V.	9.10 pm from Nuneaton T.V.	9.17 pm Parcels from Nuneaton T.V.	9.38 pm Parcels from Nuneaton T.V.	10.10 pm from Nuneaton T.V.		10.30 pm Parcels from Nuneaton T.V.	9.5 am from Nuneaton T.V.		10.30 am from Nuneaton T.V.	1.5 pm from Nuneaton T.V.	3.5 pm from Nuneaton T.V.	5.7 pm from Nuneaton T.V.	6.25 pm from Coventry	7.5 pm from Nuneaton T.V.	9.5 pm from Nuneaton T.V.	10.5 pm from Nuneaton T.V.	
2B50	2B50	2B50	3B05	3B05	2B50		3B05	2B50		2B50	2B50	2B50	2B50	2B51	2B50	2B50	2B50	
▽	▽	▽	FSX	FO	▽		SO	▽		▽	▽	▽	▽	▽	▽	▽	▽	
PM	PM	PM	PM	PM	PM		PM	am		am	PM	PM	PM	PM	PM	PM	PM	
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
7 54	8 54	9 56	.....	.....	11 0	.....	.....	9 43½	.....	11 23½	1 43½	3 43½	5 45½	6 41½	7 43½	9 44½	10 43½	.....
7 56	8 56	9 58	10 J29	10 J53	11 2	..	11 J26	9 45	..	11 25	1 45	3 45	5 47	6 43	7 45	9 46	10 45	..
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

H—E C S to Rugby.
J—Time shown is that of Exchange Sidings. Arrives Leamington Spa General 8 minutes later.
K—Will not run 20th and 27th July. N—Stop not advertised. P—Runs 20th and 27th July. Z—Arrive 3.44 am MO.

WELLINGTON, COALBROOKDALE AND MUCH WENLOCK

The Single Line between Ketley Junction and Ketley, Ketley and Horsehay, and between Horsehay and Lightmoor Junction, is worked under the Electric Train Token Regulations.

The Crossing Stations are: Ketley Junction, Lightmoor Junction, also Ketley Station for crossing two Freight Trains or one Freight and one Passenger Train. When trains are required to be crossed at Ketley Station, the one train must be shunted clear of the running line before the other is accepted. A Passenger train must not be shunted at Ketley Station for the purpose of crossing another train.

The Sections are Ketley Junction and Ketley Station, Ketley Station and Horsehay Station, and Horsehay Station and Lightmoor Junction.

The Double Line between Lightmoor Junction and Buildwas is worked by Block Telegraph.

The Single Line between Buildwas and Much Wenlock is worked by Electric Train Staff.

The Crossing Stations are Buildwas and Much Wenlock (for crossing two Freight Trains, or one Freight and one Passenger Train).

The gradients being heavy, and there being several Level Crossings, great care will be required in working these Branches, and the instructions for working inclines laid down in the General Appendix to the Book of Rules and Regulations, must be strictly carried out with the following addition:

Assistant Engines may be run in rear of Freight Trains between Wellington and Horsehay, Buildwas and Much Wenlock between Buildwas and Lightmoor Junction or Horsehay.

DOWN

Mile Post Mileage from Paddington ¶ M	Mile Post Mileage from Paddington ¶ C	Mileage from Wellington M	Mileage from Wellington C				Ruling Gradient 1 in		C	B		B	B			
									Rail Motor Empty			Rail Motor	Rail Motor			
									3H74	2H74		2H74	2H74			
										▽		SX	SO			
—	—	—	—		WELLINGTON ....dep	1	L	..	am 5†30	am 6‡51	..	am 8 16	am 8 16	..	..	..
166	63	1	5	Single Line	Ketley Junction	2	132R	.....	5 35	6 53½	.....	8 18½	8 18½	.....	.....	.....
166	31	1	47	Single Line	Ketley	3	50R	..	5 38	6 56	..	8 21	8 21	..	..	..
165	71	2	7	Single Line	Ketley Town Halt	4	45R	.....	.....	.....	.....	8 23	8 23	.....	.....	.....
165	29	2	40	Single Line	New Dale Halt	5	45R	..	..	7 0	..	8 26	8 26	..	..	..
164	67	3	1	Single Line	Lawley Bank	6	45R	.....	.....	7 3	.....	8 29	8 29	.....	.....	.....
163	75	3	73	Single Line	Horsehay and Dawley	7	40F	..	5 48	7 8	..	8 34	8 34	..	..	..
163	14	4	54	Single Line	Doseley Halt	8	40F	.....	.....	7 11	.....	8 37	8 37	.....	.....	.....
162	24½	5	44	Single Line Dble Line	Lightmoor Junction	9	74F	..	5 52	7X13	..	..	..	..	..	..
162	19	5	49	Single Line Dble Line	Lightmoor Halt	10	50F	.....	.....	7 14	.....	8 40	8 40	.....	.....	.....
161	43	6	25	Single Line Dble Line	Green Bank Halt	11	50F	..	..	7 17	..	8 43	8 43	..	..	..
160	70	6	76	Single Line Dble Line	Coalbrookdale Halt	12	50F	.....	.....	7 20	.....	8 46	8 46	.....	.....	.....
160	23	8	9	Single Line Dble Line	Buildwas .. .. .. arr	13	50F	..	..	7 24	..	8 50	8X50	..	..	..
				Single Line Dble Line	.....dep	14		.....	5 58	7 28	.....	8 52	8 57	.....	.....	.....
162	33	10	29½	Single Line Dble Line	Farley Halt	15	40R	..	..	7 37	..	9 1	9 6	..	..	..
163	43½	11	30	Single Line Dble Line	MUCH WENLOCK arr	16	40R	.....	6† 5	7 42	.....	9 6	9 11	.....	.....	.....
									To work 6.50 am Much Wenlock to Wellington	‡—6.50 am						

¶—Via Oxford, Worcester and Severn Valley

WEEKDAYS

UP

			Ruling Gradient 1 in				B		B		B		B			
							Rail Motor						Rail Motor			
							2H74		2H74		2H74		2H74			
									▽		▽					
									SX		SO					
Dble Line Single Line	MUCH WENLOCK dep	1	43F	.....	.....	.....	am 6 50	.....	am 8 30	.....	am 8 45	.....	am Z—also change Guards with 11.17 am Wellington 11 40	.....	.....	.....
Dble Line Single Line	Farley Halt	2	40F	..	..	..	6 54	..	8 34	..	8 49	..	11 45	..	..	..
Dble Line Single Line	Buildwas .....arr	3	40F	.....	.....	.....	6 59	.....	8 39	.....	8X54	.....	11Z50	.....	.....	.....
Dble Line Single Line	.. ..dep	4		..	..	..	7 0	..	8 41	..	8 56	..	11X55	..	..	..
Dble Line Single Line	Coalbrookdale Halt	5	50R	.....	.....	.....	7 5	.....	8 45	.....	9 0	.....	11 59½	.....	.....	.....
Dble Line Single Line	Green Bank Halt	6	50R	..	..	..	7 8	..	8 48	..	9 3	..	12 2½	..	..	..
Dble Line Single Line	Lightmoor Halt	7		.....	.....	.....	7 11	.....	8 51	.....	9 6	.....	12 6	.....	.....	.....
Dble Line Single Line	Lightmoor Junction	8	50R	..	..	..	7X13	..	..	..	..	..	..	..	..	..
Single Line	Doseley Halt	9	40R	.....	.....	.....	7 16	.....	8 55	.....	9 10	.....	12 10	.....	.....	.....
Single Line	Horsehay and Dawley	10	40R	..	..	..	7 20	..	8 59	..	9 14	..	12 14	..	..	..
Single Line	Lawley Bank	11	45F	.....	.....	.....	7 24	.....	9 3	.....	9 18	.....	12 18	.....	.....	.....
Single Line	New Dale Halt	12	45F	..	..	..	7 26	..	9 5	..	9 20	..	12 20	..	..	..
Single Line	Ketley Town Halt	13	45F	.....	.....	.....	7 29	.....	9 8	.....	9 23	.....	12 22	.....	.....	.....
Single Line	Ketley	14	50F	..	..	..	7 31	..	9 10	..	9 25	..	12 24	..	..	..
Single Line	Ketley Junction	15	50F	.....	.....	.....	7 33	.....	9 12	.....	9 27	.....	12 26	.....	.....	.....
Single Line	WELLINGTON ..arr	16	132F	..	..	..	7 36	..	9 15	..	9 30	..	12 29	..	..	..

WELLINGTON, COALBROOKDALE AND MUCH WENLOCK

(For special instructions, see page 140)

	B	B						B			B	B							
											Rail Motor								
	2H74	2H74						2H74			2H74	2H74							
	▽ SX	▽ SO						▽				▽							
	am	am						PM			PM	PM							
1	11 17	11 17	..	..	..	..	..	3 5	..	..	4 40	5 45	..	..	..	..	..	..	..
2	11 19½	11 19½	.....	.....	.....	.....	.....	3 7½	.....	.....	4 42½	5 47½	.....	.....	.....	.....	.....	.....	.....
3	11 22½	11 22½	..	..	..	..	..	3 10	..	..	4 45	5 50½	..	..	..	..	..	..	..
4	11 24	11 24	.....	.....	.....	.....	.....	3 12	.....	.....	4 47	5 52½	.....	.....	.....	.....	.....	.....	.....
5	11 26	11 26	..	..	..	..	..	3 15	..	..	4 50	5 55½	..	..	..	..	..	..	..
6	11 29	11 29	.....	.....	.....	.....	.....	3 18	.....	.....	4 53	5 59½	.....	.....	.....	.....	.....	.....	.....
7	11 34	11 34	..	..	..	..	..	3 23	..	..	4 58	6 4	..	..	..	..	..	..	..
8	11 37	11 37	.....	.....	.....	.....	.....	3 26	.....	.....	5 1	6 7	.....	.....	.....	.....	.....	.....	.....
9	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
10	11 41	11 41	.....	.....	.....	.....	.....	3 30	.....	.....	5 5	6 13	.....	.....	.....	.....	.....	.....	.....
11	11 44	11 44	..	..	..	..	..	3 33	..	..	5 8	6 15	..	..	..	..	..	..	..
12	11 47	11 47	.....	.....	.....	.....	.....	3 36	.....	.....	5 12	6 17	.....	.....	.....	.....	.....	.....	.....
13	11X51	11X51	..	..	..	..	..	3 40	..	..	5 16	6 21	..	..	..	..	..	..	..
14	11 55	12Z 5	.....	.....	.....	.....	.....	3 41	.....	.....	5 17	6 23	.....	.....	.....	.....	.....	.....	.....
15	12 4	12 14	..	..	..	..	..	3 50	..	..	5 26	6 32	..	..	..	..	..	..	..
16	12 9	12 19	.....	.....	.....	.....	.....	3 55	.....	.....	5 31	6 37	.....	.....	.....	.....	.....	.....	.....

Z—Also change Guards with 11.40 am Much Wenlock

WEEKDAYS

	B			B			B				B								
							Rail Motor												
	2H74			2H74			2H74				2H74								
	▽			▽							▽								
	PM			PM			PM				PM								
1	1 0	.....	.....	4 40	.....	.....	5 45	.....	.....	.....	7 5	.....	.....	.....	.....	.....	.....	.....	.....
2	1 4	..	..	4 45	..	..	5 49	..	..	..	7 9	..	..	..	..	..	..	..	..
3	1 9	.....	.....	4 50	.....	.....	5 54	.....	.....	.....	7 14	.....	.....	.....	.....	.....	.....	.....	.....
4	1 11	..	..	4 55	..	..	6 2	..	..	..	7 15	..	..	..	..	..	..	..	..
5	1 16	.....	.....	5 0	.....	.....	6 7	.....	.....	.....	7 20	.....	.....	.....	.....	.....	.....	.....	.....
6	1 19	..	..	5 3	..	..	6 10	..	..	..	7 23	..	..	..	..	..	..	..	..
7	1 22	.....	.....	5 6	.....	.....	6 13	.....	.....	.....	7 26	.....	.....	.....	.....	.....	.....	.....	.....
8	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
9	1 26	.....	.....	5 10	.....	.....	6 17	.....	.....	.....	7 30	.....	.....	.....	.....	.....	.....	.....	.....
10	1 30	..	..	5 14	..	..	6 21	..	..	..	7 34	..	..	..	..	..	..	..	..
11	1 34	.....	.....	5 18	.....	.....	6 25	.....	.....	.....	7 38	.....	.....	.....	.....	.....	.....	.....	.....
12	1 36	..	..	5 20	..	..	6 27	..	..	..	7 40	..	..	..	..	..	..	..	..
13	1 39	.....	.....	5 23	.....	.....	6 30	.....	.....	.....	7 43	.....	.....	.....	.....	.....	.....	.....	.....
14	1 41	..	..	5 25	..	..	6 32	..	..	..	7 45	..	..	..	..	..	..	..	..
15	1 43	.....	.....	5*30	.....	.....	6 34	.....	.....	.....	7 47	.....	.....	.....	.....	.....	.....	.....	.....
16	1 47	..	..	5‡34	..	..	6 37	..	..	..	7 50	..	..	..	..	..	..	..	..

‡—5.36 pm

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

Single Line, Hartlebury to Buildwas. Worked by the Electric Train Token between Hartlebury Junction and Bridgnorth. Electric Train Staff, Bridgnorth and Coalport; Electric Train Token, Coalport and Buildwas.

The Electric Train Token and Staff Sections are as under:—

Hartlebury Junction and Stourport-on-Severn.
Stourport-on-Severn and Bewdley South.
Bewdley South and Bewdley North (Back Road only)
Bewdley North and Arley.
Arley and Highley.
Highley and Hampton Loade.
Hampton Loade and Bridgnorth.
Bridgnorth and Coalport.
Coalport and Buildwas.

The Double Line between Bewdley South and Bewdley North is worked by the Double Line Disc Block Telegraph.

An intermediate Electric Train Token Instrument is installed in a hut located near the Up Advanced Starting Signal at Stourport-on-Severn.

An intermediate Electric Train Token Instrument is installed in a central cabin between the North and South Ground Frames at Kinlet Sidings in the section Arley-Highley, and also at Alveley Sidings in the section Highley-Hampton Loade.

When necessary, a train (not conveying passengers) may be placed in Kinlet Sidings or Alveley Sidings for another train to pass in the same or opposite directions. (See special instructions.)

Mile Post Mileage M	Mile Post Mileage C	Mileage from Hartlebury M	Mileage from Hartlebury C	Mileage from Kidderminster M	Mileage from Kidderminster C	DOWN		Ruling Gradient 1 in	B Empty 3H95	B To Arley Empty 3H95	B 2H96	B Empty 3H96	B 5†25 am Kidderminster Empty 3H95	B Empty 3H96	C E C S 3H83	B 5.45 am Birmingham 2H93
									▽	▽	▽	▽	▽	▽	SX	▽
									am	am	am	am	am	am	am	am
131	68	—	—	—	—	Hartlebury .. ..dep	1	—	..	..	..	..	..	..	..	..
132	15	—	27	—	—	Hartlebury Junction	2	L	.....	.....	.....	.....	.....	.....	.....	.....
134	54	2	66	—	—	Stourport .. ..arr	3	100 F	..	..	..	..	..	..	..	..
						.....dep	4		.....	.....	.....	.....	.....	.....	.....	.....
135	19	3	31	—	—	Burlish Halt	5	150 R	..	..	..	..	..	..	..	..
135	46	—	—	—	—	Up: Kidderminster	6	L	5†10	5†25	5 45	.....	.....	.....	6†45	7 0
135	18	—	—	—	28	Up: Kidderminster Jn. ..	7	L	..	..	..	..	..	..	..	..
136	32	—	—	1	42	Up: Foley Park Halt	8	114 R	.....	.....	5 49	.....	.....	.....	.....	7 4
137N	12½	5	24½	3	31½	Bewdley Jn. (S. Box) ..	9	N150R	..	..	..	..	←	..	..	..
137N	28	5	40	3	47	Bewdley .....arr	10	L	.....	5†35	5X54	.....	5†35	.....	.....	7 9
						.. ..dep	11		5 19	6† 5	5 55	..	6† 5	..	6 53	..
137N	32½	5	44½	3	51½	Bewdley Jn. (N. Box) ..	12	L	.....	→	.....	.....	.....	.....	.....	.....
141	71	10	3	8	10	UP TRAINS: Wyre Forest	13	70 R	..	..	..	..	..	..	..	..
143	54	11	66	9	73	UP TRAINS: Cleobury .....arr	14	73 R	.....	.....	.....	.....	.....	.....	7† 5	.....
						UP TRAINS: Mortimer ..dep	15		..	..	..	..	..	..	7†10	..
147	26	15	38	13	45	UP TRAINS: Neen Sollars	16	80 F	.....	.....	.....	.....	.....	.....	.....	.....
149	40	17	52	15	59	UP TRAINS: Newnham.. ..arr	17	100 F	..	..	..	..	..	..	..	..
						UP TRAINS: Bridge .....dep	18		.....	.....	.....	.....	.....	.....	.....	.....
5	2	20	75	19	2	UP TRAINS: Tenbury Wells arr	19	100 R	..	..	..	..	..	..	7†27	..
						UP TRAINS: .....dep	20		.....	.....	.....	.....	.....	.....	.....	.....
138	77	7	9	5	16	Northwood Halt ..arr	21	145 R	..	..	..	..	..	..	..	..
						.....dep	22		.....	.....	5 58½	.....	.....	.....	.....	.....
140	74	9	6	7	13	Arley .. .. ..arr	23	145 R	5†26	..	..	..	6†12	..	..	..
						.....dep	24		.....	.....	6 4	.....	.....	.....	.....	.....
143	21	11	33	9	40	Highley .. .. ..arr	25	145 R	..	..	..	..	..	..	..	..
						.....dep	26		.....	.....	6 11	.....	.....	.....	.....	.....
143	61	11	73	10	0	Alveley Halt .. ..arr	27	—	..	..	6 14	..	..	..	..	..
						.....dep	28		.....	.....	.....	6†16	.....	6†35	.....	.....
145	33	13	45	11	52	Hampton Loade ..arr	29	100 R	..	..	..	6†20	..	6†38	..	..
						.....dep	30		.....	.....	.....	.....	.....	.....	.....	.....
147	59	15	71	13	78	Eardington	31	100 R	..	..	..	..	..	..	..	..
149	74	18	5¾	16	12¾	Bridgnorth .....arr	32	100 F	.....	.....	.....	.....	.....	.....	.....	.....
						.. ..dep	33		..	..	..	..	..	..	..	..
154	24	22	36	20	43	Linley	34	100 R	.....	.....	.....	.....	.....	.....	.....	.....
156	68	25	0	23	7	Coalport	35	230 R	..	..	..	..	..	..	..	..
157	37	25	49	23	56	Jackfield Halt	36	200 R	.....	.....	.....	.....	.....	.....	.....	.....
158	68	27	0	25	7	Iron Bridge and B. ..arr	37	122 R	..	..	..	..	..	..	..	..
						.....dep	38		.....	.....	.....	.....	.....	.....	.....	.....
160	1	28	13	26	20	Buildwas Junction	39	200 R	..	..	..	..	..	..	..	..
160	23	28	35½	26	42½	Buildwas Station	40	132 F	.....	.....	.....	.....	.....	.....	.....	.....
—	—	40	52¾	38	59¾	Shrewsbury Station arr	41	.....	.....	.....	.....	.....	.....	.....	.....	.....

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

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

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

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

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

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

SINGLE LINE

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

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

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

	B	B	B		C	B		B	B	B	B	B			B	B	B	B	B
			6.55 am Worcester (S.H.)		6.0 am Birmingham Parcels			Empty		8.50 am Birmingham		10.5 am Birmingham				11.5 am Birmingham		12.10 pm Birmingham	
	2H96	2J97	2H94		3H48	2H96		3H93	2H94	2H93	2H96	2H93			2J97	2H93	2H94	2H93	2H96
	▽		▽		▽	▽		▽	▽	▽		▽				▽	▽	▽	▽
								SO	SO	SO	SO	SO			SO	SO	SO	SO	SO
	am	am	am		am	am		am	am	am	am	am			am	am	PM	PM	PM
1	7 0	..	7 17	..	..	8 10	..	..	9 30	..	..	..	..	..	..	..	12 8	..	..
2																			
3	7 6	..	7 23	..	..	8 16	..	..	9 36	..	..	..	..	..	..	..	12 14	..	..
4	7 8		7 24			8 17			9 38								12 15		
5	7 10	..	7 26	..	..	8 19	..	..	9 40	..	..	..	..	..	..	..	12 17	..	..
6					8 11			8†23		10 2	10 45	10 57				11 57		1 1	
7	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
8										10 6½	10 49	11 1½				12 1½		1 5	
9	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
10	7X15		7 31		8 20	8 24		8†30	9 45	10 12	10 54	11 7				12 7	12 22	1 10	
11	7 16	..	..	..	..	8X35	..	..	..	..	10 55	..	..	..	..	..	..	..	1 12
12																			
13	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
14																			
15	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
16																			
17	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
18																			
19	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
20																			
21	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
22	7 19½					8 38½					10 58½								1 15½
23	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
24	7 25					8 43					11 4								1 20
25	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1 27
26	7 32					8 50½					11 11½								
27	N	..	..	..	..	N	..	..	..	..	..	..	..	..	..	..	..	..	..
28																			
29	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
30	7 39					8 57½					11 17								
31	7 45	..	..	..	..	9 3½	..	..	..	..	11 23	..	..	..	..	..	..	..	..
32	7 49					9 9					11 28								
33		7 57	..	..	..		..	..	..	..	..	..	..	..	11 35	..	..	..	..
34		8 5													11 43				
35		8 10	..	..	..		..	..	..	..	..	..	..	..	11 48	..	..	..	..
36		8 13													11 51				
37		..	..	..	..		..	..	..	..	..	..	..	..	11 55	..	..	..	..
38		8 17													11 56				
39		..	..	..	..		..	..	..	..	..	..	..	..	..	..	..	..	..
40		8 22													12 1				
41		8‡50													12 36				
	N Calls when required to set down employees of the National Coal Board. Notice to be given by the passenger to the Guard at Highley	‡ 8.52 am				N Calls when required to set down employees of the National Coal Board. Notice to be given by the passenger to the Guard at Highley													

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

DOWN		B	B		B	B	B		B	B	B	B	B		B	B
		To Shrewsbury			1.15 pm Birmingham	2.8 pm Birmingham	3.5 pm Birmingham								To Bridgnorth	
		2J97	2J97		2H93	2H93	2H93		2H83	2J97	2H94	2J97	2H94		2H96	2H93
		▽	▽		▽	▽	▽								▽	▽
		SX	SO		SO	SO	SO		SX	SO	SO					
		PM	PM		PM	PM	PM		PM	PM	PM	PM	PM		PM	PM
Hartlebury .. .. ..dep	1	..	2 4	..	..	..	..	..	..	4 10	4 15	..	4 40	..	5 20	..
Hartlebury Junction	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Stourport .. .. ..arr	3	..	2 10	..	..	..	..	..	..	4 17	4 21	..	4 46	..	5 26	..
.....dep	4	.....	2 11	.....	.....	.....	.....	.....	.....	4 25	4 22	.....	4 47	.....	5 28	.....
Burlish Halt	5	..	2 13	..	..	..	..	..	..	4 27	4 24	..	4 49	..	5 30	..
Up Kidderminster	6	2 5	.....	.....	2 7	3 0	4 5	.....	4 10	.....	.....	4 23	.....	.....	.....	5 41
Up Kidderminster Jn. ..	7	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Up Foley Park Halt	8	2 9	.....	.....	2 11½	3 4½	4 9½	.....	4 14	.....	.....	4 27	.....	.....	.....	5 45½
Bewdley Junction (S. Box)	9	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Bewdley .....arr	10	2 14	2 18	.....	2 16	3 9	4 12	.....	4 19	4 32	4 29	4 32	4 54	.....	5 35	5 50
.. ..dep	11	2 21	2 21	..	..	..	..	..	4 20	4 35	..	4 35	..	..	6 0	..
Bewdley Junction (N. Box)	12	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	→	.....
UP TRAINS Wyre Forest	13	..	..	..	..	..	..	..	4 30½	SUSPENDED	..	..	..	..	..	..
UP TRAINS Cleobury Mortimer arr	14	.....	.....	.....	.....	.....	.....	.....	.....		.....	.....	.....	.....	.....	.....
UP TRAINS .. ..dep	15	..	..	..	..	..	..	..	4 36		..	..	..	..	..	..
UP TRAINS Neen Sollars	16	.....	.....	.....	.....	.....	.....	.....	4 42½		.....	.....	.....	.....	.....	.....
UP TRAINS Newnham Bridge arr	17	..	..	..	..	..	..	..	..		..	..	..	..	..	..
UP TRAINS .....dep	18	.....	.....	.....	.....	.....	.....	.....	4 47		.....	.....	.....	.....	.....	.....
UP TRAINS Tenbury Wells ..arr	19	..	..	..	..	..	..	..	4 53		..	..	..	..	..	..
UP TRAINS .....dep	20	.....	.....	.....	.....	.....	.....	.....	.....		.....	.....	.....	.....	.....	.....
Northwood Halt ..arr	21	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
.....dep	22	2 24½	2 24½	.....	.....	.....	.....	.....	.....	4 41½	.....	4 41½	.....	.....	.....	.....
Arley .. ..arr	23	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
.....dep	24	2 29½	2 29½	.....	.....	.....	.....	.....	.....	4 46½	.....	4 46½	.....	.....	.....	.....
Highley .. ..arr	25	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
.....dep	26	2 36	2 36	.....	.....	.....	.....	.....	.....	4 53½	.....	4 53½	.....	.....	.....	.....
Alveley Halt .. ..arr	27	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
.....dep	28	2 39½	2 39½	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Hampton Loade .. ..arr	29	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
.....dep	30	2 43	2 43	.....	.....	.....	.....	.....	.....	5 0½	.....	5 0½	.....	.....	.....	.....
Eardington	31	2 49	2 49	..	..	..	..	..	..	5 6	..	5 6	..	..	..	..
Bridgnorth .....arr	32	2 53	2 53	.....	.....	.....	.....	.....	.....	5 12	.....	5 12	.....	.....	.....	.....
.. ..dep	33	2X55	2X55	..	..	..	..	..	..	5X25	..	5X25	..	..	..	..
Linley	34	3 2½	3 2½	.....	.....	.....	.....	.....	.....	5 33	.....	5 33	.....	.....	.....	.....
Coalport	35	3 8	3 8	..	..	..	..	..	..	5 37	..	5 37	..	..	..	..
Jackfield Halt	36	3 12	3 12	.....	.....	.....	.....	.....	.....	5 41	.....	5 41	.....	.....	.....	.....
Iron Bridge and B. ..arr	37	..	..	..	..	..	..	..	..	5 44	..	5 44	..	..	..	..
.....dep	38	3 16	3 16	.....	.....	.....	.....	.....	.....	5 48	.....	5 48	.....	.....	.....	.....
Buildwas Junction	39	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Buildwas Station	40	3 22	3 22	.....	.....	.....	.....	.....	.....	6X 4N	.....	6X 4N	.....	.....	.....	.....
Shrewsbury Station ..arr	41	3‡52	3‡52	.....	.....	.....	.....	.....	.....	6‡35	.....	6‡35	.....	.....	.....	.....
		‡ 3.54 pm	‡ 3.54 pm							‡ 6.37 pm N Arrive 5.53 pm		‡ 6.37 pm N Arrive 5.53 pm				

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

	B		B	B	B	B		B					B						
	5.20 pm Hartlebury				6.37 pm Stourbridge Jn.	6.15 pm Birmingham							8.8 pm Birmingham						
	2H96		2H93	2H96	2H93	2H93		2J97					2H93						
	▽		▽	▽	▽	▽							▽						
					SO								SO						
	PM		PM	PM	PM	PM		PM					PM						
1	..	..	..	6 22	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
3	..	..	..	6 28	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
4	.....	.....	.....	6 30	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
5	..	..	..	6 32	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
6	.....	.....	6 22	.....	6 56	7 9	.....	.....	.....	.....	.....	.....	9 0	.....	.....	.....	.....	.....	.....
7	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
8	.....	.....	6 26	.....	7 0½	7 13½	.....	.....	.....	.....	.....	.....	9 4½	.....	.....	.....	.....	.....	.....
9	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
10	5 35	.....	6 31	6 37	7 6	7 18	.....	.....	.....	.....	.....	.....	9 10	.....	.....	.....	.....	.....	.....
11	6 0	..	..	6 39	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
12	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
13	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
14	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
15	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
16	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
17	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
18	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
19	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
20	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
21	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
22	6 4	.....	.....	6 42½	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
23	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
24	6 9	.....	.....	6 47½	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
25	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
26	6 16	.....	.....	6 54	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
27	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
28	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
29	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
30	6 21	.....	.....	6 59	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
31	6 26	..	..	7 4	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
32	6 30	.....	.....	7 8	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
33	..	..	..	..	..	..	..	7 27	..	..	..	..	..	..	..	..	..	..	..
34	.....	.....	.....	.....	.....	.....	.....	7 35	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
35	..	..	..	..	..	..	..	7 41	..	..	..	..	..	..	..	..	..	..	..
36	.....	.....	.....	.....	.....	.....	.....	7 45	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
37	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
38	.....	.....	.....	.....	.....	.....	.....	7 51	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
39	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
40	.....	.....	.....	.....	.....	.....	.....	7 56	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
41	.....	.....	.....	.....	.....	.....	.....	8 26	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

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

DOWN

		B		B	B	B	B	B	B	B						
		7.8 am Tyseley		8.5 am Birmingham to Stourport	To Birmingham	8.55 am Birmingham	To Stourport	To Birmingham	10.55 am Birmingham	11.55 am Birmingham to Stourport						
		2H96		2H94	2H62	2H95	2H94	2H62	2H95	2H94						
		▽		▽	▽	▽	▽	▽	▽	▽						
		am		am	am	am	am	am	am	PM						
Hartlebury .. .. ..dep	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Hartlebury Junction	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Stourport .. .. ..arr	3	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
.....dep	4	.....	.....	.....	9 40	.....	.....	11 40	.....	.....	.....	.....	.....	.....	.....	.....
Burlish Halt	5	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Up { Kidderminster	6	8 22	.....	9 2	.....	9 45	11 5	.....	11 45	12 45	.....	.....	.....	.....	.....	.....
Up { Kidderminster Jn. ..	7	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Up { Foley Park Halt	8	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Bewdley Junction (S. Box)	9	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Bewdley .....arr	10	8 30	.....	9 10	9 46	9 53	11 13	11 46	11 53	12 53	.....	.....	.....	.....	.....	.....
.. ..dep	11	8 33	..	9 15	9 56	9 56	11 18	11 56	11 56	12 58	..	..	..	..	..	..
Bewdley Junction (N. Box)	12	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
UP TRAINS { Wyre Forest	13	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
UP TRAINS { Cleobury Mortimer arr	14	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
UP TRAINS { .. ..dep	15	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
UP TRAINS { Neen Sollars	16	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
UP TRAINS { Newnham Bridge arr	17	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
UP TRAINS { .....dep	18	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
UP TRAINS { Tenbury Wells ..arr	19	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
UP TRAINS { .....dep	20	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Northwood Halt ..arr	21	8 36	..	..	..	9 59	..	..	11 59	..	..	..	..	..	..	..
.....dep	22	8 41	.....	.....	.....	10 1	.....	.....	12 1	.....	.....	.....	.....	.....	.....	.....
Arley .. ..arr	23	8 46	..	..	..	10 6	..	..	12 6	..	..	..	..	..	..	..
.....dep	24	8 49	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Highley .. ..arr	25	8 55	..	..	..	..	..	..	..	..	..	..	..	..	..	..
.....dep	26	8 57	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Alveley Halt .. ..arr	27	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
.....dep	28	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Hampton Loade .. ..arr	29	9 2	..	..	..	..	..	..	..	..	..	..	..	..	..	..
.....dep	30	9 5	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Eardington	31	9 11	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Bridgnorth .....arr	32	9 15	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.. ..dep	33	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Linley	34	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Coalport	35	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Jackfield Halt	36	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Iron Bridge and B. ..arr	37	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
.....dep	38	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Buildwas Junction	39	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Buildwas Station	40	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Shrewsbury Station ..arr	41	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

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

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

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

UP		Ruling Gradient 1 in.	B	B		B		B	B	B	B					
			To Birmingham							To Small Heath						
			2H62	2H94		2H96		2H95	2H97	2H53	2H94					
			▽	▽		▽		▽		▽	▽					
			am	am		am		am	am	am	am					
Shrewsbury Station ..dep	1		.....	.....	.....	.....	.....	.....	6 40	.....	.....	.....	.....	.....	.....	.....
Buildwas Station	2	200 R	..	..	..	NOT ADVERTISED	..	..	7e10	..	..	..	..	..	..	..
Buildwas Junction	3	132 R	.....	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Iron Bridge and B. ..arr	4	500 R	..	..	..		..	..	..	..	..	..	..	..	..	..
.....dep	5		.....	.....	.....		.....	.....	7 15	.....	.....	.....	.....	.....	.....	.....
Jackfield Halt	6	200 R	..	..	..		..	..	7 20	..	..	..	..	..	..	..
Coalport	7	250 R	.....	.....	.....		.....	.....	7 25	.....	.....	.....	.....	.....	.....	.....
Linley	8	230 F	..	..	..		..	..	7 31	..	..	..	..	..	..	..
Bridgnorth .....arr	9	100 R	.....	.....	.....		.....	.....	7 38	.....	.....	.....	.....	.....	.....	.....
.. ..dep	10		..	..	..		..	..	..	..	..	..	..	..	..	..
Eardington	11	100 R	.....	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Hampton Loade .. ..arr	12	200 R	..	..	..		..	..	..	..	..	..	..	..	..	..
.....dep	13	—	.....	.....	.....	6 30	.....	6 50	.....	.....	.....	.....	.....	.....	.....	.....
Alveley Halt .. ..arr	14	—	..	..	..	6 33	..	..	..	..	..	..	..	..	..	..
.....dep	15		.....	.....	.....		.....	6 54	.....	.....	.....	.....	.....	.....	.....	.....
Highley .. .. ..arr	16	100 R	..	..	..	..	..	..	..	..	..	..	..	..	..	..
.....dep	17		.....	.....	.....	.....	.....	6 57	.....	.....	.....	.....	.....	.....	.....	.....
Arley .. ..arr	18	225 R	..	..	..	..	..	..	..	..	..	..	..	..	..	..
.....dep	19		5 45	6 30	.....	.....	.....	7 4½	.....	.....	.....	.....	.....	.....	.....	.....
Northwood Halt ..arr	20	145 F	..	..	..	..	..	..	..	..	..	..	..	..	..	..
.....dep	21		5 50	6 35	.....	.....	.....	7 9½	.....	.....	.....	.....	.....	.....	.....	.....
DOWN TRAINS: Tenbury Wells ..arr	22	127 R	.....	.....	.....	Returns to Hampton Loade 6135 am	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.. ..dep	23		..	..	..		..	..	..	..	..	..	..	..	..	..
Newnham Bridge arr	24	100 F	.....	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.. ..dep	25		..	..	..		..	..	..	..	..	..	..	..	..	..
Neen Sollars	26	100 R	.....	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cleobury Mortimer arr	27	80 R	..	..	..		..	..	..	..	..	..	..	..	..	..
.....dep	28		.....	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Wyre Forest	29	73 F	..	..	..		..	..	..	..	..	..	..	..	..	..
Bewdley Junction (N. Box)	30	145 F	.....	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Bewdley .. .. ..arr	31	L	5X53	6 38	..		..	7 13	..	..	..	..	..	..	..	..
.....dep	32		6 0	6 39	.....		.....	To Hartlebury at 7.38 am	.....	7 26	7 38	.....	.....	.....	.....	.....
Bewdley Junction (S. Box)	33	L	..	..	..		..		..	..	..	..	..	..	..	..
Down: Foley Park Halt	34	100 R	6 5	.....	.....	.....	.....		.....	7 31	.....	.....	.....	.....	.....	.....
Kidderminster Jn. ..	35	112 R	..	..	..	..	..		..	..	..	..	..	..	..	..
Kidderminster ..arr	36	L	6 10	.....	.....	.....	.....		.....	7 35	.....	.....	.....	.....	.....	.....
Burlish Halt	37	150 F	..	6 44	..	..	..		..	..	7 43	..	..	..	..	..
Stourport .....arr	38	100 R	.....	.....	.....	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....
.. ..dep	39		..	6 47	..	..	..		..	..	7 46	..	..	..	..	..
Hartlebury Junction	40	100 R	.....	.....	.....	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....
Hartlebury	41	—	..	6 53	..	..	..		..	..	7 52	..	..	..	..	..

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

	B	B	B	B	C	B	B			B	B	B	B	B					
					To Birmingham Parcels					To Birmingham		To Birmingham	To Birmingham						
	2H93	2H93	2H93	2H94	3H48	2H93	2H97			2H62	2H94	2H62	2H62	2H94					
	▽		▽	▽	▽	▽				▽	▽	▽	▽						
		SX	SO				SO			SO	SO	SO	SO	SO					
	am	am	am	am	am	am	am			am	am	am	PM	PM					
1	.....	.....	.....	.....	.....	.....	9 50	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
2	..	..	..	..	..	..	10 20	..	..	..	..	..	..	..	..	..	..	..	..
3	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
4	..	..	..	..	..	..	10 24	..	..	..	..	..	..	..	..	..	..	..	..
5	.....	.....	.....	.....	.....	.....	10 26	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
6	..	..	..	..	..	..	10 31	..	..	..	..	..	..	..	..	..	..	..	..
7	.....	.....	.....	.....	.....	.....	10 36	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
8	..	..	..	..	..	..	10 42	..	..	..	..	..	..	..	..	..	..	..	..
9	.....	.....	.....	.....	.....	.....	10 49	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
10	..	..	..	8 0	..	9 20	..	..	..	..	..	..	..	12 10	..	..	..	..	..
11	.....	.....	.....	8 5	.....	9 25	.....	.....	.....	.....	.....	.....	.....	12 15	.....	.....	.....	.....	.....
12	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
13	.....	.....	.....	8 11	.....	9 31	.....	.....	.....	.....	.....	.....	.....	12 21	.....	.....	.....	.....	.....
14	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
15	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	12 25	.....	.....	.....	.....	.....
16	..	..	..	..	..	9 35½	..	..	..	..	..	..	..	..	..	..	..	..	..
17	.....	.....	.....	8 16½	.....	9 36½	.....	.....	.....	.....	.....	.....	.....	12 31	.....	.....	.....	.....	.....
18	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
19	.....	.....	.....	8 23½	.....	9 44	.....	.....	.....	.....	.....	.....	.....	12 38½	.....	.....	.....	.....	.....
20	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
21	.....	.....	.....	8 28	.....	9 48½	.....	.....	.....	.....	.....	.....	.....	12 43½	.....	.....	.....	.....	.....
22	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
23	..	7 55	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
24	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
25	..	8 3	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
26	.....	8 8½	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
27	..	8 16	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
28	.....	8 21	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
29	..	8 26	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
30	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
31	..	8 34	..	8 31½	..	9 52	..	..	..	..	..	..	..	12 47	..	..	..	..	..
32	7 54	8 35	8 35	8 38	8 50	9 53	.....	.....	.....	10 30	10 35	11 30	12 30	12 49	.....	.....	.....	.....	.....
33	..	..	..	.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
34	7 59	8 40	8 40	.....	.....	9 58	.....	.....	.....	10 35	.....	11 35	12 35	.....	.....	.....	.....	.....	.....
35	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
36	8 3	8 44	8 44	.....	9 0	10 2	.....	.....	.....	10 40	.....	11 40	12 40	.....	.....	.....	.....	.....	.....
37	..	..	..	8 43	..	..	..	..	..	..	10 40	..	..	12 54	..	..	..	..	..
38	.....	.....	.....	8 45	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
39	..	..	..	8 46	..	..	..	..	..	..	10 43	..	..	12 58	..	..	..	..	..
40	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
41	..	..	..	8 52	..	..	..	..	..	..	10 50	..	..	1 4	..	..	..	..	..

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

UP		B	B	B	G	B	B	B			B	B				
		To Birmingham		To Birmingham	L E		To Birmingham				To Birmingham					
		2H62	2H80	2H62	0A38	2H93	2H62	2H94			2H62	2H94				
		▽	▽	▽			▽				▽	▽				
		SO	SO	SO	SX	SX	SO	SO			SO					
		PM	PM	PM	PM	PM	PM	PM			PM	PM				
Shrewsbury Station ..dep	1	..	..	..	..	1 45	..	1 45	..	..	..	..	..	..	..	..
Buildwas Station	2	..	..	..	..	2c15	..	2c15	..	..	..	..	..	..	..	..
Buildwas Junction	3	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Iron Bridge and B. ..arr	4	..	..	..	..	2 19	..	2 19	..	..	..	..	..	..	..	..
.....dep	5	..	..	..	..	2 21	..	2 21	..	..	..	..	..	..	..	..
Jackfield Halt	6	..	..	..	..	2 26	..	2 26	..	..	..	..	..	..	..	..
Coalport	7	..	..	..	..	2b31	..	2b31	..	..	..	..	..	..	..	..
Linley	8	..	..	..	..	2 37	..	2 37	..	..	..	..	..	..	..	..
Bridgnorth .....arr	9	..	..	..	..	2X44	..	2X44	..	..	..	..	..	..	..	..
.. ..dep	10	..	..	..	..	3 4	..	3 4	..	..	..	..	..	..	..	..
Eardington	11	..	..	..	..	3 9	..	3 9	..	..	..	..	..	..	..	..
Hampton Loade .. ..arr	12	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
.....dep	13	..	..	..	..	3 16	..	3 16	..	..	..	..	..	..	..	..
Alveley Halt .. ..arr	14	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
.....dep	15	..	..	..	..	3 20	..	3 20	..	..	..	..	..	..	..	..
Highley .. .. ..arr	16	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
.....dep	17	..	1 30	..	..	3 24	..	3 24	..	..	..	..	..	..	..	..
Arley .. ..arr	18	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
.....dep	19	..	1 38	..	..	3 31½	..	3 31½	..	..	..	..	..	..	..	..
Northwood Halt ..arr	20	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
.....dep	21	..	1 43	..	..	3 36½	..	3 36½	..	..	..	..	..	..	..	..
DOWN TRAINS: Tenbury Wells ..arr	22	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
.. ..dep	23	..	..	..	2‖45	..	..	..	..	..	..	..	..	..	..	..
Newnham Bridge arr	24	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
.. ..dep	25	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Neen Sollars	26	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Cleobury Mortimer arr	27	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
.....dep	28	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Wyre Forest	29	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Bewdley Junction (N. Box)	30	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Bewdley .. .. ..arr	31	..	1 47	..	..	3 41	..	3 40	..	..	..	..	..	..	..	..
.....dep	32	1 30	1 49	2 30	3 25	3 43	3 45	3 54	..	..	4 39	4 59	..	..	..	..
Bewdley Junction (S. Box)	33	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Down: Foley Park Halt	34	1 35	..	2 35	..	3 48	3 50	3 59	..	..	4 44	..	..	..	..	..
Kidderminster Jn. ..	35	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Kidderminster ..arr	36	1 40	..	2 40	3‖35	3 52	3 55	4 3	..	..	4 49	..	..	..	..	..
Burlish Halt	37	..	1 54	..	..	..	..	..	..	..	..	5 4	..	..	..	..
Stourport .....arr	38	..	1 56	..	..	..	..	..	..	..	..	5 6	..	..	..	..
.. ..dep	39	..	1 57	..	..	..	..	..	..	..	..	5 7	..	..	..	..
Hartlebury Junction	40	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Hartlebury	41	..	2 3	..	..	..	..	..	..	..	..	5 13	..	..	..	..

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

			B	B	B	B	B	B	B		B		B						
					To Birmingham			To Worcester (S.H.) Empty	To Birmingham				To Birmingham						
			2H94	2H93	2H62	2H97	2H95	3H78	2H62		2H77		2H62						
			▽	▽	▽		▽	▽	▽		▽		▽						
													SO						
			PM	PM	PM	PM	PM	PM	PM		PM		PM						
1	.....	.....	4 20	.....	.....	5‡32	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
2	..	..	4g52	..	..	6XR4	..	..	..	..	..	..	..	..	..	..	..	..	..
3	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
4	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
5	.....	.....	4 57	.....	.....	6 10	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
6	..	..	5 1	..	..	6 15	..	..	..	..	..	..	..	..	..	..	..	..	..
7	.....	.....	5 5	.....	.....	6 20	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
8	..	..	5 11	..	..	6 26	..	..	..	..	..	..	..	..	..	..	..	..	..
9	.....	.....	5 18	.....	.....	6 33	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
10	..	..	5X20	..	..	..	6 44	..	..	..	8 0	..	..	..	..	..	..	..	..
11	.....	.....	5 25	.....	.....	.....	6 49	.....	.....	.....	8 5	.....	.....	.....	.....	.....	.....	.....	.....
12	..	..	..	..	..	..	6 56	..	..	..	..	..	..	..	..	..	..	..	..
13	.....	.....	5 32	.....	.....	.....	7X 1	.....	.....	.....	8 12	.....	.....	.....	.....	.....	.....	.....	.....
14	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
15	.....	.....	5SX36	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
16	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
17	.....	.....	5 40	.....	.....	.....	7 6	.....	.....	.....	8 17	.....	.....	.....	.....	.....	.....	.....	.....
18	..	..	..	..	..	5.30 pm	..	..	..	..	..	..	..	..	..	..	..	..	..
19	.....	.....	5 47½	.....	.....	.....	7 13	.....	.....	.....	8 24	.....	.....	.....	.....	.....	.....	.....	.....
20	..	..	..	..	..	÷	..	..	..	..	..	..	..	..	..	..	..	..	..
21	.....	.....	5 52	.....	.....	.....	7 18	.....	.....	.....	8 28	.....	.....	.....	.....	.....	.....	.....	.....
22	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
23	..	..	..	..	..	N—Arrive 6.1 pm	..	..	..	..	..	..	..	..	..	..	..	..	..
24	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
25	..	..	..	..	..	.....	..	..	..	..	..	..	..	..	..	..	..	..	..
26	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
27	..	..	..	..	..	.....	..	..	..	..	..	..	..	..	..	..	..	..	..
28	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
29	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
30	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
31	..	..	5 55	..	..	..	7 22	..	..	..	8 32	..	..	..	..	..	..	..	..
32	.....	.....	5 57	6 0	6 35	.....	.....	7‡25	7 30	.....	8 35	.....	9 30	.....	.....	.....	.....	.....	.....
33	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
34	.....	.....	.....	6 5	6 39	.....	.....	.....	7 35	.....	8 40	.....	9 35	.....	.....	.....	.....	.....	.....
35	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
36	.....	.....	.....	6 9	6 43	.....	.....	.....	7 40	.....	8 45	.....	9 40	.....	.....	.....	.....	.....	.....
37	..	..	6 2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
38	.....	.....	6 4	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
39	..	..	6 5	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
40	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
41	..	..	6 11	..	..	..	..	7 43	..	..	..	..	..	..	..	..	..	..	..

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

UP		B	B	B	C	B	B	B	B	B			B	B		
		8.5 am Birmingham		9.40 am Stourport to Birmingham	Empty	To Birmingham	11.5 am Kidderminster	11.40 am Stourport to Birmingham	11.55 am Birmingham	To Birmingham			1.40 pm Stourport to Birmingham	1.55 pm Birmingham		
		2H94	2H95	2H62	3H93	2H62	2H94	2H62	2H94	2H62			2H62	2H94		
		▽	▽	▽	▽	▽	▽	▽	▽	▽			▽	▽		
		am	am	am	am	am	am	am	am	PM			PM	PM		
Shrewsbury Station ..dep	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Buildwas Station	2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Buildwas Junction	3	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Iron Bridge and B. ..arr	4	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
.....dep	5	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Jackfield Halt	6	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Coalport	7	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Linley	8	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Bridgnorth .....arr	9	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
.. ..dep	10	..	9 20	..	..	..	..	..	..	..	..	..	..	..	..	..
Eardington	11	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Hampton Loade .. ..arr	12	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
.....dep	13	..	9 29	..	..	..	..	..	..	..	..	..	..	..	..	..
Alveley Halt .. ..arr	14	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
.....dep	15	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Highley .. .. ..arr	16	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
.....dep	17	..	9 35	..	..	..	..	..	..	..	..	..	..	..	..	..
Arley .. ..arr	18	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
.....dep	19	..	9 42	..	..	10 45	..	..	..	12 45	..	..	..	..	..	..
Northwood Halt ..arr	20	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
.....dep	21	..	9 47	..	..	10 51	..	..	..	12 51	..	..	..	..	..	..
DOWN TRAINS: Tenbury Wells ..arr	22	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
.. ..dep	23	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Newnham Bridge arr	24	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
.. ..dep	25	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Noon Sollars	26	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Cleobury Mortimer arr	27	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
.....dep	28	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Wyre Forest	29	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Bewdley Junction (N. Box)	30	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Bewdley .. .. ..arr	31	9 10	9 50	9 46	..	10 54	11 13	11 46	12 53	12 54	..	..	1 46	2 54	..	..
..... dep	32	9 15	..	9 56	10† 5	10 56	11 18	11 56	12 58	12 56	..	..	1 56	2 59	..	..
Bewdley Junction (S. Box)	33	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Down: Foley Park Halt	34	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Kidderminster Jn. ..	35	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Kidderminster ..arr	36	..	..	10 7	10†15	11 5	..	12 5	..	1 5	..	..	2 5	..	..	..
Burlish Halt	37	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Stourport .....arr	38	9 21	..	..	..	..	11 24	..	1 4	..	..	..	..	3 5	..	..
.. ..dep	39	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Hartlebury Junction	40	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Hartlebury	41	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..

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

	B	B	B	B		B	B	B		B	B	B							
	To Birmingham	3.40 pm Stourport to Birmingham	To Birmingham	3.55 pm Birmingham		5.40 pm Stourport to Birmingham	To Birmingham	5.55 pm Birmingham		To Birmingham	7.40 pm Stourport to Birmingham	To Birmingham							
	2H62	2H62	2H62	2H94		2H62	2H62	2H94		2H62	2H62	2H62							
	▽	▽	▽	▽		▽	▽	▽		▽	▽	▽							
1	PM	PM	PM	PM		PM	PM	PM		PM	PM	PM							
2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
3																			
4	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
5																			
6	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
7																			
8	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
9																			
10	..	..	..	..	..	..	..	..	..	6 48	..	..	..	..	..	..	..	..	..
11										6 52									
12	..	..	..	..	..	..	..	..	..	6 57	..	..	..	..	..	..	..	..	..
13	2 30									6 59		8 30							
14	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
15																			
16	..	..	..	..	..	..	..	..	..	7 4	..	..	..	..	..	..	..	..	..
17	2 36									7 6		8 36							
18	2 42	..	..	..	..	..	..	..	..	7 13	..	8 42	..	..	..	..	..	..	..
19	2 45		4 45				6 45			7 15		8 45							
20	..	..	..	..	..	..	..	..	..	..	..	8 50	..	..	..	..	..	..	..
21	2 51		4 51				6 51			7 21		8 51							
22																			
23	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
24																			
25	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
26																			
27	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
28																			
29	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
30																			
31	2 54	3 46	4 54	4 54	..	5 46	6 54	6 54	..	7 24	7 46	8 54	..	..	..	..	..	..	..
32	2 56	3 56	4 56	4 59		5 56	6 56	6 59		7 26	7 56	8 56							
33	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
34																			
35	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
36	3 5	4 5	5 5			6 5	7 5			7 35	8 5	9 5							
37	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
38				5 5				7 5											
39	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
40																			
41	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..

LIST OF SIGNAL BOXES

Distance Box to Box M	Distance Box to Box C	NAME OF BOX	Times during which boxes are open: Weekdays: Opened at Mondays	Weekdays: Opened at Other Days	Weekdays: Closed at	Sundays: Opened at	Sundays: Closed at	Whether provided with Switch
		ARDLEY TO AYNHO JUNCTION						
—	—	Ardley	—	See Section 'A'		—	—	
4	71	Aynho Junction	—	Continuously		—	—	Yes
		BLETCHINGTON CEMENT SIDINGS TO WELLINGTON No. 4						
1	30	Bletchington Cement Sidings ..	10.40 a.m.	10.40 a.m.	2.50 p.m. K	—	—	Yes
—	38	Bletchington	6. 0 a.m.	—	—	—	5.50 a.m. A	Yes
4	13	Heyford	—	Continuously		—	—	Yes
2	76	Fritwell and Somerton	7.30 a.m.	7.30 a.m.	11.10 p.m. A	—	—	Yes
2	11	Aynho Station	5.30 a.m.	—	—	—	5.50 a.m.	Yes
—	54½	Aynho Junction	—	Continuously		—	—	Yes
1	40	King's Sutton Junction	10. 0 a.m.	10. 0 a.m. M	5.50 p.m. MA	W	—	Yes
1	39¾	Astrop Siding	5. 0 a.m.	—	—	—	5.50 a.m. A	Yes
		Banbury General						
1	79¼	South	—	Continuously		—	—	No
—	24¾	North	—	Continuously		—	—	Yes
1	4¼	Junction	—	Continuously		—	—	Yes
—	40½	Ironstone Branch	6. 0 a.m.	—	—	—	5.50 a.m. A	Yes
1	79¾	Cropredy	6. 0 a.m.	—	4. 0 p.m. A	—	—	Yes
			10. 0 p.m.	10. 0 p.m.	4. 0 p.m. A	—	5.50 a.m. A	—
2	31½	Claydon Crossing	—	Continuously		—	—	Yes
2	52	Fenny Compton	5.30 a.m.	—	—	—	1.50 p.m. A	Yes
—	—	Knightcote I.B. Signals P. ..	—	—	—	—	—	—
		Southam Road and Harbury						
4	16	Greaves Siding	7. 0 a.m.	7. 0 a.m.	7. 0 p.m.	W	—	Yes
—	68	Station	—	Continuously		—	—	Yes
2	22¼	Fosse Road	6. 0 a.m.	—	—	—	5.50 a.m. A	Yes
		Leamington Spa General						
3	29¾	South Junction	—	Continuously		—	—	Yes
—	25	South	5. 0 a.m.	—	—	—	10.50 p.m.	Yes
—	26	North	—	Continuously		—	—	No
		Warwick						
1	5¼	Avon Bridge	As Required (Weekdays only)			—	—	Yes
	52	Station	5. 0 a.m.	—	—	—	5.50 a.m.	Yes
—	68¼	North	—	As required		—	—	Yes
1	8¾	Budbrook	6. 0 a.m.	—	—	—	5.50 a.m.	Yes
		Hatton						
2	14	South	—	Continuously		—	—	Yes
—	35	North Junction	7. 0 a.m.	5.30 a.m.	10.50 p.m.	W	—	Yes
		Rowington I.B. Signals Q ..	—	—	—	—	—	—
3	67¼	Lapworth	5. 0 a.m.	—	—	—	10.30 p.m. B	Yes
		Knowle and Dorridge						
2	32	Station	6.45 a.m.	6.45 a.m.	11. 0 p.m.	—	—	Yes
—	54¼	Bentley Heath Crossing ..	—	Continuously		—	—	No
2	60	Solihull	4.45 a.m.	—	—	—	5.50 a.m.	Yes
—	—	Olton I.B. Signals R.	—	—	—	—	—	—
2	58¼	Acocks Green	6. 0 a.m.	6. 0 a.m.	9.50 p.m.	W	—	Yes
		Tyseley						
—	73¼	South	—	Continuously		—	—	No
—	26¾	North	7. 0 a.m.	7. 0 a.m.	10.50 p.m. C	—	—	Yes
—	—	Loco	—	Continuously		—	—	—
—	34¾	Small Heath South	—	Continuously		—	—	No
		Bordesley Junction						
—	38¼	Small Heath North ..	—	Continuously		—	—	Yes
—	48¼	Bordesley South ..	—	Continuously		—	—	No
—	41	Bordesley North	5. 0 a.m.	—	—	—	9.50 p.m.	Yes
—	35	Birmingham Moor Street ..	—	— Continuously	—	—	—	No
—	31½	Birmingham Snow Hill	—	Continuously		—	—	No
—	63	Hockley South	—	Continuously		G	—	No
—	32¼	North	5. 0 a.m.	—	—	L	7.50 a.m.	Yes
—	44	Soho and Winson Green ..	5. 0 a.m.	—	—	—	9.50 p.m.	Yes
		Handsworth and Smethwick						
—	38¾	Queen's Head	6. 0 a.m.	—	—	—	5.50 a.m. A	Yes
—	33¾	Station	6. 0 a.m.	—	—	—	5.50 a.m. A	Yes
—	66	Junction	—	Continuously		—	—	No

NOTES—

A — Or later on Control instructions.
B — Or until 8.10 p.m. ex Paddington has cleared Bentley Heath Crossing.
C — Or until 10.56 p.m. Freight Tyseley to Bordesley Junction has left the Goods Yard.
D — Until number 33 Bank train or last Freight Service doing work has cleared.
E — Closed on Saturdays at 6.35 p.m.
F — Or until last train has cleared.
G — Down Passenger trains stopping at Hockley to run over Down Relief line between Hockley South and Soho & Winson Green and Up and Down Goods trains having traffic off at Hockley to be dealt with at the South End.
H — During the time the Box is switched out Up Distant signals to be left at Caution.
K — Or after departure of 2.35 p.m. Oxford (Hinksey) to Banbury Freight.
L — Open as required by Hockley Goods and ordered by Control.
M — Tuesdays and Wednesdays, 10.0 a.m. to 12.0 noon, 2.0 p.m. to 5.50 p.m. or later as required.
N — After last Great Bridge Branch train has cleared.
P — Knightcote I.B. Signals. Down I.B. Home signal 2m. 21chs. from Fenny Compton, 1m. 75chs. from Greaves Siding. Up I.B. Home signal 1m. 55chs. from Greaves Siding, 2m. 41chs. from Fenny Compton.
Q — Rowington I.B. signals. Down I.B. Home Signal 2m. 34¾chs. from Hatton North, 1m. 32¾chs. from Lapworth. Up I.B. Home signal 2m. 26¼chs. from Lapworth, 1m. 41¼chs. from Hatton North.
R — Olton I.B. Signals. Down I.B. Home signals 1m. 75chs. from Solihull, 63¼chs. from Acocks Green. Up I.B. Home Signals, Main line 74¾chs. from Acocks Green, 1m. 63¼chs, from Solihull. Relief line 77¼chs. from Acocks Green, 1m. 61chs. from Solihull.
SO — Saturdays only
SE — Saturdays excepted.
W — Open at Weekends as necessary.

LIST OF SIGNAL BOXES—*continued*

Distance Box to Box M	Distance Box to Box C	NAME OF BOX	TIMES DURING WHICH BOXES ARE OPEN: Weekdays: Opened at Mondays	Weekdays: Opened at Other Days	Weekdays: Closed at	Sundays: Opened at	Sundays: Closed at	Whether provided with Switch
		BLETCHINGTON CEMENT SIDINGS TO WELLINGTON No. 4—continued						
1	38¼	West Bromwich	5. 0 a.m.	—	—	—	9. 0 p.m.	Yes
		Swan Village						
—	75	Junction South	5.30 a.m.	5.30 a.m.	11.15 p.m. **N**	11.40 a.m.	8.30 p.m. **N**	Yes
—	16	North	—	Continuously		—	—	No
		Wednesbury Central						
1	46	South	—	—	—	6.0 p.m.	7.50 a.m.	Yes
—	35	North	5. 0 a.m.	—	—	**W**	5.50 a.m.	Yes
1	64	Bilston Central	5. 0 a.m.	—	—	— / 9.15 a.m.	5.50 a.m. / 11.30 a.m.	Yes
1	16	Priestfield Junction	—	Continuously		—	—	No
—	35¼	Stow Heath	5. 0 a.m.	—	—	**W**	5.50 a.m.	Yes
		Wolverhampton						
1	0¼	South	—	Continuously		—	—	No
—	16¼	North	—	Continuously		—	—	Yes
—	34¼	Cannock Road Junction ..	—	Continuously		—	—	Yes
—	36	Dunstall Park	—	As required		—	—	Yes
		Oxley Sidings						
—	18	Stafford Road Junction ..	5. 0 a.m.	—	—	—	7.50 a.m.	Yes
—	13½	Oxley South	—	Continuously		—	—	Yes
—	25¾	Middle	—	—	—	8. 0 p.m.	1.50 a.m.	Yes
—	52	North Junction	6. 0 a.m.	—	—	—	5.50 a.m. **A**	Yes
2	13	Codsall	—	Continuously		—	—	Yes
3	24½	Albrighton	7. 0 a.m.	7. 0 a.m.	11. 0 p.m.	—	—	Yes
1	34	Cosford	—	Continuously		—	—	Yes
3	33	Shifnal	6. 0 a.m.	—	—	—	5.50 a.m.	Yes
1	75	Madeley Junction	7.50 a.m.	7.50 a.m.	4.25 p.m. **SX** 3.50 p.m. **SO**	—	—	Yes
—	69	Hollinswood	—	Continuously		—	—	Yes
1	23	Oakengates	6. 0 a.m.	6. 0 a.m.	9.50 p.m.	—	—	Yes
1	71	Ketley Junction	5.10 a.m.	5.10 a.m.	9. 0 p.m. **SX** 11. 0 p.m. **SO**	—	—	Yes
		Wellington:						
—	58	Stafford Junction (No. 1) ..	—	—	—	— / 7. 0 p.m.	5.50 a.m. / —	Yes
—	27½	No. 2 Box	—	Continuously		—	—	Yes
—	13½	No. 3 Box	—	Continuously		—	—	Yes
—	30½	Market Drayton Junction (No. 4 Box)	—	Continuously		—	—	Yes
		HATTON SOUTH JUNCTION TO BEARLEY WEST JUNCTION						
		Hatton						
—	—	South Junction	—	Continuously		—	—	Yes
—	29½	West Junction §	6.30 a.m.	5.30 a.m.	And as required for traffic purposes until 9.0 p.m.			Yes
		Bearley						
4	55½	East Junction	—	As required		—	—	Yes
—	33½	West Junction	—	Continuously		—	—	Yes
		§ — Distance between Hatton West Junction and Hatton North Junction 32 ch.						
		TYSELEY SOUTH TO STRATFORD-UPON-AVON						
—	—	Tyseley South	—	Continuously		—	—	No
1	22	Hall Green	5.30 a.m.	5.30 a.m.	6.30 p.m.	**W**	—	Yes
2	44	Shirley	5.15 a.m.	—	—	**W**	1.15 a.m.	Yes
3	79	Earlswood Lakes	—	Continuously		—	—	Yes
2	52¾	Danzey (for Tanworth) ..	5.15 a.m.	5.15 a.m.	11.15 p.m.	—	—	Yes
2	75¾	Henley-in-Arden	5. 0 a.m.	—	—	— / 10.30 a.m.	5.50 a.m. / 1.15 p.m.	Yes / —
—	44	Bearley West Junction ..	—	Continuously		—	—	Yes
1	1	Wilmcote	6. 0 a.m.	6. 0 a.m.	11.50 p.m. **A**	—	—	Yes
2	51	Stratford-upon-Avon East ..	—	Continuously		—	—	Yes
—	17	West	6.15 a.m.	5. 0 a.m.	10.45 p.m.	8. 0 a.m.	11.15 p.m.	Yes
—	27	Evesham Road Crossing ..	—	Continuously		—	—	No
		HANDSWORTH JUNCTION TO STOURBRIDGE JUNCTION						
—	—	Handsworth Junction	—	Continuously		—	—	No
—	59¾	Smethwick Junction		Closed until further notice			—	Yes
		Oldbury and Langley Green						
—	58¾	East	5.30 a.m.	—	—	**W**	5.50 a.m. **F**	Yes
—	37¾	Middle	5.15 a.m.	—	—	**W**	5.50 a.m. **F**	Yes
—	14½	West Crossing		Continuously		—	—	No
1	19¾	Rowley Regis	5. 0 a.m.	—	—	**W**	5.50 a.m. **A**	Yes
1	31	Old Hill Junction	4.30 a.m.	—	—	**W**	5.50 a.m.	Yes
		Cradley Heath and Cradley						
1	34¾	East	—	Continuously		—	—	No
—	23¼	West	5. 0 a.m.	5. 0 a.m.	8.50 p.m. **H**	**W**	—	Yes
—	76½	Lye	5. 0 a.m.	—	—	—	5.50 a.m. **A**	Yes
—	76¼	Stourbridge Junction North ..	—	Continuously		—	—	No
		OLDBURY AND LANGLEY GREEN TO OLDBURY GOODS						
—	—	Oldbury & L.Gr. Middle ..	5.15 a.m.	—	—	**W**	5.50 a.m. **F**	Yes
—	71¼	Oldbury Goods	6.15 a.m.	6.15 a.m.	7.0 p.m. **F**	**W**	—	No

LIST OF SIGNAL BOXES—*continued*

Distance Box to Box M	Distance Box to Box C	NAME OF BOX	Times during which boxes are open: Weekdays: Opened at: Mondays	Weekdays: Opened at: Other Days	Weekdays: Closed at	Sundays: Opened at	Sundays: Closed at	Whether provided with Switch
		OLD HILL TO HALESOWEN						
—	—	Old Hill Junction	4.30 a.m.	—	—	W	5.50 a.m. A	Yes
1	34¾	Halesowen	5.30 a.m.	5.30 a.m.	10.30 p.m. F	W	—	No
		OLD HILL JUNCTION TO BLOWERS GREEN JUNCTION						
—	—	Old Hill Junction	4.30 a.m.	—	—	W	5.50 a.m. A	Yes
—	64½	Cox's Lane	5.45 a.m.	—	—	W	2. 0 a.m. F	No
1	31¼	Windmill End Junction ..	8. 0 a.m.	8. 0 a.m.	7.50 p.m. F	W	—	Yes
—	47	Blowers Green Junction ..	5.30 a.m.	—	—	—	5.50 a.m. A	Yes
		CUTNALL GREEN TO PRIESTFIELD JUNCTION						
3	20½	Cutnall Green	6. 0 a.m.	—	—	—	6. 0 a.m.	Yes
1	51½	Elmley Lovett Sidings		For traffic purposes only		—	—	Yes
—	54	Hartlebury Station	—	Continuously		—	—	No
—	24	Hartlebury Junction	5.15 a.m.	5.15 a.m.	9.50 p.m.	—	G	Yes
3	2	Kidderminster Junction ..	—	Continuously		—	—	Yes
—	23	Kidderminster Station	5. 0 a.m.	—	—	—	9.50 p.m.	Yes
3	10	Churchill and Blakedown ..	—	Continuously		—	—	Yes
1	66½	Hagley	6. 0 a.m.	—	—	—	5.50 a.m.	Yes
		Stourbridge Junction						
1	52	South Box	—	—	—	—	—	Yes
—	17½	Middle Box	—	—	—	—	—	Yes
—	29¾	North Box	—	Continuously		—	—	No
—	33¾	Engine Shed	—	—	—	—	—	Yes
—	75¾	Brettell Lane	—	Closed until further notice		—	—	Yes
		Kingswinford Junction						
—	28	South	5. 0 a.m.	—	—	—	5.50 a.m. A	Yes
—	37	North	8. 0 a.m.	8. 0 a.m.	7.50 p.m. W	—	—	Yes
		Round Oak						
—	54	South	—	Continuously		—	—	Yes
—	41½	North	6. 0 a.m.	—	—	—	4. 0 a.m. A	Yes
		Blowers Green						
1	32	Sidings	6. 0 a.m.	6. 0 a.m.	6. 0 p.m. A	W	—	Yes
—	24	Junction	5.30 a.m.	—	—	—	5.50 a.m. A	Yes
		Dudley						
—	72	South	6. 0 a.m.	—	—	—	5.50 a.m.	Yes
—	23½	North	6. 0 a.m.	—	11.50 p.m.		—	Yes
1	38¾	Prince's End and Coseley ..	9.30 a.m.	9.30 a.m.	4.50 p.m.	—	—	Yes
1	66	Bilston West	6. 0 a.m.	—	—	—	4. 0 p.m.	Yes
—	60	Priestfield Junction	—	Continuously		—	—	No
		HARTLEBURY, BRIDGNORTH AND BUILDWAS (SEVERN VALLEY BRANCH)						
—	—	Hartlebury Junction	5.15 a.m.	5.15 a.m.	9.50 p.m.	—	F	Yes
2	40	Stourport-on-Severn	5. 0 a.m.	5. 0 a.m.		—	—	No
2	37	Bewdley (South)	5. 0 a.m.	5. 0 a.m.		—	—	No
—	20	Bewdley (North)	5. 0 a.m.	5. 0 a.m.		—	—	No
3	43	Arley	5.10 a.m.	5.10 a.m.		—	—	No
2	25	Highley	5.50 a.m.	5.50 a.m.	Closed after			No
2	11	Hampton Loade	6.10 a.m.	6.10 a.m.	day's train	As required for Sunday		No
4	39	Bridgnorth	7. 0 a.m.	7. 0 a.m.	service is	Passenger train service		No
6	62	Coalport	6.45 a.m.	6.45 a.m.	completed			No
3	47	Buildwas	5.35 a.m.	5.35 a.m.		—	—	No
		KIDDERMINSTER JUNCTION, BEWDLEY AND TENBURY WELLS						
—	—	Kidderminster Junction ..	Continuously		—	—	—	Yes
3	7½	Bewdley Junction (South) ..	5. 0 a.m.	5. 0 a.m.	Closed after day's	8. 0 a.m.	9.15 p.m.	No
—	20	Bewdley Junction (North ..	5. 0 a.m.	5. 0 a.m.	train service is completed	—	—	—
6	21¾	Cleobury Mortimer	6.45 a.m.	6.45 a.m.	7.50 p.m. F	—	—	No
9	8¼	Tenbury Wells	7. 0 a.m.	7. 0 a.m.	6.20 p.m. F	—	—	No
		STOURBRIDGE JUNCTION AND STOURBBIDGE TOWN						
—	—	Stourbridge Junction Middle ..	—	Continuously		—	—	Yes
		KINGSWINFORD JUNCTION TO OXLEY NORTH						
—	—	Kingswinford Junction South ..	5. 0 a.m.	—	—	—	5.50 a.m. A	Yes
—	67	Bromley Basin	10.30 a.m.	10.30 a.m.	1.30 p.m. F	—	—	Yes
1	3	Pensnett	9. 0 a.m.	9. 0 a.m.	4.10 p.m. F	—	—	Yes
—	69	Baggeridge Junction	6. 0 a.m.	—	—	—	5.50 a.m. A	No
3	47	Wombourn	6. 0 a.m.	—	—	—	5.50 a.m. A	No
5	14†	Oxley Branch Junction ..	6. 0 a.m.	—	—	—	5.50 a.m. A	No
—	32	Oxley North Junction	6. 0 a.m.	—	—	—	5.50 a.m. A	Yes

F—Open as required for Slack Trip working.

H—After last train to Yard.

† Distance from Oxley Branch Junction to Oxley Middle—61¼ ch.

LIST OF SIGNAL BOXES—*continued*

Distance Box to Box M	Distance Box to Box C	NAME OF BOX	TIMES DURING WHICH BOXES ARE OPEN: Weekdays, Opened at: Mondays	Weekdays, Opened at: Other Days	Weekdays, Closed at	Sundays, Opened at	Sundays, Closed at	Whether provided with Switch
		SWAN VILLAGE TO HORSLEY FIELDS JUNCTION (L.M.R.)						
		Swan Village						
		Junction South	5.30 a.m.	5.30 a.m.	11.15 p.m. **N**	11.40 a.m.	8.30 p.m. **N**	Yes
—	15	West	6.45 a.m.	6.45 a.m.	11.15 p.m. **F**	11.40 a.m.	8.20 p.m. **F**	No
1	13	Great Bridge South	8.45 a.m.	8.45 a.m.	6.0 p.m. **D SE** 12.45 p.m. **D SO**	**W**	—	Yes
—	14	Horsley Fields Junction (L.M.R.)	—	—	—	—	—	—
		DUDLEY TO SEDGELEY JUNCTION (L.M.R.)						
		Dudley						
—	—	South	6. 0 a.m.	—	—	—	5.50 a.m.	Yes
—	14	East	6. 0 a.m.	—	—	**W**	5.50 a.m.	Yes
—	60½	Sedgeley Junction (L.M.R.) ..	—	—	—	—	—	—
		VICTORIA BASIN BRANCH						
—	—	Stafford Road Junction	5. 0 a.m.	—	—	—	7.50 a.m.	Yes
—	44	Victoria Basin	5. 0 a.m.	—	—	—	5.50 a.m.	No
		WELLINGTON AND HADLEY JUNCTION						
—	—	Wellington Stafford Junction ..	—	—	—	{ — 7. 0 p.m.	5.50 a.m. — }	Yes
1	25½	Hadley Junction	6.20 a.m.	6.20 a.m.	8.40 pm **A**	—	—	Yes
—	29	Tronch Sidings	1. 5 p.m.	1. 5 p.m.	1.55 p.m.	—	—	Yes
		A—Or after 7.15 p.m. Stafford to Llandilo Jn. **SX** Llandovery **SO** Freight has cleared.						
		KETLEY JUNCTION AND MUCH WENLOCK						
—	—	Ketley Junction	5.10 a.m.	5.10 a.m.	9. 0 p.m. **SX**	—	—	Yes
			—	—	11. 0 p.m. **SO**	—	—	—
—	31½	Ketley Station .. .. **J**	5.20 a.m.	5.20 a.m.	7.50 p.m. **SX**	—	—	No
			—	—	8.50 p.m. **SO**	—	—	—
2	30	Horsehay	5.20 a.m.	5.20 a.m.	7.50 p.m. **SX**	—	—	No
			—	—	8.50 p.m. **SO**	—	—	—
1	51	Lightmoor Junction	5.30 a.m.	5.30 a.m.	7.50 p.m. **SX**	—	—	No
			—	—	8.50 p.m. **SO**	—	—	—
2	24	Buildwas Station..	5.40 a.m.	5.40 a.m.	8.30 p.m.	—	—	No
3	42½	Much Wenlock	5.45 a.m.	5.45 a.m.	8.20 p.m.	—	—	No
		J—Before Signalmen leave duty they must place gates across the railway.						

PENETRATING LINES

Distance Box to Box M	Distance Box to Box C	NAME OF BOX	Mondays	Other Days	Closed at	Sundays, Opened at	Sundays, Closed at	Switch
		BANBURY (MERTON STREET) STATION						
9	34¾	Banbury Station **B**	8. 0 a.m.	8. 0 a.m. **C**	4. 0 p.m. **C**	—	—	No
		LEAMINGTON SPA (MILVERTON) AND LEAMINGTON SPA (AVENUE)						
		Leamington Spa Avenue						
3	74½	G.W. Junction **D**	—		Open as required		—	Yes
—	57¾	Station	—	—	—	11.55 p.m.	5.50 a.m. **H**	No
		Leamington Spa (Milverton)						
—	70¼	Warwick Milverton ..	7.50 a.m.	7.50 a.m.	9.50 a.m.	—	—	Yes
		FENNY COMPTON AND BROOM JUNCTION						
6	69	Fenny Compton Station **E** ..	5.30 a.m.	—	—	—	1.50 p.m. **A**	No
		Kineton						
3	47¾	Burton Dassett	8.45 a.m.	8.45 a.m.	4.45 p.m. **J**	—	—	Yes
2	59	Station	6. 0 a.m.	—	—	—	5.30 a.m. **F**	No
		Ettington	7.30 a.m.	7.30 a.m.	9. 0 a.m. **F**	—	—	Yes
3	79		And as required on weekdays					
		Stratford-upon-Avon Old Town						
4	36½	Clifford Sidings	6. 0 a.m.	—	—	—	5.10 a.m. **F**	No

Notes. **A**—Or later on Control instructions.
B—Distance from Brackley Station Signal Box.
C—Opened Thursdays and Saturdays 5.50 a.m., closed Thursdays 8.10 p.m., Saturdays 10.55 p.m.
D—Distance from Marton Junction Signal Box.
E—Distance from Byfield Station Signal Box.
F—Or until last train has cleared.
H—Or earlier on Control instructions.
J—Or when Local Goods has cleared.

ENGINE RESTRICTIONS

ARDLEY TO WELLINGTON

Route Colour—**DOUBLE RED**

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

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

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

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

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

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

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

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

ENGINE RESTRICTIONS—*continued*

ARDLEY TO WELLINGTON—continued.

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

ENGINE RESTRICTIONS—*continued*

ARDLEY TO WELLINGTON—continued.

Station	Connections and Sidings	Engine Prohibited
Dunstall Park	Short Dead End Spur, south end of sidings ..	All except 0–6–0T and 0–4–2T.
Shifnal	Up Siding connection to Goods Shed, Chester End	Speed 5 m.p.h. for all 4-6-0 Engines and 2-8-0 47XX Class.
Oakengates	Weighbridge at entrance to Goods Shed. ..	All
Wellington	Haybridge Siding, Weighbridge.	All
	W.R. Goods Yard beyond gate leading to Gas Works.	All except 0-4-0T and 0-6-0T Classes. No Engine must work over the Gas Works Weighbridge.
	W.R. Goods Yard—Nos. 4, 5 and 6 Down Sidings.	All except Light Shunting Engines, and Engines of 57XX and 74XX 0-6-0T Classes.
	W.R. Goods Yard. Down Siding from Goods Shed Road to Coal Road.	All 4-6-0 Engines and 2-8-0 47XX Class.
	L.M.R. Goods Yard. Up Cattle Loading Dock.	All 4-6-0 Engines and 2-8-0 47XX Class.
	L.M.R. Goods Shed.	All Engines.

BLETCHINGTON (CEMENT SIDINGS) TO AYNHO JUNCTION

Route Colour **'RED'**

Permitted engines—All except 60XX class.

In cases of emergency 60XX class engines are permitted to work trains over this section subject to an overall speed restriction of 60 m.p.h., which must be reduced to 20 m.p.h. while passing over the River Cherwell Bridge at 69m. 60chs. near Bletchington.

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

KING'S SUTTON TO HOOK NORTON

Route Colour **'BLUE'**

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

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

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

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

Banbury–Woodford Halse only—2-8-0 (28XX) and 2-8-2T, 72XX classes.

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

Banbury–Leicester, via **Woodford Halse and Rugby Central**—'County' class 10XX 4-6-0 and D.7000 class.

Subject to the following conditions:—

1. Not to use the connection from the Up Main to the Down Goods Line in Woodford Halse Station.
2. Not to pass under the hanging bow of the ex G.C. Load Gauge.
3. The underclearance of the locomotive to be maintained at not less than 4 inches above rail level.

B.R. Standard locomotives 70XXX, 73XXX, 75XXX and 92XXX may work between Banbury and Sheffield.

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

ENGINE RESTRICTIONS—*continued*

ENGINES AUTHORISED				REMARKS
Western Region	B.R. Standard	Diesel	L.M. Region	
BANBURY (MERTON STREET)				
None	**All except:—** 4-6-2 70XXX 71XXX 2-10-0 92XXX	**All except:—** 350 h.p. B.R. 10000 and 10001 } As single and 10201, 10202, 10203 } double units.	**All except:—** 4-6-0 45500-45742 46100-46170 4-6-2 46200-46212 46220-46257 0-8-0 48895-49454 2-8-0 48000-48772 53801-53810 90000-90732 2-10-0 90750-90774	
LEAMINGTON SPA (MILVERTON)—LEAMINGTON SPA (AVENUE)				
22XX, 36XX, 57XX, 66XX, 84XX, 94XX,	All	All	**All except:—** 2-8-0 53801-53810 LM. 0-6-0 2F } Ex LM. 0-4-4 2P } Cal LM. 0-6-0 3F }	
LEAMINGTON SPA (AVENUE)—RUGBY No Western Region engines permitted.				
WOODFORD—FENNY COMPTON				
¶ 2-8-0 90XXX W.D. 28XX 38XX 49XX† 59XX 69XX 79XX 68XX†	¶ 4-6-0 75XXX 2-6-0 76XXX 77XXX 78XXX 2-6-2T 82XXX 84XXX 2-6-4T 80XXX 2-10-0 92XXX	D.5000 class D.5100 ,, D.5300 ,, D.5500 ,, D.5700 ,, D.5900 ,, D.6100 ,, D.8000 ,, D.8200 ,, D.8400 ,, 200 and 204 h.p. B.R. 350 h.p.	0-4-4T 41900 0-6-0T 41702-41875 47200-47681 51336-51524 4-4-0 40396-40700 0-6-0 43185-44606 52089-52526 58115-58305 2-4-2T 50721-50850 2-6-2T 40001-40209 2-6-0 43000-43161 46400-46527 4-6-0 44658-45499 2-8-0 48000-48772 90000-90732 2-10-0 90750-90774	¶ With the A.W.S. shoe in the operative position. † Must not use the crossover road from the Up Main to the Down Goods Line in Woodford Halse Stn.
STRATFORD-UPON-AVON—FENNY COMPTON. Route Colour **RED'**				
ALL except 'King' 'Castle' 47XX 10XX	2-6-0 76XXX 77XXX 2-6-2T 82XXX 84XXX 2-6-4T 80XXX 4-6-0 75XXX 2-10-0 92XXX	D. 5000 Class D. 5100 Class D. 5300 Class D. 5500 Class D. 5700 Class D. 5900 Class D. 6100 Class D. 8000 Class D. 8200 Class D. 8400 Class 200 and 204 h.p. B.R. 350 h.p.	0-4-4T 41900 0-6-0T 41702-41875 47200-47681 51336-51524 4-4-0 40396-40700 0-6-0 43185-44606 52089-52526 58115-58305 2-4-2T 50721-50850 2-6-2T 40001-40209 2-6-0 43000-43161 46400-46527 4-6-0 44658-45499 2-8-0 48000-48772 90000-90732 2-10-0 90750-90774	**Note**—All 4-6-0 Classes, also 28XX, L.M.R. 8F 2-8-0, and 92XXX locomotives must be prohibited from using the following sidings:— Fenny Compton—**Down Side** Goods Yard—Back Road. Kineton—**Up Side** Back Road behind Signal Box. Ettington—**Up Side** Goods Shed Road. Stratford (Old Town)—**Up Side** Shed Road, Coal Road, Lucy's Road **Down Side** Turntable Road
STRATFORD-UPON-AVON OLD TOWN GROUND FRAME (ex L.M.R.)—STRATFORD-UPON-AVON EVESHAM ROAD (W.R.)				
2-8-0 90XXX W.D.	2-6-0 76XXX 4-6-0 73XXX	D.5700 and D.8000 classes 200 and 204 h.p. B.R. 350 and 500 h.p.	0-6-0 43800-44606 2-6-0 43000-43161 46400-46527 4-6-0 44658-45499 2-8-0 48000-48772 90000-90732 2-10-0 90750-90774	

HATTON—BEARLEY WEST JUNCTION

Route Colour **'RED'**

Permitted engines:—ALL except 60XX class.

ENGINE RESTRICTIONS—*continued*

TYSELEY—STRATFORD-UPON-AVON

Route Colour '**RED**'

Permitted engines:—ALL except 60XX class.

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

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

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

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

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

Washwood Heath
Nos. 1, 2 and 3 Down Reception
Nos. 4, 5 and 6 Down Arrival.
Nos. 1, 2 and 3 Up Reception.
Transfer Road Down Side.
Water Orton
Into the Arrival and Departure lines.

49XX class locomotives may work into the following Sidings with the shoe of the A.W.S. apparatus clipped up in the inoperative position.

Washwood Heath Down Sidings
Permitted from the Saltley station end into Sidings Nos. 2 to 9 inclusive, subject to speed not exceeding walking pace but prohibited through the connections at the Water Orton end of the sidings.
Also permitted from Washwood Heath Junction signal box to Washwood Heath Sidings No. 1 signal box via Nos. 1, 2 or 3 Reception Lines and thence through Nos. 4, 5 or 6 Arrival Roads, subject to movement being carried out at slow speed.

Washwood Heath Up Sidings
(a) Permitted from the Saltley end into Nos. 1, 2 and 3 Reception roads, thence over No. 1 Road to Nos. 2, 3, 4 and 5 'Dug Out' Sidings.
(b) Permitted from the Reception lines past Washwood Heath Sidings No. 6 signal box into Nos. 5 to 8 and 10 to 23 Sidings inclusive, subject to speed not exceeding walking pace.

Washwood Heath Down Coal Sidings.
(a) Prohibited into Sidings Nos. 1, 14, 15, 20, 21, 22, 23.
(b) Permitted into Sidings Nos. 2 to 13 inclusive and 16 to 19 inclusive.

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

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

SWAN VILLAGE JUNCTION—GREAT BRIDGE SOUTH

Route Colour '**DOTTED BLUE**'

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

WALSALL STREET BRANCH

Permitted engines—All except 60XX class.
Engines in '**Red**' group restricted to 20 m.p.h.

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

CANNOCK ROAD JUNCTION TO BUSHBURY BRANCH

All W.R. engines except 60XX class are permitted to the limit of W.R. maintenance.

The following types of W.R. engines are permitted to work between Cannock Road Junction and Wellington via Bushbury L.M.R. and Stafford:—

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

ENGINE RESTRICTIONS—*continued*

STAFFORD ROAD JUNCTION TO VICTORIA BASIN BRANCH

Route Colour—'DOTTED RED'

Permitted engines:—All except 60XX class.
All 'Red' group engines restricted to 10 m.p.h.
Local restrictions:—

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

STOURBRIDGE EXTENSION LINE

Route Colour 'RED'

Permitted engines:—All except 60XX and 47XX. Class 9F (2-10-0) 92XXX prohibited between Stourbridge Junction North and Lye (Up Line) and Rowley Regis and Stourbridge Junction North (Down Line).

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

OLDBURY GOODS BRANCH

Route Colour 'DOTTED RED'

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

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

Route Colour 'YELLOW'

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

WINDMILL END BRANCH

Route Colour 'DOTTED RED'

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

NETHERTON GOODS BRANCH

Route Colour 'BLUE'

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

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

CORNGREAVES BRANCH

Permitted engines:—0-6-0T engines in 'Yellow' and 'Uncoloured' groups only.

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

OLD HILL GOODS (SPINNERS END) BRANCH

Permitted engines:—0-6-0T engines in 'Yellow' and 'Uncoloured' groups only.
Fellows Bros. Siding, beyond gates. ALL engines prohibited.

HAYES LANE BRANCH

Permitted engines:—0-6-0T engines in 'Yellow' and 'Uncoloured' groups only.

STOURBRIDGE TOWN BRANCH

Route Colour 'DOTTED RED'

Permitted engines:—ALL except 60XX and 47XX. 'Red' engines must not exceed 20 m.p.h.

STOURBRIDGE TOWN GOODS BRANCH

Route Colour 'BLUE'

Permitted engines:—ALL in 'Blue', 'Yellow' and 'Uncoloured' groups.

ENGINE RESTRICTIONS—*continued*

CUTNALL GREEN—PRIESTFIELD (WEST MIDLAND)

Route Colour **'RED'**

Permitted engines:—All except 60XX and 47XX. B.R. Standard Class 9F prohibited between Stourbridge E.S.S. Box and Stourbridge Junction North—Up Line.

Stations	Connections and Sidings	Class of Engine Prohibited
Cutnall Green	Up Main to Mileage Siding	47XX, 1000 Class.
Hartlebury	Down Sidings to Down Dock, London end of station Up Main to Up Siding, London end of station	47XX, 1000 Class.
	Horse Loading Dock (Down Side), from heel of crossing to Stopblock	78XX, B.R. Standard Class 4 (2-6-4T)
	Brickworks' Loading Dock Sidings	51XX, 78XX, B.R. Standard Class 4 (2-6-4T).
Kidderminster	No. 1 Siding and No. 2 Siding to Mileage Yard, North end of Kidderminster Yard Down Main to Yard, through points 50 or 50 and 52 Up Main to Down Yard, through crossover No. 40. Through crossover No. 40 between Up and Down Main lines	47XX, 1000 Class.
	Down Main to Manchester Siding and Goods Shed Platform road.	47XX, 1000, Austerity Class and L.M.R. Class 4 2-6-0 Freight Tender Engines.
	Cattle Pen Siding	41XX, 51XX, 61XX, 81XX Classes.
Hagley	Crossover Road, Down Main to Cattle Pens	41XX, 51XX, 61XX, 53XX, 63XX, 73XX, 81XX.
	Front Road into Loading Dock	The following are the **only** types of engines permitted to work into the Loading Dock: 0-6-0 .. 2251. 0-6-0T .. 1361, 1366, 54XX, 64XX, 74XX.
Stourbridge Junction	Engine Shed Sidings Hall's Private Siding	All except 0-6-0T.
Brettell Lane	Bailey Pegg's Siding Harrison Pearson Siding King Harrison's Siding	All except 0-6-0T.
	Goods Depot Sidings	92XXX B.R. Standard Class 9F.
	Goods Depot Wharf Road	All outside-cylinder engines.
Kingswinford Junction	Moor Lane—Over Weighbridge Road Marsh & Baxter Private Siding	All except 'Yellow' and 'Uncoloured' groups.
Round Oak	Park Head Sidings No. 2 and 3 from South End	All 4-6-0 types and 92XXX B.R. Standard Class 9F.
	Over Weighbridge in Yard	All except 'Yellow' and 'Uncoloured' groups.
	Woodside Branch	All except 74XX Class and 'Uncoloured' groups.
	Woodside Branch over bridge leading to Southern's Siding	All.
Blowers Green	Coal Siding and loading bank S.G.B. Co.'s Siding No. 5 Siding leading to Glazebrook's Siding and South Staffs Wagon Works. Metallisation Siding	All except 57XX Class.
Dudley	Castle Goods Depot—over Weighbridge	All except 'Yellow' and 'Uncoloured' groups.
	South: Carriage Sidings	All 4-6-0 types and 92XXX B.R. Standard Class 9F.
Princes End	Goods Siding—Up Side	All 'Red' group and 92XXX B.R. Standard Class 9F.
Bilston (W.M.).	Gas Siding	All 'Red' group and 92XXX Class.
	Tip Sidings—Up Side	All except 'Yellow' and 'Uncoloured' groups.
	Beyond underbridge on Hickman's Branch (Stewarts & Lloyds).	All except 'Yellow' and 'Uncoloured' groups.
	No. 2 Siding (Hickman's Branch)	72XX.
	Millfields Sidings	All except 0-6-0T, 22XX, 45XX, L.M.R. Class 8F, and B.R. Classes 2, 3, 4 and 5

ENGINE RESTRICTIONS—*continued*

KINGSWINFORD BRANCH

Route Colour 'RED'

Permitted engines:—ALL except 60XX.

Stations	Connections and Sidings	Class of Engine Prohibited
Bromley	W. J. Price Private Siding	All except 0-6-0T engines in 'Yellow' and 'Uncoloured' groups.
Pensnett	Corbyns Hall Sidings (Up Side)	All except 0-6-0T engines in 'Yellow' and 'Uncoloured' groups.
	Gibbons Siding (Down Side)	
	Hinton & Perry Brick Works Sidings ..	
Baggeridge Junction	Walkers Brick Works Sidings	All except 0-6-0T engines in 'Yellow' and 'Uncoloured' groups.
	Himley Brick Works Sidings	

KIDDERMINSTER, BEWDLEY AND TENBURY WELLS

Kidderminster and Bewdley

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

Bewdley and Tenbury Wells—Route Colour 'Dotted Blue'

Engines in the 'Yellow' group may work between Bewdley and Woofferton, subject to service and special speed restrictions.

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

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

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

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

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

HARTLEBURY, BRIDGNORTH AND SHREWSBURY

(Severn Valley Branch)

'DOTTED RED' ROUTE—HARTLEBURY AND BEWDLEY

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

'DOTTED BLUE' ROUTE—BEWDLEY AND BUILDWAS

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

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

ENGINE RESTRICTIONS—*continued*

'BLUE' ROUTE—BUILDWAS AND SHREWSBURY

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

Stations	Connections and Sidings	Class of Engines Prohibited
Hartlebury	—	For particulars of prohibitions see 'Cutnall Green to Priestfield' section.
Stourport-on-Severn—		
Basin	Over weighing machine..	'Red' and 'Blue' group engines.
South End	Crane Road	'Red' and 'Blue' group engines.
North End	Through Slip Road, leading from Down Line to Down Sidings.	'Red' group and 78XX Class engines. B.R. Standard Class 4(2-6-4)T.
Steatite Works	Private Sidings	'Red' and 'Blue' group engines are prohibited from passing beyond the Western Region gate leading to the Private Siding.
Central Electricity Authority ..	Private Sidings	W.R. engines must not work over the Loops beyond points on the Power Station side of Worcester Road Bridge, denoted by engine stop boards.
Arley	Victoria Bridge at 140m. 35ch.	1. Permitted engines in the 'Blue' group must not be coupled to any other engine. 2. 0-6-0 and 2-6-2 tank engines in the 'Yellow' group may only be coupled to a tender engine in the 'Uncoloured' group. 3. 0-6-0 tender engines in the 'Yellow' group may work coupled together or coupled to an engine in the 'Uncoloured' group. 4. When a tender engine and a tank engine are coupled together, the tank engine must be coupled to the tender of the tender engine. 5. Not more than two engines may work coupled together.
Buildwas	W.R. Loop and Siding at Buildwas Power Station Sidings	'Red' engines may use the W.R. Loop and Sidings.

WELLINGTON AND LONGVILLE

Route Colour **'BLUE'—WELLINGTON TO FARLEY**
'YELLOW'—FARLEY TO LONGVILLE

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

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

Ketley.

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

Lightmoor.

78XX engines must not work over weighing machine.

ALBERT EDWARD BRIDGE

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

(1) No 'Blue' Group engines may be coupled together.
(2) The undermentioned 'Blue' Group engines must not have coupled assistance:—
4-6-0 78XX 'Manor' Class.
2-8-0 28XX, 38XX, W.D. 2-8-0.
2-6-0 53XX, 63XX, 73XX.
2-6-2 Tank 41XX, 51XX, 61XX, 81XX.
(3) Other 'Blue' engines may be coupled to any 'Yellow' tender engine or any engine in the 'Uncoloured' class.
(4) 'Yellow' tank engines must not be coupled.
(5) When tank engines are assisted by tender engines the tender must be next to the tank engine.

BUILDWAS TO MUCH WENLOCK

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

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

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

MADELEY BRANCH

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

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

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

ENGINE RESTRICTIONS—*continued*

KETLEY BRANCH

Route Colour "BLUE"

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

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

Coalbrookdale Works—All sidings at present used by "Blue" engines as far as Checker's Office.

Coalbrookdale Station—Up Sidings.

Lightmoor—No. 1 Siding (adjoining the Up Running Line). 0-6-0T. 94XX class engines not to work beyond connections to back road and machine road.

Horsehay—Four sidings—i.e., Red Ore, Middle, Machine and Straight.

Ketley—Two Loops and dead end siding (connections and sidings to Messrs. Sinclair's Works prohibited).

Aga Heat Co.'s Sidings.

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

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

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

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

COALPORT (EAST) AND HADLEY JUNCTION

ENGINES AUTHORISED				REMARKS
Western Region	B.R. Standard	Diesel	L.M. Region	
57XX .. .. (See Siding Prohibitions)	**All except:—** 4-6-2 70XXX 71XXX 72XXX	**All except:—** 600-604 5700-5719 10000-10001 10201, 10202, 10203 As single and double units	**All except:—** 4-6-0 44658-45742 46100-46170 4-6-2 46200-46212 46220-46257 2-8-0 53801-53810 0-6-0 2E & 3H 0-4-4T 2K & 2L } Ex Cal. 0-6-0T 2R & 3Y } Ex Cal.	The following engines and Diesel Locomotives are restricted to 15 m.p.h. over Bridges 3 and 4 between 1 and 1¼ m.p.:— 2-8-0 48000-48772 90000-90732 2-10-0 B.R. Standard 92XXX.

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

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

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

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

Hinkshay Sidings .. .. Not used. Prohibited.

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

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

TRENCH SIDINGS

Trench Sidings .. .. Back Road. Prohibited due to sharp curvature (4¼ chains) and poor condition of track.

Engine not to work beyond weighbridge due to very sharp curvature of track into Works.

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

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

ENGINE RESTRICTIONS—*continued*

WELLINGTON (EXCLUSIVE) AND CREWE

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

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

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

The following prohibitions apply:—

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

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

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

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

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

Crewe Passenger Station.

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

B.R. STANDARD ENGINES

Class 8P (4-6-2) (71XXX)	As for 'King' Class.
Class 7 (4-6-2) (70XXX)	As for 'Castle' Class.
Class 5 (4-6-0) (73XXX)	Prohibited on all 'Blue', 'Yellow' and 'Uncoloured' routes. As for W.R. 4-6-0 49XX class.
Class 4 (4-6-0) (75XXX)	Prohibited on 'Yellow' and 'Uncoloured' routes. As for W.R. 4-6-0 78XX class.
Class 4 (2-6-0) (76XXX)	Prohibited on 'Yellow' and 'Uncoloured' routes. As for W.R. 78XX class.
Class 4 (2-6-4T) (80XXX)	Prohibited on 'Yellow' and 'Uncoloured' routes. As for W.R. 51XX class.
Class 3 (2-6-2T) (82XXX)	Prohibited on 'Uncoloured' routes. Engine No. 82030, and engines numbered 82036 to 82044 inclusive, when working over 'Yellow' or specially authorised 'Uncoloured' routes, must not be coupled to another engine of the same class.
Class 2 (2-6-0) (78XXX)	These engines are in the 'Uncoloured' group for route purposes. (Subject to clearance tests in respect of sidings and crossovers).
Class 2 (2-6-2T) (84XXX)	'Uncoloured' group for route purposes. (Subject to clearance tests in respect of sidings and crossovers).
Class 9F (2-10-0) (92XXX) (including engines fitted with 'Franco-Crosti' boilers).	'Double Red' and 'Red' routes: as for W.R. 2-8-0 28XX class. 'Blue' routes as for W.R. 28XX class: speed not to exceed 50 m.p.h. 'Dotted Blue' routes: as for W.R. 2-8-0 28XX class, speed not to exceed 25 m.p.h. 'Yellow' and 'Uncoloured' routes prohibited. Restricted to 5 m.p.h. over turnouts and sharp curves in Goods Yards and Stations and if the permanent way is in a poor condition they should be prohibited from working subject to clearance tests in respect of Sidings and Crossovers. Not to work between Stourbridge Junction North and Lye Up Line, Rowley Regis and Stourbridge Junction North Down Line.

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

ENGINE RESTRICTIONS—*continued*

B.R. DIESEL LOCOMOTIVES

B.R. Type	Power, etc.	Wheel Arrangements	Route Colour	Class No.
1	800 h.p. diesel electric (B.T.H. and N.B. Loco.)	B.B.	Blue*	D.8200 and D.8400.
2	1,000/1,100 h.p. diesel electric (N.B. Loco.)	B.B.	Blue	D.6100–D.6157
	Also permitted as Single or Double Unit over Yellow routes specially authorised for 53XX class engines.			
2	1,000 h.p. diesel electric (Vulcan Foundry)	B.B.	Blue	D.8000.
	Also permitted as Single or Double Unit over Yellow routes specially authorised for 53XX class engines.			
2	1,000 h.p. diesel hydraulic (N.B. Loco.)	B.B.	Blue	D.6300–D.6305.
	May travel over Yellow routes not exceeding 40 m.p.h.			
2	1,100 h.p. diesel hydraulic (N.B. Loco.)	B.B.	Yellow	D.6306–D.6357.
2	1,100 h.p. diesel electric (E.E.C.)	B.B.	Red	D.5900–D.5909.
2	1,160/1,250 h.p. diesel electric (B.C. & W.)	B.B.	Red Blue	D.5300–D.5319. D.5320–D.5415.
2	1,160/1,250 h.p. diesel electric (B.R. Sulzer.)	B.B.	Red Blue	D.5000–D.5049. D.5050–D.5175.
2	1,200 h.p. diesel electric (Metro Vick.)	C.B.	Red/Red	D.5700–D.5719.
	Permitted at speeds up to 65 m.p.h. over "Red" routes.			
2	1,250/1,365/1,600 h.p. diesel electric (Brush Bagnall)	A.I.A.–A.I.A.	Blue	D.5500–D.5699. D.5800–D.5825.
	Also permitted on Yellow routes specially authorised for 53XX class.			
3	1,550 h.p. diesel hydraulic (B.C. & W.)	B.B.	Blue	D.6500–D.6597.
3	*1,700 h.p. diesel hydraulic (Beyer Peacock)	B.B.	Red	D.7000–D.7094
3	1,750 h.p. diesel electric (E.E.C.)	Co.-Co.	Blue	D.6700–D.6778.
4	2,000 h.p. diesel electric (E.E.C.)	I.C.C.I.	Red	D.200–D.399.
4	2,000 h.p. diesel hydraulic (N.B. Loco.)	A.I.A.–A.I.A.	Red	D.600–D.604.
4	2,200 h.p. diesel hydraulic (Swindon.)	B.B.	Red	D.800–D.832.
4	2,200 h.p. diesel hydraulic (N.B. Loco.)	B.B.	Red	D.833–D.865.
4	2,300 h.p. (and 2,500 h.p.) diesel electric (B.R. Sulzer)	I.C.C.I.	Red	D.1–D.10 (2,300 h.p.). D.11–D 199 and D.1500–D.1513.
	May work as single or double unit.			
4	2,700 h.p. diesel hydraulic (Swindon and Crewe)	C.C.	Red	D.1000–D.1073.
4	2,800 h.p. diesel electric (Brush and Falcon)	Co.-Co.	Red	D.0280.
5	3,300 h.p. diesel electric (E.E.C.)	C.C.	Blue	D.9000.–D.9021

* Speed restriction of 20 m.p.h. does not apply to these 'Red' locomotives when running over 'Dotted Red' routes. They are permitted, except in a few special exceptions, over 'Blue' routes subject to limit of 60 m.p.h.

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

Maximum speed 20 m.p.h.
Route classification 'Yellow' *
Average speed for timing purposes 15 m.p.h.

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

Diesel Electric Shunting engine Nos. 15100 to 15106.

Maximum speed 20 m.p.h.
Route classification—'Uncoloured'†

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

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

Engine route classification—'Uncoloured'.

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

350 h.p. Diesel Electric Shunting Engines. D.3XXX and D.4XXX.

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

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

*These engines are 'Blue' when used for any other duty than shunting.
†These engines are 'Yellow' when used for any other duty than shunting.

MULTIPLE DIESEL UNIT MAIN LINE DE LUXE EXPRESS SERVICES

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

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

MULTIPLE DIESEL UNIT TRAINS

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

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

High density multiple unit sets fitted with trip cock gear for working in the London District, may run also between Didcot and Wolverhampton (Cannock Road) via Banbury and Leamington, without restriction.

Certain of these sets will however be allocated to other areas and they will need the trip cock gear clipped up permanently to enable them to have the route availability of normal sets.

ENGINE RESTRICTIONS—*continued*

WORKING OF DIESEL HYDRAULIC LOCOMOTIVES

WORKING OF DIESEL LOCOMOTIVES IN MULTIPLE

A table shewing the types of diesel hydraulic locomotives which may work in multiple—i.e. with through control and a Driver on the leading locomotives only—appears weekly in Section 'D' of the Weekly Speed and Engineering Notice, and all concerned should refer to the current issue of this Notice for up-to-date information in connection with this working.

Diesel hydraulic locomotives which can or cannot be worked in multiple may work in tandem—i.e. without through control but with a driver on each locomotive.

WORKING OF LIGHT ENGINES IN STEAM COUPLED TOGETHER

Routes other than Main Line routes

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

Permanent and temporary speed restrictions, also the instruction relating to the speed of light engines (as laid down on page 171). must be observed.

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

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

L.M. Region Engines working on Western Region

Ardley to Oxley North	All ex L.M. engines are permitted to work. Those in Codes 6A and 6D, 7A and 8C must observe the restrictions laid down for the working of 'King' class engines.
Birmingham to Stratford-upon-Avon via Shirley.	All ex L.M. engines are permitted with the exception of those in Codes Nos. 6A, 6D, 7A and 8C.
Dudley to Stourbridge Junction	All ex L.M. engines are permitted with the exception of those in Codes Nos. 6A, 6D, 7A and 8C.
Bordesley Junction, Long Marston, Honeybourne, Cheltenham (Lansdown)	4F (0-6-0) 167B. 6P/5F (2-6-0) 180A; 181D.
Cannock Road Junction to Bushbury L.M.R.	Class 7P (4–6–0). Class 6P/5F (4–6–0) Parallel and Taper Boiler. Class 6P/5F (2–6–0) Parallel and Taper Boiler. Class 5 (4–6–0).
Banbury to Bletchington	Class 4 (2-6-4T) are permitted to work also into and out of the Sidings at Bletchington.

Ex.-L.M. 7P (Royal Scot) may be permitted to work:—

(i) between Bordesley Junction and Aynho Junction under the same conditions as for 'King' Class, and

(ii) between Aynho Junction and Bletchington subject to a maximum speed of 55 m.p.h. and the strict observance of all service restrictions.

EASTERN AND NORTH EASTERN REGION ENGINES WORKING ON WESTERN REGION

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

Class A3 (4–6–2)	Banbury Junction and Banbury Main lines only. May use Goods Loops in emergency, subject to speed restriction of 5 m.p.h.
Class B1 (4–6–0)	Ardley to Birmingham–Cement Sidings to Aynho Junction permitted on Running lines only.
Class B16/1 (4–6–0)	Cement Sidings–Banbury Junction for through working only.
Class B.16/2 (4–6–0)	Cement Sidings–Banbury Junction in emergency only
Class D.11/1 & /2 (4–4–0) ..	Cement Sidings–Banbury Junction. For through working only.
Class J.11 (0–6–0)	Cement Sidings–Banbury Junction.
Class J.20 (0–6–0)	Cement Sidings–Banbury. Running lines only.
Class J.39 (0–6–0)	Cement Sidings–Banbury Junction. For through working.
Class K2 (2–6–0)	Cement Sidings–Aynho Junction. For through working only.
Class K.3 (2–6–0)	Didcot–Oxford and Banbury Junction. Subject to maximum speed of 50 m.p.h. between Oxford and Banbury Junction. Ardley–Birmingham (S.H.). For through working only.
Class N.7 (0–6–2T)	Ardley–Banbury.
Class O.4 (2–8–0)	'Blue', 'Dotted Red' and 'Red' routes restrictions as for 28XX class engines.
Class V.2 (2–6–2)	Ardley–Oxley North as for 'Double Red' engines. Also permitted in case of emergency between Bletchington (Cement Sidings) to Aynho Junction under the same conditions as W.R. 60XX class engines.

SOUTHERN REGION ENGINES WORKING ON THE WESTERN REGION

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

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

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

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

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

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

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

In the case of a foreign company's vehicle not marked with the tare weight, being formed in a train, the weight of the vehicle must be counted as 10 tons for a horse box, carriage truck, or other such small vehicle, 20 tons for a four- or six-wheeled passenger-carrying vehicle or brake van, 30 tons for an eight-wheeled passenger-carrying vehicle or brake van other than 70-ft. stock, and 40 tons for a dining-car, sleeping-car, or 70-ft. passenger-carrying vehicle or brake van.

PARCELS AND FISH TRAINS.—Owing to the difference in the weights of loaded and unloaded parcels vans and fish trucks, it will be necessary in the case of parcels and fish trains to add to the total of the tare weights shown on the vehicles an agreed figure representing the weight of the average load, for every loaded truck formed in the train. It has been decided that this fixed figure shall be one ton per vehicle for parcels and three tons per vehicle for fish, and, therefore, a guard, in calculating the load of his train, must multiply the number of loaded trucks by these figures and add the resulting figure to the total of the tare weights marked upon the trucks.

MILK TRAFFIC.—The weight of vehicles containing milk traffic to be computed as follows, whether the vehicles are working on passenger, milk, fish, or perishable trains:—

Milk Tanks

	Empty	*Loaded*
Fixed Milk Tanks ('Miltas')	14 tons	28 tons
Road/Rail Milk Tanks ('Rotanks') ..	18	28

BG Vehicles and Siphons F, G, H.

Empty	Tare weight
Loaded (empty churns)	Tare weight, plus 5 tons
Loaded (full churns) ..	Tare weight, plus 8 tons

B Vehicles and Siphon J.

Empty	Tare weight
Loaded (empty churns) ..	Tare weight, plus 5 tons
Loaded (full churns) ..	Tare weight, plus 10 tons

Other Vehicles

Tare weight
Tare weight, plus 3 tons
Tare weight, plus 5 tons

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

LOADED VANS CONTAINING OCEAN MAILS AND BAGGAGE.—An allowance of 5 tons per vehicle must be added to the tare weight of each loaded van of Ocean Mails and Baggage.

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

Tonnage of Passenger Stock. Tare weight of Goods Brake Van (where provided).
Tonnage of Freight vehicles to be calculated as follows:—Class 1 Traffic—16 tons per wagon; Class 2 Traffic—13 tons per wagon; Class 3 Traffic—10 tons per wagon; Empties (4-wheel stock)—6 tons per wagon.

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

NOTE re PERMITTED LOADS

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

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

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

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

'1.30 p.m. Paddington, 144 tons 4 vehicles Penzance, 72 tons 2 vehicles Kingswear, etc.'

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

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

SECTION		CLASS OF ENGINE								
		60XX	10XX 4037 4074- 4099 50XX 70XX B.R. Standard Class 7 (70XXX)	47XXX W	49XX 59XX 69XX 79XX 68XX B.R. Standard Class 5 (73XXX)	78XX 53XX 63XX 73XX 41XX 51XX 61XX 81XX 56XX 66XX B.R. Standard Class 4 (75XXX) (76XXX)	45XX 55XX 36XX 37XX 46XX 57XX 77XX 87XX 96XX 97XX 34XX 84XX 94XX B.R. Standard Class 3 (82XXX)	22XX 32XX B.R. Standard Class 2 (78XXX)	0-6-0T 'A' Group	0-4-2T 14XX
From	To	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons
LONDON AND WELLINGTON SECTION										
Paddington	Birmingham	500	455	420	420	392	364	336	—	—
Paddington	Do.	‡—	455	420	420	392	364	336	255	220
Birmingham	Wolverhampton ..	500	455	420	392	336	308	280	—	—
Wolverhampton ..	Wellington*	—	371	—	336	308	252	238	224	140
Wolverhampton ..	Wellington†	500	455	—	420	420	336	308	294	210
Wellington	Wolverhampton† ..	500	455	—	420	420	322	294	266	196
Wellington	Wolverhampton* ..	—	413	—	378	350	280	266	252	180
Wolverhampton ..	Birmingham†	500	455	420	392	336	308	280	—	—
Do.	Do. Z	440	400	364	336	280	224	224	—	125
Birmingham	Leamington Spa Gen. ..	500	455	420	420	392	364	336	—	—
Leamington Spa Gen. ..	Banbury	500	455	420	420	364	336	308	—	—
Banbury	Paddington	500	455	420	420	364	336	336	—	—
Banbury	Paddington ‡	530b	500	500	485	455	392	392	364	220
BIRMINGHAM AND STOURBRIDGE JUNCTION SECTION										
Birmingham	Stourbridge Jn. ..		455		420	392	336	308	280	196
Stourbridge Jn. ..	Birmingham †.. ..		315		260e	252	196	182	182	125
Do.	Do. .. *.. ..		280		232e	224	168	150	150	110
BIRMINGHAM AND BRISTOL SECTION										
Birmingham	Stratford-upon-Avon ..		455		420	420	392	364	350	—
Stratford-upon-Avon ..	Cheltenham (M. Rd.)		455		420	420	364	336	322	—
Cheltenham (M. Rd.) ..	Bristol (T.M.)		455		420	420	364	336	322	—
Bristol (T.M.)	Filton †		420		392	364	308	280	252	—
Do.	Do.§		392		364	336	280	252	224	168
Filton	Cheltenham (M. Rd.)		455		420	420	364	336	322	—
Cheltenham (M. Rd.) ..	Stratford-upon-Avon ..		455		420	420	364	336	322	—
Stratford-upon-Avon	Birmingham ‖.. ..		420		392	364	308	280	266	—
Do.	Do.y		364		336	308	252	224	210	—
Bristol	Fishponds		410		380	352	280	245	180	—
Fishponds	Yate		455		420	420	364	336	332	—
Yate a	Bristol		455		420	420	392	364	350	—
BRANCH LINES										
Kingswinford Jn. c ..	Oxley North c ..		455		420	392	336	308	280	—
Oxley North c ..	Kingswinford Jn. c ..		427		392	364	308	280	252	—
Hatton	Stratford-upon-Avon ..		455		420	420	392	364	350	—
Stratford-upon-Avon ..	Bearley		371		336	308	252	224	210	—
Bearley	Hatton		426		392	364	308	280	266	—
Old Hill	Halesowen		—		—	—	—	—	280	—
Halesowen	Old Hill		—		—	—	—	—	150	—
Old Hill	Blowers Green ..		—		—	246	190	162	162	—
Blowers Green.. ..	Old Hill		—		—	224	170	150	150	—
Stourbridge Jn. ..	Stourbridge Tn. ..		—		—	—	—	—	280	—
Stourbridge Tn. ..	Stourbridge Jn. ..		—		—	—	—	—	150	—
S. Village Jn.	Dudley		—		—	246	160	162	162	—
Dudley	S. Village Jn.		—		—	246	190	162	162	—
Wellington	Much Wenlock ..	—	—	—	—	—	125	—	96	—
Much Wenlock ..	Wellington	—	—	—	—	—	125	—	96	—
Wellington	Crewe	—	—	—	—	420	336	308	280	196
Crewe	Wellington	—	—	—	—	392	308	280	252	180
BANBURY. NOTTINGHAM SECTION L.M.R.										
Banbury .. .. (Special	Nottingham .. .. Trains)	—	420		392 d	364				

W—On local services at speeds not exceeding 60 m.p.h. Z—Only applicable to Up Trains stopping at Swan Village. *—Calling Trains. †—Through Trains. ‡—Via Oxford. §—Stopping at Ashley Hill. ‖—Running through Stratford-upon-Avon. ¶—Via Bicester. a—Via Mangotsfield. b—From Didcot. c—Via Wombourn. d—49XX load 364 tons. e—49XX and 59XX Class only. 68XX, 288† and 252* tons only. y—Stopping at Stratford-upon-Avon.

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

SECTION From	SECTION To	CLASS OF ENGINE: 10XX, 4037, 4074 to 4099, 50XX, 70XX — B.R. Standard Class 7 (70XXX)	49XX, 59XX, 69XX, 79XX, 68XX — B.R. Standard Class 5 (73XXX)	78XX, 53XX, 63XX, 73XX, 41XX, 51XX, 61XX, 81XX, 56XX, 66XX — B.R. Standard Class 4 (75XXX) (76XXX)	45XX, 55XX, 36XX, 37XX, 46XX, 57XX, 77XX, 87XX, 96XX, 97XX, 34XX, 84XX, 94XX — B.R. Standard Class 3 (82XXX)	22XX, 32XX — B.R. Standard Class 2 (78XXX)	0-6-0T 'A' Group	0-4-2T 14XX
		Tons	Tons	Tons	Tons	Tons	Tons	Tons
WORCESTER, STOURBRIDGE JUNCTION AND WOLVERHAMPTON								
Worcester	Stourbridge Jn.	427	392	364	336	308	280	196
Stourbridge Jn.	Dudley†	392	336	308	252	238	224	—
Stourbridge Jn.	Dudley*	364	308¶	252	196	168	168	120
Dudley	Wolverhampton	455	420	420	392	364	336	252
Wolverhampton	Worcester	427	420	364	336	308	280	196
HARTLEBURY, BRIDGNORTH AND SHREWSBURY								
Hartlebury	Shrewsbury	—	420*	392	310	290	275	234
Shrewsbury	Hartlebury	—	420*	392	310	290	275	234
KIDDERMINSTER, BEWDLEY AND TENBURY WELLS								
Kidderminster	Bewdley	—	—	—	400	350	350	308
Bewdley	Tenbury Wells	—	—	—	290	280	280	200
Tenbury Wells	Bewdley	—	—	—	290	280	280	200
Bewdley	Kidderminster	—	—	—	320	300	300	240

†—Through trains. *—Calling trains. ¶—49XX and 59XX Classes only. 68XX—288† and 252* tons only.

*—Between Bewdley and Hartlebury only in each direction.

STANDARD SPEED RESTRICTIONS

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

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

		Speed m.p.h.
1.	On double lines when passing through junctions between parallel lines or through crossover roads, or when entering or leaving slow, goods lines or loops, engine, carriage or bay lines	10
2.	When receiving, delivering or exchanging train staff or electric token by hand	10
3.	When receiving, delivering or exchanging train staff or electric token by means of lineside receiving or delivery apparatus	15
4.	When receiving, delivering or exchanging train staff or electric token by means of automatic exchange apparatus	40
5.	When passing over lines set apart for freight and empty coaching stock trains, also light engines which are worked under the permissive block system:—	
	(a) During clear weather	10
	(b) During fog or falling snow	4
6.	Locomotives running light:—	Speed m.p.h.
	(a) Passenger and M.T. tender locomotives (chimney leading)	55
	(b) Passenger and M.T. tender locomotives (tender leading)	45
	(c) Passenger and M.T. tank locomotives	45
	(d) Freight tender locomotives	35
	(e) Freight tank locomotives	20
	(f) Main line diesel locomotives	55
	(g) 350 h.p. diesel electric shunting locomotives	20

Subject to any lower maximum speed laid down

Notes

1. Where a lesser speed than mentioned above is laid down for light locomotives in the Working Time Table, the Weekly Speed and Engineering Notice or other special notice, such speed restriction must be complied with.
2. Where two or more locomotives are coupled together, the speed must not exceed that laid down for the locomotive with the most severe restriction.
3. When, for Motive Power reasons, it is necessary for a locomotive to run at less than the speed stipulated for the various classes of locomotives, the District Running and Maintenance Officer concerned to advise the District Control Room and arrangements must be made for the signalmen concerned to be advised accordingly.

		Speed m.p.h.
7.	Tender locomotives when running with the tender leading, whether attached to a train or running light	45
8.	When 'Dead' locomotives are being conveyed	25

SPEED OF TRAINS THROUGH JUNCTIONS AND OTHER SPECIFIED PLACES

Until further notice the maximum permissible speed of trains on the Down and Up Main Lines between the following points must not exceed 90 miles per hour subject to the observance of all permanent and temporary speed restrictions:—

ARDLEY TO WELLINGTON

TYSELEY TO HONEYBOURNE, VIA NORTH WARWICK LINE

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

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 shown below, and full particulars must be sent to the District Operating Superintendent.

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.

Trains entering, working over or leaving Goods Loops must not exceed 10 miles per hour, excepting those loops situated between Old Oak Common and Chester via Bicester, Reading and Aynho Junction via Oxford, and between Oxford and Wolverhampton via Worcester, where the speed must not exceed 15 miles per hour or such lower speed as may be indicated.

The following LMR General Instruction applies to the ex-LMR sections of line shewn herein:

Except where instructions to the contrary are issued herein, Drivers must not exceed a speed of 15 m.p.h. when:

(a) Passing over crossings or junctions from one running line to another, including diverging and converging junctions between main, branch or subsidiary lines.
(b) Entering or leaving a siding connection with a running line.
(c) Passing over points at all crossing loops on single lines.

Name of Place	From	To	Miles per Hour
BLETCHINGTON (CEMENT SIDINGS) TO AYNHO JUNCTION			
DOWN LINE			
Fritwell & S. and Aynho, 78 m.p. and 78m. 50ch.	Over Curve		70
Aynho Junction	Oxford Line	Main Line	60
UP LINE			
Aynho Junction	Main Line	Oxford Line	40
Aynho and Fritwell & S...	78m. 50ch. to 78 m.p. over curve		70
ARDLEY AND WELLINGTON			
DOWN LINE			
Aynho Park Platform	End of Platform	Aynho Junction inclusive	60
King's Sutton Junction	B. & C. Line	Main Line	20
Banbury South	Down Main	Down Relief	15
Through Banbury Station 85m. 60ch. to 86m. 70ch.	All Down Trains		75
Banbury North	Down Relief	Down Main	15
Banbury Junction	Main Line	E. Region Line	20
Fenny Compton	Dwon Main	Stratford Branch	15
Southam Road & H., and Leamington Spa, 100m. 50ch. and 101m. 20ch.	All Down Main Line Trains		80
Leamington Spa General South End, 105m. 73ch. and 106m. 3ch.	Over Curve on Main Line		40
Leamington Spa General South	Main	Platform Line	25
Leamington Spa General North	Platform Line	Main	30
Hatton South Junction	Main	Branch	15
Hatton South Junction	Back Platform Line	Branch or Main	10
Hatton North Junction	All Down Main Line Trains		50
Hatton North Junction	Branch	Main	15
Lapworth	Main	Relief	40
Knowle & Dorridge	Relief	Main	20
Solihull	Main	Relief	20
Solihull	Relief	Main	15
Olton, Down Relief, 123m. 75ch. and 124m. 20ch.	All Down Relief Trains		60
Acocks Green and Small Heath, 125m. 5ch. and 126m. 20ch.	Over curve in Main Line		75
Acock's Green & Tyseley, 125m. 60ch. to 126 m.p.	All Down Relief Trains		40
Tyseley South	Main	Relief	20
Tyseley South	Relief	Main	20
Tyseley South	Up North Warwick	Down Main	20
Tyseley South	Up North Warwick	Down Relief	15
Tyseley North	Main	Relief	20
Small Heath South	Relief	Main	20
Small Heath and Bordesley, 127m. 50ch. and 128 m.p.	Over Curve in Main Line		60
Bordesley South	Relief	Main	15
Bordesley South	Main	Relief	25
Bordesley North	Main	Relief	15
Birmingham (Moor Street Station)	Relief	Moor Street	10
Birmingham (Moor Street Station)	Relief	Main	25
B'ham (Moor Street) & B'ham (Snow Hill)	Through Snow Hill Tunnel		50
Birmingham (Snow Hill) South End	Main	Platform Lines	25
Birmingham (Snow Hill)	Through Scissors Crossings in centre of Station		10
Birmingham (Snow Hill) North End	Nos. 2, 3, 4 and 6 Platform Lines and Down Main and Relief		15
Birmingham (Snow Hill) North End	Through Scissors Crossing to and from Down Relief		15
Birmingham (Snow Hill) North End	Main	Relief	15
Birmingham North and Hockley North, 129m. 50ch. and 130m. 40ch.	All Down Main and Relief Trains		35
Hockley South	Main	Relief	15
Hockley South	Relief	Main	20
Hockley South and North, 130 m.p. and 130m. 40ch.	Over Goods Avoiding Line		10
Soho and Winson Green	Relief	Main	20
Handsworth Junction	Relief	Main	25
Handsworth Junction	Main or Relief	Stourbridge Extension Line	20

SPEED OF TRAINS THROUGH JUNCTIONS AND OTHER SPECIFIED PLACES—*continued*

Name of Place	From	To	Miles per Hour
ARDLEY AND WELLINGTON—continued			
	DOWN LINE—continued		
Handsworth Junction, 132m. 40ch. and 132m. 55ch.	Over Curve in Main Line		50
West Bromwich & Swan Village, 134m. 60ch. and 135m. 10ch.	All Down Trains		50
Swan Village Junction South	Main	Branch	15
Wednesbury Central, 136m. 40ch. and 136m. 65ch.	Over Curves		40
Wednesbury Central, 137m. 49ch. and 137m. 70ch.	Over Curves		50
Bilston Central, 139m. 6¾ch. and 139m. 46ch.	Over Curves		50
Priestfield Junction	All Down Main Line Trains		30
Walsall Street Goods, Wolverhampton	Priestfield, Stow Heath	Goods Yard	10
Stow Heath and Cannock Road Junction, 141m. 30ch. to 142m. 4ch.	Over Curves through Wolverhampton Tunnel and Station		30
Wolverhampton South	Through Junction from Walsall to Main Line		10
Wolverhampton South and North	Over Goods Line		15
Cannock Road Junction	Main	Branch	15
Dunstall Park, 142m. 36ch. and 142m. 60ch.	Over Curve		35
Stafford Road Junction	All Down Main Line Trains		35
Oxley Sidings, 143m. 30ch. and 143m. 40ch.	Over Curve		60
Oxley Middle	Main	Branch	15
Oxley North	Codsall Loop	Main	15
Cosford and Shifnal	150m. 76ch. to 151m. 18ch.	All Down Trains	80
Madeley Junction	Main Line	Madeley Branch	10
Ketley Junction	Main Line	Severn Junction Branch	10
Wellington	Stafford Junction (Through Trains on Platform Lines)	Market Drayton Junction	10
Wellington	Stafford Junction (Through Trains on Main Lines)	Market Drayton Junction	50
Wellington, Market Drayton Junction	Wellington	Shrewsbury	40
	UP LINE		
Wellington	Market Drayton Junction (Through Trains on Main Lines)	Stafford Junction	50
Wellington	Market Drayton Junction (Through Trains on Platform Lines)	Stafford Junction	10
Ketley Junction	Severn Junction Branch	Main Line	10
Madeley Junction	Madeley Branch	Main Line	10
Madeley Junction and Shifnal	154m. 35ch. to 154m. 21ch.	All Up Trains	80
Shifnal and Cosford	151m. 18ch. to 150m. 76ch.	All Up Trains	80
Oxley North	Main	Codsall Loop	15
Oxley Middle	Branch	Up Main	15
Oxley Sidings, 143m. 40ch. and 143m. 30ch.	Over Curve		60
Stafford Road Junction	All Up Main Line Trains		35
Stafford Road Junction	Up Main	Herbert St. Goods Yard	10
Dunstall Park, 142m. 60ch. and 142m. 36ch.	Over Curve		35
Cannock Road Junction	Branch	Main	15
Cannock Road Junction and Stow Heath, 142m. 4ch. to 141m. 30ch.	Over Curves through Wolverhampton Station and Tunnel		30
Wolverhampton North and South	Over Goods Line		15
Wolverhampton South	Through Junction from Main or Goods Lines to Walsall		10
Walsall Street Goods, Wolverhampton	Goods Yard	Priestfield, Stow Heath	10
Priestfield Junction	All Up Main Line Trains		30
Bilston Central, 139m. 46ch. and 139m. 6¾ch.	Over Curves		50
Wednesbury Central, 137m. 70ch. and 137m. 49ch.	Over Curves		50
Wednesbury Central, 136m. 65ch. and 136m. 40ch.	Over Curves		40
Swan Village Junction South	Branch	Main	15
Swan Village and West Bromwich, 135m. 10ch and 134m. 60ch.	All Up Main Line Trains		50
Handsworth Junction, 132m. 55ch. and 132m. 40ch.	Over Curve in Main Line		50
Handsworth Junction	Stourbridge Extension	Main or Relief	20
Handsworth Junction	Main	Relief	25
Handsworth and Smethwick	Relief	Main or Loop	10
Handsworth & S., and Hockley, 131 m.p. and 130m. 60ch.	All Up Main Line Trains		60
Soho and Winson Green	Main	Relief	20
Hockley North	Relief	Main	10
Hockley North and South, 130m. 40ch. and 130. m.p.	Over Goods Avoiding Line		10
Hockley South	Relief	Main	15
Hockley South	Main	Relief	20
Hockley North and Birmingham North, 130m 40ch. and 129m. 50ch.	All Up Main and Relief Line Trains		35
Birmingham (Snow Hill) North End	Relief	Main	15
Birmingham (Snow Hill) North End	Through Scissors Crossing to and from Down Relief		15
Birmingham (Snow Hill) North End	Up Main	Nos 3 and 4 Platform Lines	10
Birmingham (Snow Hill) North End	Up Main	Nos. 8, 9, 10 and 11 Platform Lines	15
Birmingham (Snow Hill)	Through Scissors Crossings in centre of Station		10
Birmingham (Snow Hill) South End	Platform Lines	Main	20
Birmingham (Snow Hill) and Birmingham (Moor Street)	Through Snow Hill Tunnel		50

SPEED OF TRAINS THROUGH JUNCTIONS AND OTHER SPECIFIED PLACES—*continued*

Name of Place	From	To	Miles per Hour
ARDLEY AND WELLINGTON—continued			
	UP LINE—continued		
Birmingham (Moor Street Station)	Main	Relief	25
Birmingham (Moor Street Station)	Moor Street	Relief	10
Bordesley South	Main	Relief	15
Bordesley South	Relief	Main	25
Small Heath South	Main	Relief	20
Small Heath and Tyseley, 126m. 20ch. and 126m. 10ch.	All Up Main Line Trains		65
Tyseley North	Relief	Main	20
Tyseley South	Up Main	Down North Warwick	20
Tyseley South	Up Relief	Down North Warwick	15
Tyseley South	Relief	Main	20
Tyseley South	Main	Relief	20
Solihull	Relief	Main	15
Solihull	Main	Relief	15
Bentley Heath Level Crossing	Relief	Main	25
Knowle and Dorridge	Main	Relief	20
Lapworth	Relief	Main	40
Hatton North Junction	Main	Branch	15
Hatton North Junction	All Up Main Trains		60
Hatton South Junction	Branch	Back Platform Line	10
Hatton South Junction	Branch	Main	15
Hatton and Warwick, 109m. 20ch. and 109 m.p.	All Up Trains		70
Leamington Spa General North	Main	Platform Line	20
Leamington Spa General South	Platform Line	Main	20
Leamington Spa General South End, 106m. 3ch. and 105m. 73ch.	Over Curve in Main Line		40
Fenny Compton	Branch	Up Main	15
Banbury Junction	E.R. Line	Main Line	20
Through Banbury Station, 86m. 70ch. to 85m. 60ch.	All Up Trains		75
King's Sutton Junction	Main Line	B. & C. Line	20
Aynho Junction Through Up Facing Junction	Banbury	Bicester Line	70
Aynho Junction	Main	Oxford Line	40
VICTORIA BASIN BRANCH			
Victoria Basin Goods (Wolverhampton)	Stafford Road Junction	Herbert Street Goods Yard	10
TYSELEY SOUTH AND STRATFORD-UPON-AVON SECTION			
	DOWN LINE		
Tyseley South	Up Main	Down North Warwick	20
Tyseley South	Up Relief	Down North Warwick	15
Earlswood Lakes and Danzey for Tanworth, 7m. 20ch. and 9m. 20ch.	All Down Trains		60
Danzey for Tanworth and Henley-in-Arden, 10m. 40ch. and 11m. 20ch.	All Down Trains		60
Henley-in-Arden Goods	Signal Box	Goods Yard	10
Henley-in-Arden and Bearley West Junction, 13m. 60ch. and 14m. 5ch.	All Down Trains		60
Between Henley-in-Arden and Bearley West Junction over Curves and Junctions, 17m. 4ch. and 17m. 25ch.	All Down Main Trains		50
Bearley West Junction	Branch	Main	35
Bearley West Junction, 17m. 51ch. and 17m. 67ch.	All Down Main Trains		60
Stratford-upon-Avon East, 8m. 63ch. and 9m. 25ch.	Over Reverse Curves		35
Stratford-upon-Avon East	Main	Goods Yard	15
Stratford-upon-Avon (L.M.R. Junction)	Main Line	L.M.R. Line	5
Stratford-upon-Avon (Race Course) 8m. 12ch. to 8m.	All Down Main trains		60
Stratford-upon-Avon (Racecourse Jn.)	Down Branch	Down Main	15
	UP LINE		
Stratford-upon-Avon (Racecourse Jn.)	Up Main	Up Branch	15
Stratford-upon-Avon (Race Course) 8m. to 8m. 12ch.	All Up Main Trains		60
Stratford-upon-Avon, L.M.R. Junction	L.M.R. Line	Main Line	5
Stratford-upon-Avon West	Main	Platform Loop	5
Stratford-upon-Avon East	Platform Loop	Main	15
Stratford-upon-Avon East	Goods Yard	Main	15
Stratford-upon-Avon East, 9m. 25ch. and 8m. 63ch.	Over Reverse Curves		35
Bearley West Junction, 17m. 67ch. and 17m. 51ch.	All Up Main Trains		60
Bearley West Junction	Main	Branch	35
Bearley West Junction and Henley-in-Arden and over Curves, 17m. 25ch. to 17m. 4ch.	All Up Main Trains		50
Bearley West Junction and Henley-in-Arden over Curves, 14m. 5ch. to 13m. 65ch.	All Up Main Trains		60
Henley-in-Arden (Goods)	Signal Box	Goods Yard	10
Henley-in-Arden and Danzey for Tanworth, 11m. 20ch. and 10m. 40ch.		All Up Trains	60
Danzey for Tanworth and Earlswood Lakes, 9m. 20chs. and 7m. 20chs.		All Up Trains	60
Yardley Wood over Curves, 2m. 45ch. to 1m. 65ch.	All Up Main Trains		70
Tyseley South	Up North Warwick	Down Main	20
Tyseley South	Up North Warwick	Down Relief	15

SPEED OF TRAINS THROUGH JUNCTIONS AND OTHER SPECIFIED PLACES—*continued*

Name of Place	From	To	Miles per Hour
HATTON AND BEARLEY BRANCH			
Hatton South Junction and Hatton West Junction, 18m. 13ch. and 17m. 66ch.		All Up and Down Branch Trains	15
Hatton South	To and from back Platform Line		10
Hatton South Junction	To and from Main Lines		15
Hatton North Junction	To and from Main		15
Bearley West Junction	Branch to Main		35
Bearley West Junction	Main to Branch		35
OLDBURY BRANCH			
Oldbury Goods	Over Single Line between Oldbury and Langley Green Middle and Oldbury Goods Yard		10
STOURBRIDGE EXTENSION			
DOWN LINE			
Handsworth Junction	Main or Relief	Stourbridge Extension Line	20
Smethwick West	All Down Trains		25
Oldbury and Langley Green and Rowley Regis, 134m. 40ch. and 135 m.p.	All Down Trains		50
Rowley Regis and Old Hill, 136m. 30ch. and 137m. 46ch.	All Down Trains		40
Old Hill (Crossover at Birmingham end of Station leading to Halesowen or Dudley Branches)	Old Hill	Halesowen or Dudley	15
Old Hill	Main	Halesowen Branch	Stop dead
Old Hill	Main	Windmill End Branch	10
Old Hill and Cradley Heath, 138m. 32ch. and 138m. 64ch.	All Down Trains		40
Old Hill (Goods)	Cradley Road Bridge	Old Hill Goods Yard	10
Corngreaves' Goods	Cradley East Box	Cradley Road Bridge	5
Hayes Lane Goods	Lye	Hayes Lane Branch Gate	5
Stourbridge Junction North	Stourbridge Extension	West Midland	15
UP LINE			
Stourbridge Junction North	West Midland	Stourbridge Extension	15
Hayes Lane Goods	Hayes Lane Branch Gate	Lye	5
Lye and Cradley Heath, 139m 20ch. and 138m. 60ch.	All Up Trains		50
Corngreaves' Goods	Cradley Road Bridge	Cradley East Box	5
Old Hill (Goods)	Old Hill Goods Yard	Cradley Road Bridge	10
Cradley Heath	Main	Corngreaves' Branch	10
Old Hill	Windmill End Branch	Main	10
Old Hill	137½ m.p. on Halesowen Branch	Main	10
Old Hill	Halesowen Branch	Main	Stop dead
Rowley Regis and Oldbury and Langley Green, 135 m.p. and 134m. 40ch.	All Up Trains		55
Smethwick West	All Up Trains		25
Handsworth Junction	Stourbridge Extension	Main or Relief	20
HALESOWEN BRANCH			
Old Hill	To and from Main		Stop dead
Old Hill	137½ m.p. on Single Line	Main	10
Old Hill and Halesowen, 137m. 72ch. and 138m. 40ch.	All trains in each direction over subsidence.		10
Halesowen	Single Line	Platform Loops	15
Halesowen Canal Basin	Between Junction Sidings and Canal Basin Yard		10
WINDMILL END BRANCH			

The speed of all Up and Down Trains between Old Hill Junction and Blowers Green Junction must not exceed 35 m.p.h. and must be further restricted to lower speed as shown below.

DOWN LINE			
Old Hill Junction	Main	Branch	10
Between Old Hill and Old Hill High Street Halt, over curves			25
Windmill End Junction	Netherton Basin Branch	Main	15
Blowers Green Junction	Branch	Main	10
UP LINE			
Blowers Green Junction	Main	Branch	10
Windmill End Junction	Main	Netherton Basin Branch	15
Between Old Hill High Street Halt and Old Hill, over curves			25
Old Hill Junction	Branch	Main	10
GREAT BRIDGE BRANCH			
Horseley Fields Junction	To and from Great Bridge South		15
Swan Village Junction South	To and from Main		15

SPEED OF TRAINS THROUGH JUNCTIONS AND OTHER SPECIFIED PLACES—*continued*

Name of Place	From	To	Miles per Hour
CUTNALL GREEN, STOURBRIDGE JUNCTION AND BILSTON WEST, VIA DUDLEY			
DOWN LINE			
Hartlebury Junction	Main Line	Branch Line	15
Kidderminster Junction	Branch Line	Main Line	15
Stourbridge Junction South	Main 142 m.p. and 142m. 15ch.		40
Stourbridge Junction South	Main	Relief Platform	15
Stourbridge Junction Middle	Relief Platform	Main	15
Stourbridge Junction North	West Midland	Stourbridge Extension	15
Kingswinford Junction South	Main	Branch	15
Brettell Lane, 143m. 50ch. and 144m. 7ch.	All Trains		15
Round Oak, Woodside Goods Branch	All Trains		5
Round Oak and Blowers Green, 146m. 70ch. and 147m. 15ch.	All Trains		30
Blowers Green Junction	Branch	Main	10
Dudley Station, 148m. 5ch. and 148m. 35ch.	Main Line		15
Tipton—Bridge at 149m. 38ch.	Three or more light engines coupled together		20
Daisy Bank—Bridge at 151m. 20ch.	Three or more light engines coupled together		20
UP LINE			
Daisy Bank—Bridge at 151m. 20ch.	Three or more light engines coupled together		20
Tipton—Bridge at 149m. 38ch.	Three or more light engines coupled together		20
Dudley North to Blowers Green, 148m. 14ch. and 148 m.p.	Main Line		20
Blowers Green Junction	Main	Branch	10
Blowers Green and Round Oak, 147m. 15ch. and 146m. 70ch.	All Trains		30
Round Oak, Woodside Branch	All Trains		5
Brettell Lane, 144m. 7ch. and 143m. 50ch.	All Trains		10
Kingswinford Junction South	Branch	Main	15
Stourbridge Junction North	Stourbridge Extension	West Midland	15
Stourbridge Junction Middle	Main	Relief Platform	15
Stourbridge Junction South	Relief Platform	Main	15
Stourbridge Junction South	Main 142m. 15ch. and 142 m.p.		40
Kidderminster Junction	Main Line	Branch Line	15
Hartlebury Junction	Branch Line	Main Line	15
HARTLEBURY JUNCTION, BRIDGNORTH AND SHREWSBURY			
Speed of all trains, Up and Down, between Hartlebury Junction and Shrewsbury, must not exceed 50 m.p.h. and must be further restricted to lower speeds as shown below:			
Hartlebury Junction	Main	Branch	15
Hartlebury Junction	Branch	Main	15
Stourport-on-Severn	All Up and Down Trains over connection at 134m. 26ch.		25
Stourport-on-Severn	Single Line to Down Platform Line (134m. 45ch.)		15
Stourport-on-Severn	Single Line to Up Platform Line (134m. 60ch.)		15
Bewdley South Junction	All Trains		15
Bewdley North Junction			
Bewdley and Arley	All Up and Down Trains between 139m. 30ch. and 140¼ m.p.		40
Bridge over River Severn and to Arley Station	Between 140¼ m.p. and Arley Station		30
Arley	To and from Loop		10
Between Arley and Hampton Loade	All Up and Down Trains between 141¾ m.p. and 144m. 70ch.		35
Hampton Loade	To and from Loop		10
Bridgnorth	To and from Loop		15
Between Bridgnorth and Iron Bridge	All Up and Down Trains between 153m. 67ch. and 156m. 74ch.		40
Coalport and Iron Bridge	All Up and Down Trains between 156m. 74ch. and 158m. 50ch.		25
Buildwas Junction	Iron Bridge	Cressage	15
Buildwas Junction	Cressage	Iron Bridge	15
Between Buildwas and Cressage	All Up and Down Trains between 161m. 66ch. and 162m. 35ch.		25
Cressage	All Up and Down Trains through Station		15
Berrington			
Sutton Bridge Junction	To and from Branch		15
Shrewsbury	All Trains entering or leaving Station		10

SPEED OF TRAINS THROUGH JUNCTIONS AND OTHER SPECIFIED PLACES—*continued*

Name of Place	From	To	Miles per Hour
KIDDERMINSTER JUNCTION AND TENBURY WELLS			
The speed of all Up and Down trains between Tenbury Wells and Kidderminster Junction must not exceed 45 m.p.h. and must be further restricted to lower speeds shown below.			
DOWN LINE			
Tenbury Wells	All Trains leaving Down Loop		25
Between Tenbury Wells and Neen Sollars	All Trains between 151m. 20ch. and 149m. 27ch.		35
Between Neen Sollars and Cleobury Mortimer	All Trains between 146m. 78ch. and 146m. 38ch.		35
Bewdley	Curve over River Severn Bridge, between 138m. 35ch. and 138m. 14ch.		15
Bewdley North Junction	Bewdley Station	Bridgnorth	15
Bewdley North Junction	Cleobury Mortimer	Bewdley Station	15
Bewdley South Junction	Bewdley Station	Kidderminster	15
Bewdley South Junction	Stourport	Bewdley Station	15
Kidderminster Junction	Bewdley	Kidderminster Station	15
UP LINE			
Kidderminster Junction	Kidderminster Station	Bewdley	15
Bewdley South Junction	Bewdley Station	Stourport	15
Bewdley South Junction	Kidderminster	Bewdley Station	15
Bewdley North Junction	Bewdley Station	Cleobury Mortimer	15
Bewdley North Junction	Bridgnorth	Bewdley Station	15
Bewdley	Curve over River Severn Bridge 138m. 14ch. to 138m. 35ch.		15
Cleobury Mortimer (through Station and Yard)	Bewdley	Neen Sollars	15
Between Cleobury Mortimer and Neen Sollars	All Trains between 146m. 38ch. and 146m. 78ch.		35
Neen Sollars (through Station and Yard)	Cleobury Mortimer	Woofferton	15
Between Neen Sollars and Tenbury Wells	All Trains between 149m. 27ch. and 151m. 21ch.		35
Tenbury Wells	All Trains entering and leaving Up Loop		20
STOURBRIDGE JUNCTION AND STOURBRIDGE TOWN BRANCH			
PASSENGER SINGLE LINE			
Between Stourbridge Junction and Stourbridge Town	All Trains		20
GOODS SINGLE LINE			
Between Stourbridge Junction and Stourbridge Goods	All Trains		10
KINGSWINFORD JUNCTION AND OXLEY SIDINGS, VIA WOMBOURN			
DOWN LINE			
Kingswinford Junction South	Main Line	Branch	15
Between Brockmoor and Pensnett	All Trains		25
Between Pensnett and Baggeridge Junction, 146m. 20ch. and 146m. 75ch.	All Trains		10
Baggeridge Colliery Branch (Goods)	All Trains		10
UP LINE			
Baggeridge Junction	Single Line	Up Line	15
Baggeridge Colliery Branch (Goods)	All Trains		10
Between Baggeridge Junction and Pensnett, 146m. 75ch. and 146m. 20ch.	All Trains		15
Between Pensnett and Brockmoor	All Trains		25
Kingswinford Junction South	Branch Line	Main Line	15
SINGLE LINE			
Wombourn Station	Single Line to and from Loop		15
DOWN LINE			
Oxley Branch Junction	All Down Trains via Codsall Loop		15
Between Oxley Branch Junction and Oxley Middle	Over Curve between Junctions		30
Between Oxley Branch Junction and Oxley North	Over Curve between Junctions		30
Oxley Middle	Branch	Up Main	15
Oxley North	Codsall Loop	Main	15
UP LINE			
Oxley North	Main	Codsall Loop	15
Oxley Middle	Main	Branch	15
Between Oxley Middle and Oxley Branch Junction	Over Curve between Junctions		30
Between Oxley North and Oxley Branch Junction	Over Curve between Junctions		30
MADELEY JUNCTION AND LIGHTMOOR JUNCTION			
Speed of all Up and Down trains between Madeley Junction and Lightmoor must not exceed 35 m.p.h. and must be further restricted as follows:			
Madeley Junction	To and from Main Line		10
Lightmoor Junction	Madeley	Coalbrookdale	10
Lightmoor Junction	Coalbrookdale	Madeley Branch	10

N.B.—The speed of permitted engines in the Red classification must not exceed 20 m.p.h. throughout.

SPEED OF TRAINS THROUGH JUNCTIONS AND OTHER SPECIFIED PLACES—*continued*

Name of Place	From	To	Miles per Hour
KETLEY JUNCTION AND LIGHTMOOR JUNCTION			
Speed of all Up and Down Trains between Ketley Junction and Lightmoor Junction must not exceed 40 m.p.h., and must be further restricted as shewn below:			
Ketley Junction	To and from Main Line		10
Ketley Junction	Signal Box	Ketley and vice versa	
	All Up and Down Trains		25
Horsehay and Dawley	Over curves between 164m. 20ch. and 163m. 50ch.		
	Up and Down Trains		30
Lightmoor Junction	612m. 60ch.	Single to Double Line Junction and vice versa.	
	Up and Down Trains		25
LIGHTMOOR JUNCTION AND LONGVILLE			
Speed of all Up and Down Trains between Lightmoor Junction and Longville must not exceed 45 m.p.h. and must be further restricted as shewn below:			
Lightmoor Junction	Coalbrookdale	Madeley Branch	10
Lightmoor Junction	Madeley Branch	Coalbrookdale	10
Lightmoor Junction and Buildwas	All Trains over Curves between:		
	161m. 50ch.	Albert Edward Bridge	30
	Albert Edward Bridge	161m. 50ch.	30
	Albert Edward Bridge	160 m.p.	20
	160 m.p.	Albert Edward Bridge	20
	160 m.p.	Buildwas Junction	15
	Buildwas Junction	160 m.p.	15
Buildwas Junction	Severn Valley Line	Coalbrookdale	15
Buildwas Junction	Coalbrookdale	Severn Valley Line	15
Buildwas Junction	Severn Valley Line	Much Wenlock	15
Buildwas Junction	Much Wenlock	Severn Valley Line	15
Buildwas Junction (exclusive) to Much Wenlock (exclusive)	All Up and Down Trains		30
Much Wenlock	Presthope	‡Much Wenlock	15
Much Wenlock	‡Much Wenlock	Presthope	15
Westwood Crossing	All Trains when passing over the Crossing		15
Presthope	Longville	Presthope	15
Presthope	Much Wenlock	Presthope	15
166m. 55ch. and 166m. 65ch.	All Up and Down Trains		30

‡—Junction to Goods Yard

LONDON MIDLAND REGION

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

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

PENETRATING LINES

Name of Place	From	To	Miles per Hour
LEAMINGTON SPA (MILVERTON) AND LEAMINGTON SPA (AVENUE)			
DOWN LINE			
Leamington Spa (Avenue) G.W. Junction	Through Junction to and from Western Region Line		15
Leamington Spa (Avenue)	G.W. Junction	Leamington Spa (Avenue)	30
Leamington Spa (Avenue)	Leamington Spa (Avenue)	Leamington Spa (Milverton)	40
UP LINE			
Leamington Spa (Milverton)	Leamington Spa (Milverton)	Leamington Spa (Avenue)	40
Leamington Spa (Avenue)	Leamington Spa (Avenue)	G.W. Junction	30
Leamington Spa (Avenue) G.W. Junction	Through Junction to and from Western Region Line		15

SPEED OF TRAINS THROUGH JUNCTIONS AND OTHER SPECIFIED PLACES—*continued*

PENETRATING LINES—*continued*

Name of Place	From	To	Miles per Hour
FENNY COMPTON AND STRATFORD-UPON-AVON (RACECOURSE JUNCTION)			
DOWN LINE			
Maximum Permissible Speed			45
Fenny Compton	Main	Branch	15
Burton Dassett	Single line to and from Loop		15
Kineton	Single line to and from Loop		15
Ettington	Single line to and from Loop		15
Clifford Sidings	Single line to Down line		15
Stratford-upon-Avon (Old Town)	Through Junction to L.M.R. Junction		15
Stratford-upon-Avon (Racecourse Jn.)	Down Branch	Down Main	15
UP LINE			
Maximum Permissible Speed			45
Stratford-upon-Avon (Racecourse Jn.)	Up Main	Up Branch	15
Stratford-upon-Avon (Old Town)	Single line to Up line		15
Burton Dassett	Single line to and from Loop		15
Fenny Compton	Branch	Main	15
STRATFORD-UPON-AVON (OLD TOWN) TO L.M.R. JUNCTION			
DOWN LINE			
L.M.R. Junction	Through Junction		5
UP LINE			
Stratford-upon-Avon (Old Town)	Through Junction		15

SHUNTING ENGINES

STATIONS	Engine Number	Starting Time	Authorised Hours from Starting Time: Mon.	Tues.	Wed.	Thurs.	Fri.	Sat.	Sun.	Total Hours per Week	Particulars of Work and Remarks
Banbury	9	6.15 a.m. (MO)	17¾	24	24	24	24	24	6¼	144¼	Passenger Shunting.
		6.30 a.m. (MX)									
		10.15 a.m. (Suns.)	—	—	—	—	—	—	3	3	Passenger Shunting.
		5.10 p.m. (Suns.)	—	—	—	—	—	—	5⅔	5⅔	Passenger Shunting.
Leamington Spa General	1	1.30 a.m.	4	4	4	4	4	4	—	24	Passenger Shunting.
	2	1. 0 p.m.	4	4	4	4	4	4	—	24	Passenger Pilot
Tyseley C.S.	1	5.0 a.m. (MO)	8½	—	—	—	—	—	—	46	Diesel Passenger Shunting
		6.0 a.m. (MX)	—	7½	7½	7½	7½	7½	—	51½	
		2.30 p.m.	7½	7½	7½	7½	7½	7½	6½		Diesel Passenger shunting. Shunts at Tyseley Goods between 3.0 pm & 4.30 pm (SO) as required.
	2	10.0 p.m.	2	8	8	8	8	6	—	40	Diesel ex Tyseley Goods Shunts Cripple Sidings as required.
	3	1. 0 a.m.	5½	5½	5½	5½	5½	5½	—	33	Steam heating (1st Oct. to 1st May).
Birmingham, Snow Hill	1	6. 0 a.m. (Suns.)	—	—	—	—	—	—	17	17	—
		3. 0 a.m.	21	22	22	22	22	22	1	132	—
	4	8.30 a.m.	2½	2½	2½	2½	2½	2½	—	15	—
		1.30 p.m. (Sats.)	—	—	—	—	—	6¼	—	6¼	—
		3.20 p.m. (SX)	2	2	2	2	2	—	—	10	—
		9. 0 p.m. (SX)	2½	2½	2½	2½	2½	—	—	12½	—
Stourbridge Junction	7	5.30 a.m.	7½	7½	7½	7½	7½	7½	—	45	Passenger Shunting.
		12.30 p.m.	2⅓	2⅓	2⅓	2⅓	2⅓	2⅓	—	14	Passenger Shunting.
		3. 0 p.m. (SX)	2	2	2	2	2	—	—	10	—
		4.20 p.m.	2⅔	2⅔	2⅔	2⅔	2⅔	2⅔	—	16	Passenger Shunting.
Kidderminster	1	6.30 a.m.	4	4	4	4	4	4	—	24	Passenger Shunting.
Wolverhampton Low Level	1	4.30 a.m.	20½	20½	20½	20½	20½	20½	—	123	Passenger Shunting.
		4. 0 a.m.	7½	7½	7½	7½	7½	7½	—	45	Steam heating (1st Oct. to 1st May).
		7 0 a.m. (Suns.)	—	—	—	—	—	—	8	8	—
	4	9.15 a.m. (Suns.)	—	—	—	—	—	—	3¾	3¾	Passenger Shunting.
		7.15 p.m. (Suns.)	1½	—	—	—	—	—	4¾	6¼	Passenger Shunting.
Cannock Road	2	5.30 a.m.	19	19	19	19	19	19	—	114	Passenger Shunting.
		7. 0 a.m. (Suns.)	—	—	—	—	—	—	8	8	Cannock Road and Low Level.
		9.30 p.m. (Suns.)	1	—	—	—	—	—	2½	3½	—
	5	4.30 a.m.	10½	10½	10½	10½	10½	10½	—	63	Steam Heating (1st Oct. to 1st May).
Wellington	1	7.30 a.m.	4½	4½	4½	4½	4½	4½	—	27	Engine off 6.5 am ex Crewe. Coach shunting, then work 12.15 p.m. to Crewe
	2	3.15 p.m.	1	1	1	1	1	1	—	6	Coach shunting, then work 4.30 p.m. to Much Wenlock.

REFUGE SIDINGS AND LOOPS

Station	Refuge Sidings	Running Loops	Number of Wagons Siding or Loop holds §
DOWN			
Bletchington	1	—	60
Heyford	1	—	60
Fritwell to Aynho	—	1	462
Astrop Sidings to Banbury South	—	1	401
Banbury South	—	1	80
Banbury Station to Junction	—	1	213
Banbury Junction to Cropredy	—	1	545
Claydon Crossing	1	—	61
Fenny Compton	—	1	84
Greaves Siding to Southam Road	—	1	126
Fosse Road	—	1	76
Leamington General South to North	—	1	38
Warwick	1	—	36
Budbrook to Hatton	—	1	467
Bearley East	1	—	57
Wilmcote	1	—	60
Stratford-upon-Avon East*	—	1	57
Lapworth	—	1	112
Knowle and Dorridge	1	—	36
Knowle to Bentley Heath (Relief)	—	1	89
Solihull*	1	—	69
Acocks Green (Relief)	—	1	59
Tyseley South to Small Heath South	—	1	134
Small Heath South to Small Heath North	—	1	90
Small Heath North to Bordesley South	—	1	100
Bordesley South to Bordesley North	—	1	82
Shirley	1	—	35
Earlswood Lakes	1	—	57
Henley-in-Arden	1	—	42
Hockley to Soho	—	1	143
Handsworth (Queen's Head) to Handsworth Station	—	1	54
Wednesbury Central to Bilston Central	—	1	303
Stow Heath	—	1	61
Wolverhampton South to North	—	1	44
Oxley Sidings	—	1	55
Codsall	1	—	71
Cosford	—	1	60
Shifnal	—	1	56
Madeley Junction	1	—	31
Hollinswood	—	1¶	58
Oldbury and Langley Green East to Middle	—	1	66
Rowley Regis	—	1	40
Cradley East	1	—	20
Cutnall Green	1	—	37
Kidderminster Junction	—	1	60
Woofferton	—	1	65
Tenbury Wells	1	—	40
Churchill and B.	1	—	46
Hagley	1	—	60
Stourbridge Junction Middle to North	—	1	52
Kingswinford South Branch Line	—	1	41
Kingswinford Junction	—	1	61
Oxley Branch Junction and Oxley North	—	1	71
Round Oak North	—	1	66
Blowers Green Sidings	1	—	42
Princes End	—	1	42
UP			
Round Oak	1	—	38
Oxley North and Oxley Branch Junction	—	1	71
Pensnett	1	—	79
Bromley	—	1	50
Kingswinford Junction	—	1	70
Stourbridge Junction South	—	1	60
Stourbridge Junction Middle to North	—	1	52
Churchill and B.	1	—	41
Woofferton	1	—	32
Woofferton	—	1	65
Tenbury Wells	1	—	34
Kidderminster Junction	—	1	60
Elmley Lovett	—	1	66
Cutnall Green	1	—	45
Cradley West to East	—	1	31
Cradley West	1	—	31
Oldbury and Langley Green Middle to East	—	1	68
Wellington (Market Drayton Junction)	1	M	36
Oakengates	1	—	41
Hollinswood UP AND DOWN	—	1	45
Hollinswood	—	1	50
Shifnal	1	—	50
Cosford	—	1	60
Albrighton	1	—	40
Codsall	—	1	62
Oxley Sidings	—	1	85
Wolverhampton North to South	—	1	42
Stow Heath	—	1	74
Priestfield Junction	1	—	38
Wednesbury Central North to South	—	1	42
Swan Village Junction to West Bromwich	—	1	141
Handsworth South to Queen's Head	—	1	57
Soho to Hockley South	—	1	153
Earlswood Lakes	1	—	57
Shirley	1	—	60
Bordesley South to Small Heath North	—	1	99
Small Heath North to Small Heath South	—	1	84
Small Heath South to Tyseley South	—	1	142
Solihull*	1	—	131
Widney Manor	1	—	68
Bentley Heath to Knowle (Main)	—	1‡	80
Lapworth	1	—	72
Wilmcote	1	—	52
Hatton West to North	—	1	55
Hatton North to South	—	1	57
Warwick	—	1	68
Leamington General North	1	—	43
Leamington General North to South	—	1	43
Fosse Road	—	1	66
Southam Road	1	—	67
Fenny Compton	—	1	75
Claydon Crossing	1	—	48
Cropredy	1	—	71
Banbury Junction to Astrop Sidings	—	1	718
Aynho Jn. to Aynho	—	1	138
Heyford	1	—	42

*—See special instructions in regard to securing hand points leading from these refuge sidings to adjacent sidings.
‡—See special instructions re working of Ground Frame leading to Knowle and Dorridge Goods Yard.
§—Capacity based on length of wagons as 21 feet in addition to Engine and Van.
¶—Also one Up and Down Loop, see Up line for details.

DIMENSIONS OF VEHICLES OVER 21-ft. IN LENGTH

Codes of Vehicles	Maximum Length over Buffers ft.	in.	Codes of Vehicles	Maximum Length over Buffers ft.	in.	Codes of Vehicles	Maximum Length over Buffers ft.	in.
B	43	1	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						