WEEKDAYS — GLOUCESTER AND DYMOCK

SINGLE LINE—Over Junction to Dymock—worked by Train Staff (one engine in steam).
STAFF STATIONS:—Over Junction, Newent.

Mileage from Gloucester M	Mileage from Gloucester C	Mile Post Mileage from Over Jn. M	Mile Post Mileage from Over Jn. C	DOWN	Ruling Gradient 1 in					K				
										9B47				
										SX				
—	—	—	—	GLOUCESTER CEN. dep	—					PM 1 10				
1	39	—	—	Over Junction	95 F	..	..	..	..	N		..	..	..
5	37	3	78	Barber's Bridge..... arr	594 R					1 24				
				... ... dep		..	..	..	..	1 31		..	..	..
9	73	8	34	Newent ..... arr	330 R					1 45				
				... ... dep		..	..	..	..	1 55		..	..	..
13	66	12	27	DYMOCK ..... arr	80 F					2 10				

N—Starts from Docks Branch Sidings

DYMOCK AND GLOUCESTER

UP	Ruling Gradient 1 in						K							
							9F57							
							SX							
DYMOCK ..... dep	—						PM 2 40							
Newent ... ... arr	80 F	..	..	..	..	..	2 55		..	..	..	..	..	..
..... dep							3 35							
Barber's Bridge ... ... arr	230 F	..	..	..	..	..	R		..	..	..	..	..	..
..... dep							R							
Over Junction	594 F	..	..	..	..	..	4 7N		..	..	..	..	..	..
GLOUCESTER CEN. arr	95 R													

N—For times beyond Over Junction, see page 109.

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

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

LOCAL SERVICES AND TRIPS

INTER-YARD TRIPS—GLOUCESTER

("K" HEADCODES)

It should be definitely understood by the whole of the staff concerned that these trips must be given special attention.

Trips from Upper Yard to "T" Sidings must not exceed 50 wagons and trips from "T" Sidings to Upper Yard which must not exceed 35 wagons unless agreed by Control.

Trips from "T" Sidings to Docks Branch Sidings must not exceed 60 wagons.

Trips from "T" Sidings to Old Yard must not exceed 30 wogons.

Trips from Over Sidings to Barnwood must not exceed 50 wagons.

Trips from Docks Branch Sidings to "T" Sidings must not exceed 54 wagons.

Trips from Upper Yard to "T" Sidings to run via the Goods or Main Lines as convenient, and arrangements must be made for a Siding to be available for the reception of the trips at their booked time. The trips must have preference over all other trains except Passenger, Parcels and "C," "D" and "E" Headcode Freight Trains.

WEEKDAYS

SUNDAYS

	9F57 MX	9F57 MX	9F60	9B48	9F59	9F60	9F50 SO 9F57 SX	9F60 SX	9F60 SX	9F50 SX		9F50	9F51
	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.		a.m.	am.
"T" Sidings ..... dep	5 18	6 35	.....	8 22	8 52	.....	12 15	.....	.....	11 25	.....	12 48	6 0
Old Yard ... ... arr	5 23	6 40	...	...	8 57	...	...	...	...	...	...	...	6 5
..... dep	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Docks Branch Sidings ... ... arr	...	...	...	8 38	...	...	12 31	...	...	11 41	...	1 14	A
..... dep	.....	.....	7 10	.....	.....	9 30	.....	12 40	4 25	.....	.....	.....	.....
Llanthony ... ... arr	...	...	7 15	...	...	9 35	...	12 45	4 30	...	...	...	...

A—Worked by New Yard Front Road Engine—See page 180.

	MX	9F57	9F59 SX Q	9F57	9F60 SX	9F60 SO	9F50 SO	9F50 SX	9F51 SO	9F60 SX	9F50	7M39 SX	9F60 SX	9F59 SX	9F50	
	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	a.m.	
Llanthony ..... dep	.....	.....	.....	.....	12 15	1 0	.....	.....	.....	4 0	.....	.....	7 15	.....	.....	.....
Docks Branch Sdgs arr	...	...	...	...	12 20	1 5	...	...	...	4 5	...	...	7 20	...	...	...
Over Sidings ..... dep	1 25	8 42	.....	11 45	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1 55	.....
Old Yard ... dep	...	...	11 35	...	...	...	1 30	1 35	2 15	...	5 36	6 31	...	7 30	...	...
"T" Sidings ..... arr	.....	.....	.....	.....	.....	.....	...	1 42	.....	.....	5 42	6 41	.....	.....	.....	.....
Barnwood Sidings arr	1 40	8 55	11 40	11 55	...	...	1 35	...	2 22	...	...	...	...	7 35	2 8	...

	9F52 MX	9F53	9F54	9F55 SO	9F55	9F55		9F56 SX		9F56 SO			9F56
	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.		p.m.		p.m.			a.m.
Upper Yard ..... dep	2 50	5N40	8 0	11 55	12 30	4 35	.....	9 45	.....	11 35	.....	.....	2 0
"T" Sidings... ... ... arr	3 0	5N50	8 10	12 5	12 40	4 45	...	9 55	...	11 45	...	...	2 10

N—Load not to exceed 20 wagons.

	0F52 MX	0F53		9F54	9F55 SO	9F55 SX		9F55		9F56 SX		9F56	9F56
	a.m.	a.m.		a.m.	p.m.	p.m.		p.m.		p.m.		a.m.	a.m.
"T" Sidings..... dep	3‖ 5	6‖15	.....	8 35	12 30	1 10	.....	5 10	.....	10 20	.....	12 5	2 30
Upper Yard ... ... arr	3‖10	6‖20	...	8 40	12 35	1 15	...	5 15	...	10 25	...	12 10	2 35

		8H62 MX					9F58 SX						9F56
		a.m.					p.m.						a.m.
Upper Yard ..... dep	.....	5 10	.....	.....	.....	.....	7 55	.....	.....	.....	.....	.....	5 20
Eastgate Goods Yard ... ... arr	...	5A15	...	...	...	...	8 0	...	...	...	...	...	5 25

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

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

WEEKDAYS

	9F53		0B37	9F54		9F54	9F55	0F55 SO		9F55 SX	0F55 SX		0F55 SO		0F56 SX
	a.m.		a.m.	a.m.		a.m.	a.m.	p.m.		p.m.	p.m.		p.m.		p.m.
Barnwood Sidings ..... dep	.....	.....	8‖ 0	.....	.....	.....	11 20	.....	.....	.....	.....	.....	.....	.....	7‖40
Upper Yard ... ... arr	...	...	...	...	...	...	11 43	...	...	...	...	...	...	...	...
..... dep	6 40	.....	.....	9 50	.....	11 0	.....	12 45	.....	2 17	5‖35	.....	6† 0	.....	.....
High Orchard ... ... arr	...	...	8‖20	10 0	...	...	L.E.–	12 58	...	2 25	5‖45	...	...	...	7‖55
Hempsted Sidings ..... arr	7 5	.....	.....	.....	.....	.....	SO	.....	.....	.....	.....	.....	.....	.....	.....
Quedgeley ... ... arr	...	...	...	...	...	11 20	...	...	...	...	...	...	6†20	...	...

	9F56 MX	0F54 SO	0F54	9F53	9F54 SO	9F54 SX	9F55 SO	0Z55 SO	9F55 SO	9F55 SX	9F55 SX	9F55 SO	9F56 SX	0B37 SX	9F56 SX Q
	a.m.	a.m. SUS-	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Quedgeley ..... dep	.....	PEN-	.....	.....	12 20	12 15	.....	.....	.....	.....	.....	6 50	.....	.....	.....
Hempsted Sidings ... dep	...	DED	...	10 30	...	...	...	...	...	...	...	...	...	...	...
High Orchard ..... dep	.....	10‖10	10‖25	.....	.....	.....	1 15	1‖35	.....	3 15	6 23	.....	8 45	9‖35	.....
Upper Yard ... ... arr	...	...	10‖35	10 55	12 43	12 38	1 25	...	...	3 25	Z	7 10	9 5	...	...
..... dep	12N40	.....	.....	12 0	1 15	2 0	.....	.....	2 8	.....	Z	7 50	.....	.....	11 25
Barnwood Sidings ... arr	12 45	10 22	...	12 5	1 20	2 5	...	1‖50	2 13	...	6 35	7 55	...	9‖52	11 30

N—Goods Shed.

Z—On Tuesdays and Thursdays, Upper Yard arr. 6.33, dep. 6*52, Barnwood arr. 6.57 p.m.

K130 WEEKDAYS BANANA SCHEDULES FROM AVONMOUTH

UP

		C			C			C		C				
		1.0 pm Avonmouth to Water Orton			3.15 pm Avonmouth to Water Orton			6.10 pm Avonmouth to Water Orton		10.0 pm Avonmouth to Water Orton				
		4M36			4M37			4M38		4M32				
		SX Q PM			SX Q PM			SX Q PM		SX Q PM				
BRISTOL (T.M.) ..... dep	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
BRISTOL (St. Philip's) ... ... dep	2	..	..	..	..	..	..	..	..	..	..	..	..	..
STOKE GIFFORD ..... dep	3	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
WESTERLEIGH SIDINGS ... dep	4	1 30	..	..	3 45	..	..	7* 4	..	10 30	..	..	..	..
Charfield..... arr	5	.....	.....	.....	4* 8	.....	.....	.....	.....	.....	.....	.....	.....	.....
... ... dep	6	1 46	..	..	4*45	..	..	7 26	..	11 1	..	..	..	..
Berkeley Road South Junction	7	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Berkeley Road ... ... arr	8	..	..	..	..	..	..	..	..	..	..	..	..	..
..... dep	9	1 55A	.....	.....	4 55	.....	.....	7 35	.....	11 9	.....	.....	.....	.....
Coaley Junction ... ... arr	10	..	..	..	..	..	..	..	..	..	..	..	..	..
..... dep	11	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Frocester ... ... arr	12	..	..	..	..	..	..	..	..	..	..	..	..	..
..... dep	13	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Stonehouse (Bristol Road) ... ... arr	14	..	..	..	..	..	..	..	..	..	..	..	..	..
..... dep	15	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Standish Junction ... ... arr	16	..	..	..	..	..	..	..	..	..	..	..	..	..
..... dep	17	2 6B	.....	.....	5 7	.....	.....	7 53	.....	11 24	.....	.....	.....	.....
Quedgeley	18	..	..	..	..	..	..	..	..	..	..	..		..
Hempstead Sidings ..... dep	19	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....		.....
Tuffley Junction	20	..	..	..	..	..	..	..	..	..	..	..		..
High Orchard ..... dep	21	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....		.....
Barton Street Junction	22	..	..	..	..	..	..	..	..	..	..	..		..
GLOUCESTER EASTGATE..... arr	23	2W15	.....	.....	5W*22	.....	.....	8W 6	.....	11W37	.....	.....		.....
GLOUCESTER SOUTH JN. ... arr	24	..	..	..	GL	..	..	..	..	..	..	..		..
..... dep	25	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....		.....
GLOUCESTER EASTGATE ... dep	26	2W20	..	..	5W*32	..	..	8W12	..	11W42	..	..		..
GLOUCESTER CENTRAL ..... dep	27	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....		.....
Tramway Junction	28	..	..	..	..	..	..	..	..	..	..	..		..
Barnwood Sidings..... arr	29	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....		.....
... ... dep	30	..	..	..	..	..	..	ML	..	RL	..	..		..
Engine Shed Junction ..... arr	31	ML	.....	.....	RL	.....	.....	.....	.....	.....	.....	.....		.....
... ... dep	32	2 23	..	..	5 37	..	..	8 15	..	11 46	..	..		..
Churchdown	33	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....		.....
Hatherley Junction	34	..	..	..	..	..	..	..	..	..	..	..		..
Lansdown Junction	35	2 34	.....	.....	5 50	.....	.....	8 28	.....	11 58	.....	.....		.....
CHELTENHAM (Malvern Rd.) arr	36	..	..	..	..	..	..	To be regulated with 12.10 pm Llandilo Jn. to Cambridge	..	..	..	..		..
Cheltenham (Spa Lansdown ..... arr	37	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....		.....
... ... dep	38	..	..	..	..	..	..	..	..	MX am	..	..		..
Alston Junction.....	39	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....		.....
CHELTENHAM (High Street) ... arr	40	..	..	..	5*54	..	..	..	..	..	..	..		..
..... dep	41	2 36	.....	.....	6*23	.....	.....	8 32	.....	12 1	.....	.....		.....
Cleeve ... ... arr	42	..	..	..	..	..	..	..	..	..	..	..		..
..... dep	43	.....	.....	.....	.....	.....	.....	S	.....	.....	.....	.....		.....
Ashchurch ... ... arr	44	..	..	..	..	..	..	..	..	..	..	..		..
..... dep	45	2 49	.....	.....	6 33	.....	.....	8 48	.....	12 14	.....	.....		.....
Bredon ... ... arr	46	..	..	..	..	..	..	..	..	..	..	..		..
..... dep	47	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....		.....
Eckington ... ... arr	48	..	..	..	..	..	..	8*58	..	..	..	..		..
..... dep	49	.....	.....	.....	.....	.....	.....	9*18	.....	.....	.....	.....		.....
Defford ... ... arr	50	..	..	..	..	..	..	..	..	..	..	..		..
..... dep	51	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....		.....
Pirton Sidings ... ... arr	52	..	..	..	..	..	..	..	..	..	..	..		..
..... dep	53	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....		.....
Wadborough... ... ... arr	54	..	..	..	..	..	..	..	..	..	..	..		..
..... dep	55	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....		.....
Abbotts Wood Junction ... ... arr	56	..	..	..	..	..	..	..	..	..	..	..		..
..... dep	57	3 10	.....	.....	6 48	.....	.....	9 28	.....	12 45D	.....	.....		.....
Spetchley ... ... arr	58	..	..	..	..	..	..	..	..	..	..	..		..
..... dep	59	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....		.....
Dunhampstead	60	3 22	..	..	6 56	..	..	9 37	..	12 58	..	..		..
Stoke Works Junction..... arr	61	RL	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....		.....
... ... dep	62	3 33	..	..	7 3	..	..	9 45	..	1 8	..	..		..
Bromsgrove South	63	.....	.....	.....	SL	.....	.....	SL	.....	.....	.....	.....		.....
BROMSGROVE... ... ... arr	64	3W40	..	..	7W*11	..	..	9W*58	..	1W20	..	..		..
..... dep	65	3W47	.....	.....	7W*40	.....	.....	10W*6	.....	1W44	.....	.....		.....
Blackwell... ... ... arr	66	..	..	..	..	..	..	..	..	..	..	..		..
..... dep	67	4 0	.....	.....	7 50	.....	.....	10 17	.....	1 57	.....	.....		.....
BARNT GREEN ... ... arr	68	4 2	..	..	7 54	..	..	10 21	..	1 59	..	..		..
WASHWOOD HEATH SDGS. arr	69	.....	.....	.....	.....	.....	.....	N	.....	.....	.....	.....		.....

Water Orton arr. 4.52 pm

Water Orton arr. 8.50 pm

Water Orton arr. 11.12 pm

Water Orton arr. 3.0 am

Z—S.L. from Barnt Green

To be kept clear

A—12.50 pm SX Sharpness to Gloucester
B—12.50 p.m. MWFO Nailsworth to Gloucester
C— 8.55 pm Avonmouth to Lavery Street

BANANA SCHEDULES FROM AVONMOUTH AND BARRY

UP		C			C	
		10.0 pm Avonmouth to Moor St.			10.0 pm Avonmouth to Moor St.	
		4H10			4H10	
		SX Q PM			SX Q PM	
Charfield ... arr	1	.....	.....	.....	.....	.....
... ... dep	2	11 1	..	..	11 1	..
Berkeley Road South Junction ...	3	.....	.....	.....	.....	.....
Berkeley Road ... ... arr	4	..	..	..	..	..
..... dep	5	11 9	.....	.....	11 9	.....
Standish Junction ... ... arr	6	..	..	..	..	..
..... dep	7	11*29A	.....	.....	11*29A	.....
GLOUCESTER EASTGATE ..... arr	8	..	..	..	..	..
GLOUCESTER SOUTH JN. ..... arr	9	11TW42	.....	.....	11TW42	.....
... ... dep	10	11TW52	..	..	11TW52	..
GLOUCESTER EASTGATE ..... dep	11	.....	.....	.....	.....	.....
Engine Shed Junction ... ... arr	12	..	..	..	..	..
..... dep	13	11 57	.....	.....	11 57	.....
Churchdown	14	MX	..	..	MX	..
Hatherley Junction ...	15	am	.....	.....	am	.....
Lansdown Junction	16	12 6	..	..	12 6	..
CHELTENHAM (Malvern Rd.) ... arr	17	.....	.....	.....	.....	.....
... ... dep	18	12 7B	..	..	12 7B	..
Toddington ... arr	19	.....	.....	.....	.....	.....
... ... dep	20	12 26	..	..	12 26	..
Honeybourne Jn. West and Sidings ... arr	21	.....	.....	.....	.....	.....
... ... dep	22	12 38	..	..	12 38D	..
HONEYBOURNE JN. EAST ... arr	23	.....	.....	.....	.....	.....
... ... dep	24	..	..	..	12 39C	..
Long Marston ... arr	25	.....	.....	.....	.....	.....
... ... dep	26	..	..	..	..	..
STRATFORD-UPON-AVON ..... arr	27	.....	.....	.....	12TW52	.....
... ... dep	28	..	..	..	..	..
HONEYBOURNE ... arr	29	.....	.....	.....	.....	.....
... ... dep	30	12 40	..	..	..	..
EVESHAM ... arr	31	.....	.....	.....	.....	.....
... ... dep	32	12 48	..	..	..	..
Pershore ... arr	33	.....	.....	.....	.....	.....
... ... dep	34	12 55E	..	..	..	..
Norton Junction ... arr	35	.....	.....	.....	.....	.....
... ... dep	36	1 3	..	..	..	..
Wyld's Lane Junction ... arr	37	.....	.....	.....	.....	.....
... ... dep	38	1 13	..	..	..	..
Worcester Yard ... arr	39	1TW16	.....	.....	.....	.....
... ... dep	40	1TW30	..	..	..	..
WORCESTER (Shrub Hill) ..... arr	41	.....	.....	.....	.....	.....
... ... dep	42	..	..	..	..	..
Tunnel Junction ... arr	43	.....	.....	.....	.....	.....
... ... dep	44	1 35	..	..	..	..
Fernhill Heath ...	45	.....	.....	.....	.....	.....
DROITWICH SPA ... ... arr	46	..	..	..	..	..
..... dep	47	1 44	.....	.....	.....	.....
Stoke Works	48	..	..	..	..	..
Cutnall Green ...	49	..	.....	.....	.....	.....
Hartlebury	50	1 49	..	..	..	..
STOURBRIDGE JUNCTION ... arr	51	.....	.....	.....	.....	.....

UP		C
		12.45 pm Barry Docks to Bradford
		SX Q PM
Beachley ... dep		2 8
Lydney ... ... arr		..
..... dep		2 17
Bullo Pill ... ... arr		2*31
..... dep		2*40
Over Sidings ... ... arr		..
..... dep		3 0
Gloucester Central ... ... arr		3TW 5
..... dep		3TW15
Barnwood Sidings ... ... arr		3 20
..... dep		3035
		RL
Engine Shed Junction		3 38
Lansdown Junction ...		3 47
Cheltenham (Malvern Road) ... ... arr		.....
..... dep		3 49
Toddington ... ... arr		.....
..... dep		4 8
Honeybourne West ... ... arr		.....
..... dep		4 20
Honeybourne East ... ... arr		.....
..... dep		4 21
		10
Stratford-upon-Avon ... ... arr		4W45
..... dep		4W55

A— 9. 0 p.m. Swindon to Rogerstone.
B— 3.25 p.m. Cardiff to Woodford.
C—12.30 a.m. Honeybourne to Leamington and 8. 0 p.m. Didcot to Spondon.
D— 7.30 p.m. Reading West Junction to Worcester.
E—12.15 a.m. Q Honeybourne to Kidderminster.

} To be kept clear.

K132 WEEKDAYS

BANANA SCHEDULES FROM SOUTHAMPTON

DOWN		C			C			C						
		2.55 am Southampton to Crewe			10.22 am Southampton to Crewe			11.25 am Southampton to Crewe						
		4M40			4M48			4M39						
		MSX Q am			SX Q PM			SX Q PM						
OXFORD ..... dep	1	6 20	.....	.....	1 26	.....	.....	2 52	.....	.....	.....	.....	.....	.....
Yarnton	2	6*45	..	..	1*40	..	..	3 0	..	..	..	..	..	..
KINGHAM ..... arr	3	.....	.....	.....	10	.....	.....	.....	.....	.....	.....	.....	.....	.....
... ... dep	4	7 11	..	..	2 20	..	..	3 26	..	..	..	..	..	..
Moreton-in-Marsh ..... arr	5	7*22	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
... ... dep	6	7*35	..	..	2 31	..	..	3 35	..	..	..	..	..	..
Stop Board ..... arr	7	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
... ... dep	8	..	..	..	..	..	..	..	..	..	..	..	..	..
Honeybourne Jn. South	9	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
HONEYBOURNE ... ... arr	10	..	..	..	..	..	..	..	..	..	..	..	..	..
..... dep	11	7 53	.....	.....	2 43	.....	.....	3 49	.....	.....	.....	.....	.....	.....
EVESHAM ..... arr	12	..	..	..	..	..	..	..	..	..	..	..	..	..
..... dep	13	8 16	.....	.....	2 53	.....	.....	3 57	.....	.....	.....	.....	.....	.....
Pershore ... ... arr	14	..	..	..	..	..	..	..	..	..	..	..	..	..
..... dep	15	8 28	.....	.....	3 2	.....	.....	4 4A	.....	.....	.....	.....	.....	.....
Abbotts Wood Junction	16	..	..	..	..	..	..	..	..	..	..	..	..	..
Norton Junction ..... arr	17	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
... ... dep	18	..	..	..	..	..	..	..	..	..	..	..	..	..
Wylds Lane Junction ..... arr	19	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
... ... dep	20	8 38	..	..	3 12	..	..	4 14	..	..	..	..	..	..
Worcester Yard ..... arr	21	8TW43	.....	.....	3TW15	.....	.....	4TW19	.....	.....	.....	.....	.....	.....
... ... dep	22	9E*20	..	..	3E33	..	..	4E39	..	..	..	..	..	..
WORCESTER (Shrub Hill) ..... arr	23	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
... ... dep	24	..	..	..	..	..	..	..	..	..	..	..	..	..
Tunnel Junction ..... arr	25	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
... ... dep	26	9 25B	..	..	3 40D	..	..	4 44E	..	..	..	..	..	..
Fernhill Heath	27	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
DROITWICH SPA ... ... arr	28	..	..	..	..	..	..	..	..	..	..	..	..	..
..... dep	29	9 35	.....	.....	3 48	.....	.....	4 52	.....	.....	.....	.....	.....	.....
Stoke Works	30	..	..	..	..	..	..	..	..	..	..	..	..	..
Cutnall Green	31	9 40C	.....	.....	3 55	.....	.....	4 57	.....	.....	.....	.....	.....	.....
Hartlebury ... ... arr	32	..	..	..	..	..	..	..	..	..	..	..	..	..
STOURBRIDGE JUNCTION ..... arr	33	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

A—3. 0 p.m. Littleton & Badsey to Worcester to proceed ex Pershore.
B—9.15 a.m. SX Worcester to Washwood Heath.
C—8.30 a.m. Worcester to Kidderminster.
D—3.30 p.m. SX Worcester to Stourbridge.
E—4.40 p.m. SX Worcester to Kidderminster.

} To be kept clear.

LIST OF SIGNAL BOXES

Distance Box to Box	NAME OF BOX	TIMES DURING WHICH BOXES ARE OPEN					Whether provided with Switch
		Weekdays			Sundays		
		Opened at		Closed at	Opened at	Closed at	
		Mondays	Other Days				
OXFORD AND HARTLEBURY							
M C							
— —	Oxford Station South	—	Open continuously		—	—	Yes
— 18	Oxford Station North	—	Open continuously		—	—	No
— 25	Oxford North Junction	—	Open continuously		—	—	Yes
1 53	Wolvercot Siding	—	Closed		—	—	Yes
— 64	Wolvercot Junction	—	Open continuously		—	—	No
— 71	Yarnton Junction	6. 0 a.m.	—	—	—	6. 0 a.m.	Yes
3 3	Handborough	4.15 a.m.	—	—	—	6. 0 a.m.B	Yes
6 21	Charlbury	5.30 a.m.	—	—	—	2. 0 p.m.	Yes
3 60	Ascott-under-Wychwood	—	Open continuously		—	—	No
1 20	Shipton	12. 0 noon	12. 0 noon	3. 0 p.m. (or as required for traffic purposes)	—	—	Yes
1 37	Bruern Crossing	—	Open continuously		—	—	No
1 50	Kingham	5. 0 a.m.	—	—	—	8. 0 a.m.	Yes
2 57	Adlestrop	—	Closed		—	—	—
4 14	Moreton-in-Marsh	5. 0 a.m.	—	—	—	6. 0 a.m.	Yes
		—	—	—	11. 0 a.m.	1.15 p.m.	
3 20	Blockley	—	Open continuously		—	—	No
2 1	Chipping Campden	—	Open continuously		—	—	No
3 55	Honeybourne (South Loop Junction)	10.0 p.m.	10.0 p.m.	6.0 a.m.	—	6. 0 a.m.	Yes
— 75	Honeybourne Station South ...	5. 0 a.m.	—	2.0 a.m. (Mon.)	3. 0 p.m.	8.40 a.m.	Yes
— 34	Honeybourne Station North ...	4.45 a.m.	—	—	—	3. 0 p.m.V	Yes
— —	Honeybourne West Loop Junction	—	Open continuously		—	—	Yes
— —	Honeybourne East Loop Junction ...	5.30 a.m.	—	2.0 a.m. (Mon.)	3. 0 p.m.	8.40 a.m.	Yes
2 30	Littleton and Badsey	—	Open continuously		—	—	No
2 45	Evesham (W.R.)	4.20 a.m.	—	—	—	7.30 a.m.	Yes
					8.30 p.m.	11.10 p.m.	Yes
2 8	Charlton Siding	—	As required		—	—	Yes
— 71	Fladbury	10. 0 a.m.	10. 0 a.m.	7.20 p.m.SX	—	—	Yes
		—	10. 0 a.m.	6.20 p.m.SO			
2 48	Pershore	6. 0 a.m.	—	—	—	7.30 a.m.	Yes
		—	—	—	3.30 p.m.	11.30 p.m.	Yes
2 21	Stoulton	—	For traffic purposes only		—	—	Yes
2 42	Norton Junction	—	Open continuously		—	—	Yes
2 66	Worcester (Wylds Lane Junction)	—	Open continuously		—	—	No
— 29	Worcester (Goods Yard)	5. 0 a.m.	—	—	—	8.45 a.m.	No
— 25	Worcester (Shrub Hill Station) ...	—	Open continuously		—	—	No
— 15	Worcester (Shrub Hill Junction) ...	—	Open continuously		—	—	No
— 21	Worcester (Tunnel Junction) ...	—	Open continuously		—	—	Yes
1 18½	Blackpole Sidings	—	For traffic purposes only		—	—	Yes
1 2	Fernhill Heath	5. 0 a.m.	—	—	—	10. 0 p.m.	No
3 13	Droitwich Spa	—	Open continuously		—	—	Yes
3 20½	Cutnall Green	6. 0 a.m.	—	—	—	6. 0 a.m.	Yes
1 51½	Elmley Lovett Sidings	—	For traffic purposes only		—	—	No
— 54	Hartlebury Station	—	Open continuously		—	—	Yes
— 24	Hartlebury Junction	5.15 a.m.	5.15 a.m.	10. 0 p.m.	— G	—	Yes

B—Or after last booked Freight train.
G—Open as required for Stourport slack trip working.
V—Or after tip working finished.

WORCESTER AND HEREFORD							
A —	Worcester (Rainbow Hill Junction)	—	Open continuously		—	—	Yes
1 6	Henwick	—	Open continuously		—	—	No
2 34	Bransford Road Junction	6. 0 a.m.	6. 0 a.m.	10. 0 p.m.SX Y	—	—	Yes
			6. 0 a.m.	11.20 p.m.SO			
2 3	Newland East	—	Open continuously		—	—	No
— 47	Newland West	—	For traffic purposes only		—	—	Yes
— 79	Malvern Link	5.30 a.m.	5.30 a.m.	11.30 p.m.	—	—	Yes
1 23	Great Malvern	8.15 a.m.	8.15 a.m.	4.15 p.m.	8.45 a.m.	8.30 p.m.	Yes
1 2	Malvern Wells	—	Open continuously		—	—	No

A—9 chains from Shrub Hill Junction; 20 chains from Tunnel Junction.
Y—Or after passing of 9.45 p.m. Worcester Freight if this train, or the 6.45 p.m. Paddington passenger is running late.

List of Signal Boxes—continued

Distance Box to Box 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
		WORCESTER AND HEREFORD—continued						
1	55	Colwall	—	Open continuously		—	—	No
3	1¼	Ledbury (North End)	—	Open continuously		—	—	No
1	12¾	Ledbury (Station)	—	Open continuously		—	—	No
3	74	Ashperton	6. 0 a.m.	6. 0 a.m.	9.10 p.m. **C**	—	—	Yes
2	22	Stoke Edith	—	Open continuously		—	—	No
3	5	Withington	8.35 a.m.	8.35 a.m.	4.35 p.m. **SX**	—	—	Yes
			—	8.35 a.m.	12. 5 p.m. **SO**	—	—	
2	64	Hereford (Shelwick Junction) ...	—	Open continuously		—	—	Yes
—	76¾	Hereford (Barr's Court Junction)	5. 0 a.m.	—	—	—	6. 0 a.m. **D**	Yes
—	26¼	Hereford (Brecon Curve)	—	Open continuously		—	—	Yes
—	28	Hereford (Barr's Court Station) ...	—	Open continuously		—	—	Yes
—	16	Hereford (Ayleston Hill)	—	Open continuously		—	—	No
—	§43½	Hereford (Barton Curve)	4.45 a.m.	—	—	—	6. 0 a.m. **D**	Yes
—	46½	Hereford (Barton Station)	—	Open continuously		—	—	No

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

D—Or as ordered by Control.

§—From Barr's Court Junction.

		STRATFORD-UPON-AVON AND STANDISH JUNCTION						
—	—	Stratford-upon-Avon East	—	Open continuously		—	—	Yes
—	17	Stratford-upon-Avon West ...	6.15 a.m.	6.15 a.m.	10.45 p.m.	9.45 a.m.	2. 0 p.m.	Yes
						3.50 p.m.	9.30 p.m.	
—	27	Evesham Road Crossing	—	Open continuously		—	—	No
2	40	Milcote	—	Open continuously		—	—	No
2	38¼	Long Marston	—	Open continuously		—	—	No
2	39	Honeybourne East Loop Junction ...	5.30 a.m.	—	2.0 a.m. (Mon.)	—	—	Yes
—	40	Honeybourne West Loop Junction	—	Open continuously		—	—	Yes
—	—	Broadway ... ... **G**	—	Intermediate Block Signals		—	—	—
4	47	Toddington	—	Open continuously		—	—	Yes
2	29	Winchcombe	7. 0 a.m.	7. 0 a.m.	1. 0 a.m.	—	2. 0 a.m.	Yes
5	7	Bishop's Cleeve	6. 0 a.m.	—	—	—	6. 0 a.m.	Yes
1	67	Cheltenham Race Course	—	As required		—	—	Yes
1	76½	Cheltenham (Malvern Road) East ...	—	Open continuously		—	—	Yes
—	24	Cheltenham (Malvern Road) West	5. 0 a.m.	—	—	—	6. 0 a.m. **D**	Yes
—	42½	Lansdown Junction	—	Open continuously		—	—	No
—	38½	Hatherley Junction	5. 0 a.m.	—	—	—	6. 0 a.m.	Yes
2	24	Churchdown	—	Open continuously		—	—	Yes
1	37	Elm Bridge	6. 0 a.m.	—	—	—	5.50 a.m.	Yes
1	8	Engine Shed Junction	—	Open continuously		—	—	No
—	—	Barnwood Ground Frame	6. 0 a.m.	—	—	—	5.50 a.m.	—
—	—	Tramway Junction	—	Open continuously		—	—	No
—	16½	Gloucester Passenger Station ...	—	Open continuously		—	—	No
1	18	Gloucester South Junction	—	Open continuously		—	—	Yes
—	—	Standish Junction	—	Open continuously		—	—	Yes

D—Or as ordered by Control.

G—Down I.B.S. Home 3 m. 72 ch. from Honeybourne West Jn.
Up I.B.S. Home 4 m. 29 ch. from Toddington.

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

List of Signal Boxes—continued

Distance Box to Box	NAME OF BOX	TIMES DURING WHICH BOXES ARE OPEN					Whether provided with Switch
		Weekdays			Sundays		
		Opened at		Closed at	Opened at	Closed at	
		Mondays	Other Days				
BARNT GREEN MAIN LINE JUNCTION TO CHARFIELD—continued							
M C							
2 69	Cheltenham High St.	4. 0 a.m.	—	—	—	7. 0 a.m.	Yes
— 33	Alston Junction	—	Open continuously		—	—	No
— 32	Cheltenham Lansdown Station ...	—	Open continuously		—	—	No
— 29	Lansdown Junction	—	Open continuously		—	—	No
— 38	Hatherley Junction	5. 0 a.m.	—	—	—	6. 0 a.m.	Yes
2 24	Churchdown	—	Open continuously		—	—	Yes
1 37	Elm Bridge	6. 0 a.m.	—	—	—	5.50 a.m.	Yes
N 1 8	Engine Shed Junction ...	—	Open continuously		—	—	No
— —	Barnwood Ground Frame ...	6. 0 a.m.	—	—	—	5.50 a.m.	—
— 41	Tramway Junction	—	Open continuously		—	—	No
— 8	Gloucester Goods Junction ...	5.15 a.m.	—	—	—	6. 0 a.m.	No
— 7	Gloucester Passenger Stn.	—	Open continuously		—	—	No
— 18	Barton Street Junction ...	—	Open continuously		—	—	No
— 18	California Crossing	—	Open continuously		—	—	No
— 31	Painswick Road Crossing ...	—	Open continuously		—	—	No
1 3	Tuffley Junction	6. 0 a.m.	—	—	—	8. 0 a.m.D	Yes
2 5	Naas Crossing	—	Open continuously		—	—	No
1 62	Haresfield	—	Open continuously		—	—	No
1 23	Standish Junction	—	Open continuously		—	—	Yes
1 41	Stonehouse (Bristol Road) ...	6. 0 a.m.	—	—	—	8. 0 a.m.	Yes
1 70	Frocester	6. 0 a.m.	—	—	—	5.50 a.m.	Yes
					7.30 p.m.	9.30 p.m.	
2 6	Coaley Junction	6. 0 a.m.	—	—	—	8. 0 a.m.	Yes
2 23	Berkeley Road Junction ...	—	Open continuously		—	—	No
1 26	Berkeley Road South Junction ...	7. 0 p.m.	7. 0 p.m.	C	9†15 a.m.	4.25 p.m.†	Yes
H— —	Wick	Intermediate Block Signals			—	—	—
4 4	Charfield	—	Open continuously		—	—	Yes

C—After last Branch train has cleared.

D—Or as ordered by Control

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

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

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

KEMBLE, GLOUCESTER AND BEACHLEY JUNCTION

5	42	Kemble	—	Open continuously		—	—		No
—	64	Coates	—	As required M		—	—		Yes
2	43	Sapperton Sidings	—	Open continuously		—	10. 0 p.m.	2. 0 p.m.A	Yes
2	1	Frampton Crossing	7.40 a.m. 4.40.p.m.	7.44 a.m. 4.40 p.m.	3. 0 p.m. 12. 0 mdt.	—	—	—	Yes
1	40	Chalford	5.50 a.m.	5.50 a.m.	10.40 p.m.L 11.45 p.m.SO L	2. 0 p.m.	—	10. 0 p.m.	Yes
1	29	Brimscombe East	—	Open continuously		10. 0 p.m.	8. 0 a.m.A		Yes
—	20	Brimscombe West	11.40 a.m. 6. 0 p.m.	11.40 a.m. 6.0 p.m.SX	1.30 p.m. 7.40 p.m.SX	—	—		Yes
2	40	Stroud...	—	Open continuously		—	—		Yes
2	70	Stonehouse (Burdett Road) ...	6. 0 a.m.	—	—	—	6. 0 a.m.A		Yes
1	63	Standish Junction	—	Open continuously		—	—		Yes
1	24¼	Haresfield	—	Open continuously		—	—		No
1	61	Naas Crossing	—	Open continuously		—	—		No
2	9¼	Tuffley Junction	6. 0 a.m.	—	—	—	5.50 a.m.		Yes
1	27¾	Gloucester (South Junction) ...	—	Open continuously		—	—		Yes
—	27	Gloucester (North)	4.30 a.m.	—	—	—	8. 0 a.m.A		Yes

A—Or as ordered by Control.

L—Or after last Rail Motor has cleared.

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

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
KEMBLE, GLOUCESTER AND BEACHLEY JUNCTION—continued.								
—	12	Gloucester (Tramway Junction) ...	—	Open continuously		—	—	No
—	—	Gloucester Mileage Yard Ground Frame.	—	Open continuously		—	—	—
—	22	Gloucester (East)	—	Open continuously		—	—	No
—	22	Gloucester (West)	—	Open continuously		—	—	No
1	33	Over Junction	4.45 a.m.	—	—	—	8. 0 a.m.**A**	Yes
—	30	Over Sidings	—	—	—	10. 0 p.m.	8. 0 a.m.**A**	Yes
B	—	Oakle Street	—	Intermediate Block Signals				
5	37¾	Grange Court	—	Open continuously		—	—	No
C	—	Newnham	—	Intermediate Block Signals				
4	28	Bullo Pill East	5. 0 a.m.	—	—	—	6. 0 a.m.**A**	Yes
—	26	Bullo Pill West	5. 0 a.m.	—	—	—	6. 0 a.m.**A**	Yes
2	6	Awre Junction	—	Open continuously		—	—	No
D	—	Gatcombe	—	Intermediate Block Signals		—	—	
4	77	Lydney Junction	5. 0 a.m.	—	—	—	6. 0 a.m.	Yes
—	23	Lydney West	—	Open continuously		—	—	No
2	54	Woolaston	6. 0 a.m.	—	—	—	6. 0 a.m.	Yes
						9. 0 a.m.	5. 0 p.m.**E**	
3	56	Beachley Junction	4. 0 a.m.	—	—	—	6. 0 a.m.	Yes
						10.45 a.m.**E**	5. 0 p.m.**E**	Yes

A—Or as ordered by Control.

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

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

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

E—During Engineers occupation of Severn Tunnel only.

BARNT GREEN AND ASHCHURCH (VIA EVESHAM)

Distance Box to Box M	Distance Box to Box C	NAME OF BOX	Weekdays — Opened at — Mondays	Weekdays — Opened at — Other Days	Weekdays — Closed at	Sundays — Opened at	Sundays — Closed at	Whether provided with Switch
—	—	Barnt Green (Main Line Junction)	—	Open continuously		—	—	No
—	39	Barnt Green (Single Line Junction)	4. 0 a.m.	—	—	—	6. 0 a.m.**A**	No
						8.30 a.m.	11.15 a.m.	
						6.40 p.m.	9.15 p.m.	
4	15	Redditch (North)	4. 0 a.m.	—	—	—	6. 0 a.m. **A**	No
						8.30 a.m.	11.10 a.m.	
						6.40 p.m.	9.10 p.m.	
—	43	Redditch (South)	4. 0 a.m.	—	—	—	6. 0 a.m. **A**	No
						8.30 a.m.	11. 0 a.m.	
						6.40 p.m.	8.55 p.m.	
3	6	Studley and Astwood Bank... ...	—	As required		—	—	
4	18	Alcester	5.35 a.m.	5.35 a.m.	9.35p.m.**SXA**	8.45 a.m.	11. 0 a.m.	Yes
					11.35p.m.**SOA**	7. 0 p.m.	8.55 p.m.	No
2	67	Broom Junction (North)	5.35 a.m.	5.35 a.m.	9.35p.m.**SXA**	8.50 a.m.	10.35 a.m.	No
					11.35p.m.**SOA**	7.10 p.m.	8.45 p.m.	
—	42	Broom Junction (West)	—	Closed		—	—	
2	59	Harvington	5.45 a.m.	5.45 a.m.	9.15p.m.**SXA**	8.50 a.m.	10.25 a.m.	No
					11.30p.m.**SOA**	7.15 p.m.	8.35 p.m.	
3	46	Evesham	5.15 a.m.	—	—	—	3.30 a.m. **A**	No
						9.0 a.m.	10.25 a.m.	
						7.20 p.m.	8.25 p.m.	
3	8	Hinton	—	As required.		—	—	Yes
3	69	Beckford	8.45 a.m.	8.45 a.m. **SX**	10.25 a.m.	—	—	Yes
			—	9.35 a.m. **SO**	—			
3	74	Ashchurch	—	Open continuously		—	—	Yes

A—Or after last train has cleared.

B—Opens as required on Saturdays.

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

Distance Box to Box M	Distance Box to Box C	NAME OF BOX	Weekdays — Opened at — Mondays	Weekdays — Opened at — Other Days	Weekdays — Closed at	Sundays — Opened at	Sundays — Closed at	Whether provided with Switch
—	18‡	Broom Junction East	—	Closed		—	—	—

‡—From Broom Junction North.

Distance Box to Box		NAME OF BOX	TIMES DURING WHICH BOXES ARE OPEN					Whether provided with Switch
			Weekdays			Sundays		
			Opened at		Closed at	Opened at	Closed at	
M	C		Mondays	Other Days				
CHELTENHAM AND GLOUCESTER								
—	—	Cheltenham St. James'	—	Continuously.		—	—	No
—	19	Cheltenham Malvern Road East ...	—	Continuously		—	—	Yes
—	25	Cheltenham Malvern Road West ...	5. 0 a.m.	—	—	—	6. 0 a.m. A	Yes
—	42	Lansdown Junction	—	Continuously		—	—	No
—	38	Hatherley Junction	5. 0 a.m.	—	—	—	6. 0 a.m.	Yes
2	24	Churchdown	—	Continuously		—	—	Yes
1	37	Elm Bridge	6. 0 a.m.	—	—	—	5.50 a.m.	Yes
1	8N	Engine Shed Junction	—	Continuously		—	—	No
—	41	Tramway Junction	—	Continuously		—	—	No
—	23	Gloucester East	—	Continuously		—	—	No

A—Or as ordered by Control.
N—Distance Engine Shed Junction and Gloucester South Junction, 46 chains.

CHIPPING NORTON AND KINGHAM

6	42	Chipping Norton	7. 0 a.m.	7. 0 a.m.	5.15 p.m. A	—	—	No
4	16	Kingham	5. 0 a.m.	—	—	—	8. 0 a.m.	Yes

A—Or until last train has cleared.

WORCESTER AND BROMYARD

—	—	Bransford Road Junction	6. 0 a.m.	6. 0 a.m.	10. 0 p.m. SX A	—	—	Yes
			—	6. 0 a.m.	11.20 p.m. SO			
10	35	Bromyard	6. 0 a.m.	6. 0 a.m.	After day's train service completed			No

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

GLOUCESTER GRANGE COURT AND HEREFORD

—	—	Gloucester West	—	—	—	—	—	
1	33	Over Junction	4.45 a.m.	—	—	—	8. 0 a.m.†	Yes
—	30	Over Sidings	—	—	—	10. 0 p.m.	8. 0 a.m.†	Yes
—	—	Oakle Street	Intermediate Block Signals			—	—	
5	37¼	Grange Court	—	Open continuously			—	Yes
3	53	Longhope	6. 0 a.m.	6. 0 a.m.	10. 0 p.m. A	1.45 p.m.	4. 0 p.m. L	No
					10.45 p.m. Sats. A			
2	68	Mitcheldean Road	6. 0 a.m.	6. 0 a.m.	10.15 p.m. A	1.45 p.m.	4. 0 p.m. L	No
					Sats.—10.35 p.m. A			
4	2	Ross-on-Wye	6.15 a.m.	6.15 a.m.	10.30 p.m. A	1.45 p.m.	4.15 p.m. L	No
4	11	Fawley	6.45 a.m.	6.45 a.m.	10.40 p.m. A	2. 0 p.m.	4.15 p.m. L	No
					Sats.—10.50 p.m. A			
6	58	Rotherwas Junction	6.30 a.m.	6.30 a.m.	11.15 p.m. A	2. 0 p.m.	8. 0 p.m. L	Yes
1	30	Hereford (Barr's Court Station) ...	—	Open continuously		—	—	Yes
—	—	Hereford (Barton Curve)	4.45 a.m.	—	—	—	6. 0 a.m.†	Yes
—	—	Hereford (Barton)	—	Open continuously		—	—	No

A—Until last train has cleared.
L—During Engineers' occupation of Severn Tunnel to remain open until return assistant engine has cleared.
†—Or as ordered by Control.

FOREST OF DEAN BRANCH

—	—	Bullo Pill East	5. 0 a.m.	—	—	—	6. 0 a.m.†	Yes
—	26	Bullo Pill West	5. 0 a.m.	—	—	—	6. 0 a.m.†	Yes
3	46	Eastern United Colliery	—	—	As required	—	—	Yes
1	39	Bilson	6.45 a.m.	6.45 a.m.	A	—	—	No

A—Until last train has cleared. †—Unless otherwise ordered by Control.

List of Signal Boxes—continued

Distance Box to Box		NAME OF BOX	TIMES DURING WHICH BOXES ARE OPEN					Whether provided with Switch
			Weekdays			Sundays		
			Opened at		Closed at	Opened at	Closed at	
M	C		Mondays	Other Days				
BERKELEY ROAD AND LYDNEY TOWN								
—	—	Berkeley Road Junction	—	Open continuously		—	—	No
—	—	Berkeley Road South Junction ...	7. 0 p.m.	7. 0 p.m.	C	—	—	Yes
1	19¾	Berkeley Loop Junction	7.15 p.m.	7.15 p.m.	C	—	—	Yes
2	24½	Sharpness South	6.35 a.m.	Until last train has cleared		—	—	No
				6. 0 a.m.	Until last train has cleared		—	
1	8	Sharpness Swing Bridge	6. 0 a.m.	5.45 a.m.	B	—	—	No
	67½	Severn Bridge	6.45 a.m.	6.45 a.m.	B	—	—	No
2	30	Otter's Pool Junction	6.45 a.m.	6.45 a.m.	B	—	—	No
	41½	Lydney Engine Shed...	6. 0 a.m.	6. 0 a.m.	B	—	—	No
	44	Lydney Town Station	6.45 a.m.	6.45 a.m.	B	—	—	No

A—During Engineers' occupation of Severn Tunnel only.

B—Until last train has cleared.

C—After last Branch train has cleared.

LYDNEY TOWN AND SPEECH HOUSE ROAD

—	—	Lydney Town	6.45 a.m.	6.45 a.m.	B	—	—	No
1	59¾	Tufts Junction	7.30 a.m.	7.30 a.m.	B	—	—	No
1	51½	Parkend	7.45 a.m.	7.45 a.m.	B	—	—	
—	23½	Travellers' Rest	7.45 a.m.	7.45 a.m.	B	—	—	No
—	20½	Coleford Junction	7.45 a.m.	7.45 a.m.	B	—	—	
1	76½	Speech House Road	As required		—	—	—	No

B—Until last train has cleared.

ASHCHURCH AND UPTON-ON-SEVERN

—	—	Ashchurch	—	Open continuously		—	—	No
1	50	Tewkesbury	5.35 a.m.	5.35 a.m.	8.15 p.m.			

ROSS ON-WYE AND LYDBROOK

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

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

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

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

KINGHAM AND CHELTENHAM (LANSDOWN JUNCTION)

—	—	Kingham	5. 0 a.m.	—	—	—	8. 0 a.m.	Yes
6	4	Bourton-on-the-Water	6.45 a.m.	6.45 a.m.	9.40 p.m. A	—	—	No
5	13	Notgrove	6.30 a.m.	6.30 a.m.	9.45 p.m. A	—	—	No
4	43	Andoversford Junction	6.20 a.m.	6.20 a.m.	10.10 p.m. A	—	—	No
—	15	Andoversford Station	—	As required		—	—	Yes
4	64	Cheltenham Leckhampton	8. 0 a.m.	8. 0 a.m.	C	—	—	Yes
1	79	Lansdown Junction	—	Open continuous		—	—	No

A—Or until last train has cleared.

B—As required.

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

TIME ALLOWANCES FOR FREIGHT TRAINS

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

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

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

OXFORD AND WORCESTER

DOWN	Point-to-Point Allowances C Head Code	D Head Code	E Head Code	F Head Code	H & K Head Codes
	Mins.	Mins.	Mins.	Mins.	Mins.
Hinksey Yard	...	...	...	...	...
OXFORD	1	2	3	3	4
Wolvercot Junction ...	3	4	5	5	7
Yarnton	2	2	2	2	3
Handborough	...	...	...	...	8
Charlbury...	...	...	...	...	15
Ascott-under-Wychwood	...	...	...	...	9
Shipton	...	...	...	...	4
Kingham	26	30	35	40	7
Adlestrop...	...	...	...	...	7
MORETON-IN-M. ...	9	12	14	16	11
Blockley	...	...	...	...	8
Chipping Campden ...	...	...	...	...	5
Stop Board	...	8	10	11	2
Honeybourne Jn. (South)	12	5§	6	8	10
Honeybourne Jn. (East)...	...	1 stop	1	1	1
Honeybourne	2	2 (Stn Sth)	2	3	3
Littleton and Badsey ...	...	...	...	...	6
EVESHAM	8	8	10	11	6
Charlton Siding	...	...	...	...	6
Fladbury	...	...	...	...	2
PERSHORE	7	9	10	12	7
Stoulton	...	...	...	...	6
Abbot's Wood ...	...	...	...	...	...
Norton Junction... ...	...	...	...	...	6
WORCESTER—					
Wyld's Lane Jn. ...	10	11	14	16	8
Goods Yard	1	1	1	1	1
Shrub Hill	1	1	1	1	1
Tunnel Junction ...	...	1 stop	1	1	2

UP	Point-to-Point Allowances C Head Code	D Head Code	E Head Code	F Head Code	H & K Head Codes
	Mins.	Mins.	Mins.	Mins.	Mins.
WORCESTER—					
Tunnel Junction ...	...	...	...	...	...
Shrub Hill	1	1	1	1	1
Goods Yard	...	...	...	...	...
Wyld's Lane Jn. ...	1	1	1	1	1
Norton Junction... ...	...	...	...	7	8
Abbot's Wood ...	...	...	...	...	...
Stoulton	...	...	...	...	6
PERSHORE	9	11	14	9	6
Fladbury	...	...	...	...	7
Charlton Siding	...	...	...	...	2
EVESHAM	9	9	10	12	6
Littleton and Badsey ...	...	...	...	...	6
Honeybourne	9	10	11	12	7
Honeybourne Jn. East	...	...	...	...	...
Honeybourne Jn. South...	3	3	3	4	5
Chipping Campden ...	...	11	12	12	15
Blockley	...	...	...	...	5
MORETON-IN-M. ...	19	9	10	12	10
Adlestrop...	...	...	...	...	11
Kingham	10	11	13	15	6
Shipton	...	...	...	...	8
Ascott-under-Wychwood	...	...	...	...	3
Charlbury...	...	...	...	...	10
Handborough	...	...	...	...	14
Yarnton	24	26	30	34	8
Wolvercot Junction ...	2	2	2	2	3
OXFORD	4	4	5	5	5
Hinksey Yard	2	2	3	3	4

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

Time Allowances for Freight Trains—continued

HARTLEBURY, WORCESTER AND HEREFORD

DOWN	Point-to-Point Allowances C Head Code Mins.	D Head Code Mins.	E Head Code Mins.	F Head Code Mins.	H & K Head Codes Mins.
WORCESTER—					
Goods Yard	...	...	...	...	...
Shrub Hill	...	...	...	...	...
Foregate Street ...	...	...	...	...	...*
Tunnel Junction ...	1 stop	1 stop	1	1	2
Blackpole Sidings ...	...	...	...	...	...
Fernhill Heath	...	...	...	...	5
DROITWICH SPA ...	8	8	10	11	7
Stoke Works	...	...	...	...	...
Cutnall Green	5	6	7	7	8
HARTLEBURY ...	4	5	6	6	7
WORCESTER—					
Shrub Hill	...	...	...	...	...
Loop: Tunnel Junction ...	...	...	...	...	...
Loop: Rainbow Hill Jn. ...	1	1	1	1	1
Foregate Street ...	...	...	...	...	...
Henwick	...	...	...	...	3
Bransford Road Jn. ...	...	...	...	...	10
Bransford Road ...	...	...	...	...	2
Newland Halt	...	...	...	...	4
Malvern Link	14	16	18	20	4
Malvern Wells... ...	5	6	6	7	8
Colwall...	5	6	6	7	7
N.E. Ledbury Tunnel...	5	5	6	7	8
Ledbury	3	3	3	4	4
Ashperton	...	...	...	...	9
Stoke Edith	...	...	...	...	6
Withington	...	...	...	...	8
Shelwick Junction	16‡	18‡	23‡	25‡	7‡
	17	17	20	24	6
Barr's Court Junction ...	2	2a	3	4	4
Barton Curve ...	...	...	...	...	...
Worcester Sidings ...	...	...	...	2	2
HEREFORD (Barton)	3	3w	3w	2	2
HEREFORD (Barr's Ct.)	3	3	3	3	3

UP	Point-to-Point Allowances C Head Code Mins.	D Head Code Mins.	E Head Code Mins.	F Head Code Mins.	H & K Head Codes Mins.
HARTLEBURY ...	...	...	...	...	...
Cutnall Green	4	5	6	6	7
Stoke Works	...	...	...	...	...
DROITWICH SPA ...	4	5	6	6	7
Fernhill Heath	...	...	...	...	7
Blackpole Sidings ...	...	...	...	...	...
WORCESTER—					
Tunnel Junction ...	7	8	10	11	5
Foregate Street ...	...	...	...	...	...
Shrub Hill	1	1	1	1	1
Goods Yard	...	...	...	...	...
HEREFORD (Barr's Ct.)	...	...	...	...	...
Stop Board	...	2	2	3	3
HEREFORD (Barton)	10	8	8	8	8
Worcester Sidings ...	...	...	...	2	2
Barton Curve	...	...	...	...	...
Barr's Court Junction ...	2	3	3*	3†	3†
Shelwick Junction ...	2	2††	3	4	4
Withington	...	...	...	...	7
Stoke Edith	...	...	...	...	8
Ashperton	...	...	...	...	7
Ledbury	19	23	26	28	10
N.E. Ledbury Tunnel...	4	5	5	5	5
Colwall...	7	7	8	9	10
Malvern Wells... ...	4	4	4	5	6
Malvern Link	3	4	4	5	6
Newland Halt	...	...	...	...	4
Bransford Road ...	...	...	...	...	4
Bransford Road Jn. ...	...	...	...	...	1
Henwick	...	...	...	...	6
WORCESTER—					
Foregate Street ...	...	...	...	...	...
Loop: Rainbow Hill Jn. ...	11	14	16	17	4
Loop: Tunnel Junction ...	1	1	1	1	1
Shrub Hill	...	...	...	...	...

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

CHIPPING NORTON AND KINGHAM

Great Rollright Siding		9
CHIPPING NORTON ...	15	8
Gas Works Siding	...	...
Sarsden Halt and Siding ...	...	...
KINGHAM	10	11

KINGHAM	...	...
Sarsden Halt and Siding ...	...	...
Gas Works Siding	...	...
CHIPPING NORTON ...	9	13
Great Rollright Siding ...	...	10

KINGHAM AND CHELTENHAM

KINGHAM	...	...
Stow-on-the-Wold	...	13
Bourton-on-the-Water ...	...	5
Notgrove	...	15
Stop Board	...	4
Andoversford Junction ...	...	...
ANDOVERSFORD ...	...	8
Stop Board	1	1
Cheltenham Leckhampton ...	11	11
Lansdown Junction	4	5
CHELTENHAM (M. Rd.)...	1	1
CHELTENHAM (St. J.) ...	...	...

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

Time Allowances for Freight Trains—continued

STRATFORD-UPON-AVON AND GLOUCESTER

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

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

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

BARNT GREEN AND CHARFIELD

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

UP	Point-to-Point Allowances C Head Code Mins.	D Head Code Mins.	E Head Code Mins.	F Head Code Mins.	H Head Code Mins.	J & K Head Codes Mins.
Charfield	...	...	...	...	...	...
Berkeley Road...	6	7	8	8	9	13
Stonehouse	8	9	10	12	13	19
Standish Junction	2	3	4	5	5	5
Standish Junction	...	...	...	...	...	...
Gloucester South Junction	...	...	...	13	15	16
Gloucester E. S. Junction ...	...	...	...	3	3	3
Gloucester Eastgate	9	11	13	14	16	22
Churchdown	...	...	...	8	9	12
Cheltenham (High St.) ...	13	15	17	9	10	12
Ashchurch	8	9	11	13	16	16
Abbotts Wood Junction ...	15	16	18	20	23	32
Abbotts Wood Junction ...	...	...	...	...	...	...
Worcester	7	8	8	9	10	12
Droitwich	11	11	12	12	13	19
Stoke Works Junction ...	8	8	8	9	10	15
Dunhampstead	8	9	11	13	14	20
Stoke Works Junction ...	7	8	8	9	10	14
Bromsgrove	4	4	5	5	5	7
Blackwell	8	9	10	10	12	12
Barnt Green	2	3	4	4	4	5

*—These times are for pass or stop.

Time Allowances for Freight Trains—continued

KEMBLE GLOUCESTER AND BEACHLEY JUNCTION

DOWN	Point-to-Point Allowances C Head Code	D Head Code	E Head Code	F Head Code	H & K Head Codes
	Mins.	Mins.	Mins.	Mins.	Mins.
KEMBLE	...	...	...	...	...
Coates	...	...	2	2	3
Sapperton Sidings	6	7	8	8	10
Stop Board	...	10	12	14	14U
Chalford	...	...	...	...	5 \ V
Brimscombe	15	8	8	8	4 / V
STROUD	...	...	5	6	7
Stonehouse, Burdett Road	...	...	...	...	7
Standish Junction	12	13	9	10	4
GLOUCESTER—					
South Junction	...	...	...	...	...
"T" Sidings	9	10	12	13	15
Tramway Junction	...	...	...	...	...
Old Yard	...	...	...	...	2
Central	...	...	...	...	1
Over Sidings	4	5	5	5	4
Oakle Street I.B. Signals	...	...	...	...	8
Grange Court	...	...	...	...	6
Newnham I.B. Signals	...	...	...	...	5
Bullo Pill	15	17	18	20	5
Awre Junction	4	4	5	5	6
Gatcombe I.B. Signals	3½	4	5	5½	6
Lydney	3½	4	5	5½	6
Woolaston	...	...	...	...	7
Beachley Junction	10	12	13	15	10

UP	Point-to-Point Allowances C Head Code	D Head Code	E Head Code	F Head Code	H & K Head Codes
	Mins.	Mins.	Mins.	Mins.	Mins.
Beachley Junction	...	...	...	...	...
Woolaston	...	...	...	...	11
Lydney	9	10	12	14	7
Gatcombe I.B. Signals	3½	4	5	5½	6
Awre Junction	3½	4	5	5½	6
Bullo Pill	4	4	5	5	6
Newnham I.B. Signals	...	...	...	...	5
Grange Court	...	...	...	...	6
Oakle Street I.B. Signals	...	...	...	...	7
Over Sidings	15	17	19	21	8
GLOUCESTER—					
Central	4	4	4	4	4
Old Yard	...	...	...	...	...
Tramway Junction	...	...	...	...	...
"T" Sidings	...	...	3	3	4
South Junction	...	...	...	...	...
Standish Junction	12	12	13	14	16
Stonehouse, Burdett Road	...	...	5	5	7
STROUD	...	...	6	6	7
Brimscombe	17	17	7	7	8
Chalford	...	...	...	...	5
Sapperton Sidings	...	...	...	...	13C
Coates	...	...	...	...	6
KEMBLE	19	20	22	23	3

C—Additional five minutes allowed when required to enter Sapperton Sidings Loop. **U**—Local trains worked with two Brake Vans and lightly loaded trains allowed ten minutes only Sapperton Sidings to Stop Board. **V**—Trains not calling at Chalford allowed eight minutes running time Stop Board to Brimscombe exclusive of starting and stopping allowances.

BARNT GREEN AND ASHCHURCH VIA REDDITCH

DOWN	Point-to-Point Allowances C Head Code	D Head Code	E Head Code	F Head Code	H Head Code	J & K Head Codes
	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.
Barnt Green	...	...	...	...	...	...
Redditch North	9	9	10	10	11	14
Redditch	2	2	2	3	3	3
Studley	7	8	8	9	9	11
Alcester	8	8	9	10	10	13
Broom Junction	6	6	7	8	9	10
Harvington	7	7	7	9	9	10
Evesham	7	8	9	9	10	11
Ashchurch	19	20	21	24	26	33

UP	Point-to-Point Allowances C Head Code	D Head Code	E Head Code	F Head Code	H Head Code	J & K Head Code
	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.
Ashchurch	...	...	...	...	...	...
Evesham	20	21	22	24	26	33
Harvington	7	7	8	9	10	11
Broom Junction	7	7	7	8	9	10
Alcester	6	6	7	7	8	10
Studley	10	11	12	12	13	14
Redditch	7	8	8	9	10	11
Redditch North	2	2	2	3	3	3
Barnt Green	13	14	14	14	15	16

Time Allowances for Freight Trains—continued

GLOUCESTER AND DYMOCK

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

WORCESTER AND BROMYARD

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

GLOUCESTER AND HEREFORD

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

BERKELEY ROAD AND LYDNEY JUNCTION

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

LYDNEY TOWN, SPEECH HOUSE ROAD AND WIMBERRY BRANCH

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

Time Allowances for Freight Trains—continued

FOREST OF DEAN BRANCH

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

COLEFORD JUNCTION AND COLEFORD

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

STONEHOUSE (BRISTOL ROAD), STROUD AND NAILSWORTH

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

ROSS-ON-WYE AND LYDBROOK

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

ASHCHURCH AND UPTON-ON-SEVERN

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

ENGINE LOADS FOR MAIN LINE FREIGHT TRAINS

SECTION		WORKING LOADS	MAXIMUM ENGINE LOADS																									
		Maximum number of wagons to be conveyed except by Trains specially provided for in the Service Books or by arrangement	For Group A Engines				For Group B Engines				For Group C Engines				For Group D Engines				For Group DX Engines §§				For Group E Engines				For Group EX Engines §§			
From	To		Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties	Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties	Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties	Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties	Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties	Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties	Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties
DOWN TRAINS																												
Oxford	Moreton-in-Marsh ...	80	32	43	64	80	37	49	74	93	39	52	78	98	52	69	100	100	57	76	100	100	64	85	100	100	70	93	100	100
Moreton-in-Marsh ...	Worcester	70	27	36	54	68	31	41	62	78	33	44	66	83	44	59	88	100	48	64	96	100	53	71	100	100	58	77	100	100
Worcester	Kidderminster ...	60	27	36	54	68	31	41	62	78	33	44	66	83	44	59	88	100	48	64	96	100	53	71	100	100	58	77	100	100
UP TRAINS																												
Stourbridge Jn. ...	Worcester	60	33	44	66	83	38	51	76	95	42	56	84	100	55	73	100	100	61	81	100	100	66	88	100	100	74	99	100	100
Worcester	Evesham	80	33	44	66	83	38	51	76	95	42	56	84	100	55	73	100	100	61	81	100	100	66	88	100	100	74	99	100	100
Evesham	Honeybourne ...	80	29	39	58	73	33	44	66	83	37	49	74	93	48	64	96	100	53	71	100	100	58	77	100	100	64	85	100	100
Honeybourne ...	Chipping Campden...	80	18	24	36	45	21	28	42	53	22	29	44	55	27	36	54	68	27	36	54	68	37	49	74	93	37	49	74	93
Chipping Campden **A**	Moreton-in-Marsh ...	80	25	33	50	63	28	37	56	70	31	41	62	78	42	56	84	100	46	61	92	100	50	67	100	100	55	73	100	100
Blockley **B**	Moreton-in-Marsh ...	80	21	28	42	53	24	32	48	60	26	35	52	65	34	45	68	85	34	45	68	85	42	56	84	100	42	56	84	100
Moreton-in-Marsh ...	Oxford	80	37	49	74	93	43	57	86	100	45	60	90	100	63	84	100	100	69	92	100	100	75	100	100	100	82	100	100	100
DOWN TRAINS																												
Worcester	Malvern Link ...	60	21	28	42	53	24	32	48	60	26	35	52	65	34	45	68	85	38	51	76	95	42	56	84	100	46	61	92	100
Malvern Link ...	Colwall	60	15	20	30	38	17	23	34	43	18	24	36	45	25	33	50	63	25	33	50	63	30	40	60	75	30	40	60	75
Colwall	Hereford	60	21	28	42	53	24	32	48	60	26	35	52	65	34	45	68	85	37	49	74	93	42	56	84	100	46	61	92	100
UP TRAINS																												
Hereford (Barton) ...	Ledbury	60	21	28	42	53	24	32	48	60	26	35	52	65	34	45	68	85	37	49	74	93	42	56	84	100	46	61	92	100
Ledbury	Colwall*	60	11	15	22	28	12	16	24	30	13	17	26	33	17	23	34	43	17	23	34	43	22	29	44	55	22	29	44	55
Ledbury	Colwall†	60	21	28	42	53	23	31	46	58	25	33	50	63	29	39	58	73	29	39	58	73	33	44	66	83	33	44	66	83
Ledbury	Colwall§	60	26	35	52	65	28	37	56	70	30	40	60	75	34	45	68	85	34	45	68	85	38	51	76	95	38	51	76	95
Colwall	Worcester	60	21	28	42	53	24	32	48	60	26	35	52	65	34	45	68	85	37	49	74	93	42	56	84	100	46	61	92	100

A—Running through Blockley. **B**—Stopping at Blockley. *—Unassisted. †—Assisted with other than an " **E** " Class Bank Engine. §—Assisted with " **E** " Class Bank Engine.

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

Assisted Trains must not exceed the Working Loads unless authorised, and no train must exceed equivalent to 100 13-ton wagons. For instructions for calculating loads of Freight Trains, see pages 190 and 191.

§§—" Hall " Class 49XX, 59XX, 69XX, 79XX
" Grange " Class 68XX
" 47XX " 2–8–0 ... ... 47XX
} Marked " **DX** "

" 28XX " 2–8–0 ... ... 28XX
38XX
} Marked " **EX** "

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

Engine Loads for Main Line Freight Trains—continued

SECTION — From	SECTION — To	WORKING LOADS — Maximum number of wagons to be conveyed except by Trains specially provided for in the Service Books or by arrangement	For Group A Engines — Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties	For Group B Engines — Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties	For Group C Engines — Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties	For Group D Engines — Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties	For Group DX Engines §§ — Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties	For Group E Engines — Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties	For Group EX Engines §§ — Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties
DOWN TRAINS																														
Stratford-upon-Avon	Honeybourne Stn. ...	80	24	32	48	60	27	36	54	68	30	40	60	75	40	53	80	100	44	59	88	100	48	64	96	100	53	71	100	100
Stratford-upon-Avon	Moreton-in-Marsh ...	80	18	24	36	45	21	28	42	53	22	29	44	55	27	36	54	68	27	36	54	68	37	49	74	93	37	49	74	93
Stratford-upon-Avon	Moreton-in-Marsh ...	80	23	31	46	58	27	36	54	68	29	39	58	73	38	51	76	95	42	56	84	100	47	63	94	100	52	69	100	100
			(With assistance, Honeybourne South Jct. to Chipping Campden and clear road through Blockley)																											
Stratford-upon-Avon	Toddington	80	24	32	48	60	27	36	54	68	30	40	60	75	40	53	80	100	44	59	88	100	48	64	96	100	53	71	100	100
Honeybourne Stn. ...	Toddington	80	23	31	46	58	27	36	54	68	29	39	58	73	38	51	76	95	42	56	84	100	47	63	94	100	52	69	100	100
Honeybourne Stn. ...	Toddington	80	18	24	36	45	Engines of 4-4-0 (90XX) types.								—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Toddington	Bishop's Cleeve ...	80	37	49	74	93	43	57	86	100	45	60	90	100	63	84	100	100	69	92	100	100	75	100	100	100	83	100	100	100
Bishop's Cleeve ...	Malvern Road ...	80	33	44	66	83	38	51	76	95	42	56	84	100	55	73	100	100	61	81	100	100	66	88	100	100	74	99	100	100
Malvern Road ...	Gloucester	80	37	49	74	93	43	57	86	100	45	60	90	100	63	83	100	100	69	92	100	100	75	100	100	100	82	100	100	100
Gloucester	Stoke Gifford ...	60	23	31	46	58	27	36	54	68	29	39	58	73	38	51	76	95	42	56	84	100	47	63	94	100	52	69	100	100
UP TRAINS																														
Stoke Gifford ... (via Standish Junction)	Gloucester	60	33	44	66	83	38	51	76	95	42	56	84	100	55	73	100	100	61	81	100	100	66	88	100	100	74	99	100	100
Gloucester	Malvern Road ...	70	28	37	56	70	32	43	64	80	35	47	70	88	47	63	94	100	52	69	100	100	57	76	100	100	63	84	100	100
Malvern Road ...	Bishop's Cleeve ...	80	21	28	42	53	24	32	48	60	26	35	52	65	35	47	70	88	35	47	70	88	42	56	84	100	42	56	84	100
Bishop's Cleeve ...	Stratford-upon-Avon	80	25	33	50	63	28	37	56	70	31	41	62	78	42	56	84	100	46	61	92	100	50	67	100	100	55	73	100	100
Moreton-in-Marsh ...	Stratford-upon-Avon	70	27	36	54	68	31	41	62	78	33	44	66	83	44	59	88	100	48	64	96	100	53	71	100	100	58	77	100	100
Honeybourne Stn. ...	Stratford-upon-Avon	80	23	31	46	58	27	36	54	68	29	39	58	73	38	51	76	95	42	56	84	100	47	63	94	100	52	69	100	100
Honeybourne Stn. ...	Stratford-upon-Avon	80	18	24	36	45	(Engines of 4-4-0 (90XX types).								—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

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

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

For Instructions for Calculating Loads of Freight Trains see pages 190 and 191

§§—" Hall " Class ... ... 49XX, 59XX, 69XX, 79XX ... } Marked " **DX** "
" Grange " Class ... ... 68XX ...
" 47XX " 2-8-0 ... ... 47XX ...

" 28XX " 2-8-0 ... ... 28XX ... } Marked " **EX** "
38XX ...

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

Engine Loads for Main Line Freight Trains—continued

SECTION From	SECTION To	WORKING LOADS Maximum number of wagons to be conveyed except by Trains specially provided for in the Service Books or by arrangement	MAXIMUM ENGINE LOADS For Group A Engines Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties	For Group B Engines Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties	For Group C Engines Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties	For Group D Engines Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties	For Group E Engines Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties
DOWN TRAINS																						
Swindon	Coates	70	37	49	74	93	43	57	86	100	45	60	90	100	62	83	100	100	75	100	100	100
Coates	Chalford	70	17	23	34	43	20	27	40	50	22	29	44	55	29Y	39	58	73	35Z	47	70	88
Chalford	Gloucester	70	37	49	74	93	43	57	86	100	45	60	90	100	62	83	100	100	75	100	100	100
Gloucester	Bullo Pill	70	32	43	64	80	37	49	74	93	39	52	78	98	52	69	100	100	63	84	100	100
Bullo Pill	Lydney	70	33	44	66	83	38	51	76	95	42	56	84	100	55	73	100	100	66	88	100	100
Lydney	Chepstow	70	29	39	58	73	33	44	66	83	37	49	74	93	48	64	96	100	58	77	100	100
Chepstow	Caldicot	70	37	49	74	93	43	57	86	100	45	60	90	100	62	83	100	100	75	100	100	100
Caldicot	Severn Tunnel Jn.	70	37	49	74	93	43	57	86	100	45	60	90	100	62	83	100	100	75	100	100	100
UP TRAINS																						
Severn Tunnel Jn.	Caldicot	60	33	44	66	83	38	51	76	95	42	56	84	100	55	73	100	100	66	88	100	100
Caldicot	Chepstow	60	22	29	44	55	25	33	50	63	27	36	54	68	36	48	72	90	43	57	86	100
Chepstow	Lydney	60	33	44	66	83	38	51	76	95	42	56	84	100	55	73	100	100	66	88	100	100
Lydney	Bullo Pill	60	30	40	60	75	35	47	70	88	37	49	74	93	50	67	100	100	60	80	100	100
Bullo Pill	Over Junction	70	33	44	66	83	38	51	76	95	42	56	84	100	55	73	100	100	66	88	100	100
Over Junction	Gloucester "T" Sidings	60‡	22	29	44	55	26	35	52	65	28	37	56	70	37	49	74	93	45	60	90	100
Old Yard	"T" Sidings (See note **A**)	50	24	32	48	60	27	36	54	68	32	43	64	80	42	56	84	100	50	67	100	100
Gloucester "T" Sidings	Brimscombe	60	28	37	56	70	32	43	64	80	35	47	70	88	47	63	94	100	57	76	100	100
Brimscombe	Chalford	60	13	17	26	33	15	20	30	38	17	23	34	43	22	29	44	55	27	36	54	68
Chalford	Sapperton	60	12	16	24	30	13	17	26	33	14	19	28	35	19	25	38	48	23	31	46	58
Sapperton	Swindon	70	37	49	74	93	43	57	86	100	45	60	90	100	62	83	100	100	75	100	100	100
DOWN TRAINS																						
Grange Court	Mitcheldean Road	50	13	17	26	33	15	20	30	38	17	23	34	43	22	29	44	55	27	36	54	68
Mitcheldean Road	Ross	50	37	49	74	93	43	57	86	100	47	63	94	100	62	83	100	100	75	100	100	100
Ross	Hereford	50	14	19	28	35	16	21	32	40	17	23	34	43	23	31	46	58	28	37	56	70
UP TRAINS																						
Hereford	Ross	50	15	20	30	38	17	23	34	43	18	24	36	45	25	33	50	63	30	40	60	75
Ross	Mitcheldean Road	50	14	19	28	35	16	21	32	40	17	23	34	43	23	31	46	58	28	37	56	70
Mitcheldean Road	Grange Court	50	28	37	56	70	32	43	64	80	35	47	70	88	47	63	94	100	57	76	100	100
DOWN TRAINS																						
Berkeley Road South Jn.	Sharpness South	—	30	40	60	75	35	47	70	88	37	49	74	93	50	67	100	100	60	80	100	100
Berkeley Jn.	Sharpness South	—																				
Sharpness South	Sharpness Station	—	21	28	42	53	24	32	48	60	26	35	52	65	34	45	68	85	42	56	82	100
Sharpness South	Lydney Jn.	—																				
UP TRAINS																						
Lydney Junction	Sharpness Station	—	21	28	42	53	24	32	48	60	26	35	52	65	34	45	68	85	42	56	82	100
Sharpness Station	Sharpness South	—	37	49	74	93	43	57	86	100	45	60	90	100	62	83	100	100	70	93	100	100
Sharpness South	Berkeley Road South Junction	—	23	31	46	58	27	36	54	68	29	39	58	73	38	51	76	95	46	61	92	100
Sharpness South	Berkeley Junction	—	30	40	60	75	35	47	70	88	37	49	74	93	50	67	100	100	61	81	100	100

A—Maximum Engine Loads for 204 h.p. Diesel Mechanical Shunting Locomotives between Gloucester Old Yard and "T" Sidings or Barnwood Sidings are as follows :—

Class 1	Class 2	Class 3	Empties
20	27	40	50

Y—When assisted Kemble to Sapperton Sidings, must not exceed single engine load for Group "E" or B.R. Class 9F (2–10–0) locomotives, or equivalent to 65 wagons in length, plus Engine and Brake Van.

Z—Group "E" and B.R. Class 9F (2–10–0) Egnines not to exceed the equivalent to 65 wagons in length, plus Engine and Brake Van.

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

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

Engine Loads for Main Line Freight Trains—continued

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

49XX, 59XX, 69XX, 68XX, 79XX } Marked D.X.

28XX, 38XX } Marked E.X.

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

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

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

BRIMSCOMBE ASSISTANT ENGINES

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

SOUTH WALES, BANBURY AND WOODFORD (via Honeybourne and Kineton)

Class of Engine	Section of Line	ENGINE LOADS Class 1 traffic.	Load limitation excluding Engine and van (length) on basis of wagons 21 ft. over buffers
	Down Trains.		
9F	Fenny Compton to Honeybourne via Kineton	40*	—
8 (W.D.2-8-0)	Fenny Compton to Honeybourne via Kineton	37*	—
8	Honeybourne to South Wales	53	60
	Up Trains.		
8	South Wales to Honeybourne	42	54
8 (W.D.2-8-0)	Honeybourne to Fenny Compton via Kineton	33	—
9F	Honeybourne to Fenny Compton via Kineton	36	60
8	Honeybourne to Banbury via Hatton	38	—

* Loads for Still traffic on trains ex Woodford are 47 for Class 9F and 43 for Class 8 = Class 1 respectively.

ENGINE LOADS FOR BRANCH FREIGHT TRAINS

BRANCH From	BRANCH To	WORKING LOADS Maximum number of wagons to be conveyed except by Trains specially provided for in the Service Books or by arrangement	MAXIMUM ENGINE LOADS For Group A Engines Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties	For Group B Engines Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties	For Group C Engines Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties	For Group D Engines Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties	For Group E Engines Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties
DOWN TRAINS																						
CHIPPING NORTON AND KINGHAM																						
Hook Norton	Chipping Norton	50	17	23	34	43	19	25	38	48	21	28	42	53	27	36	54	68	33	44	66	83
Chipping Norton	Kingham	50	17	23	34	43	19	25	38	48	21	28	42	53	27	36	54	68	33	44	66	83
UP TRAINS																						
Kingham	Chipping Norton	45	17	23	34	43	20	27	40	50	22	29	44	55	29	39	58	73	35	47	70	88
Chipping Norton	Hook Norton	45	15	20	30	38	17	23	34	43	18	24	36	45	25	33	50	63	30	40	60	75
KINGHAM AND CHELTENHAM																						
Kingham	Stow-on-Wold...	41	16	21	32	40	18	24	36	45	20	27	40	50	26	35	52	65	32	43	64	80
Stow-on-Wold	Bourton-on-Water	41	25	33	50	63	28	37	56	70	32	43	64	80	42	56	84	100	50	67	100	100
Bourton-on-Water ...	Andoversford	45	12	16	24	30	13	17	26	33	14	19	28	35	17	23	34	43	23	31	46	58
Andoversford	Cheltenham	60	33	44	66	83	35	47	70	88	37	49	74	93	55	73	100	100	62	83	100	100
Cheltenham	Leckhampton	60	20	27	40	50	23	31	46	58	25	33	50	63	33	44	66	83	40	53	80	100
Leckhampton	Charlton Kings	60	14	19	28	35	16	21	32	40	17	23	34	43	22	29	44	55	28	37	56	70
Charlton Kings	Andoversford	60	13	17	26	33	15	20	30	38	17	23	34	43	20	27	40	50	27	36	54	68
Andoversford	Notgrove	45	12	16	24	30	13	17	26	33	14	19	28	35	17	23	34	43	23	31	46	58
Notgrove	Bourton-on-Water	41	29	39	58	73	33	44	66	83	37	49	74	93	48	64	96	100	58	77	100	100
Bourton-on-Water ...	Stow-on-Wold...	41	16	21	32	40	18	24	36	45	20	27	40	50	26	35	52	65	32	43	64	80
Stow-on-Wold	Kingham	45	29	39	58	73	33	44	66	83	37	49	74	93	48	64	96	100	—	—	—	—
MORETON-IN-MARSH AND SHIPSTON-ON-STOUR																						
Moreton-in-Marsh ...	Shipston-on-Stour	25	19	25	38	48	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Shipston-on-Stour ...	Moreton-in-Marsh	25	12	16	24	30	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
WORCESTER AND BROMYARD																						
Worcester...	Leigh Court	45	26	35	52	65	30	40	60	75	32	43	64	80	—	—	—	—	—	—	—	—
Leigh Court	Knightwick		18	24	36	45	21	28	42	53	22	29	44	55	—	—	—	—	—	—	—	—
Knightwick	Suckley...		15	20	30	38	17	23	34	43	18	24	36	45	—	—	—	—	—	—	—	—
Suckley	Bromyard		12	16	24	30	14	19	28	35	16	21	32	40	—	—	—	—	—	—	—	—
Bromyard	Suckley...		12	16	24	30	13	17	26	33	14	19	28	35	—	—	—	—	—	—	—	—
Suckley	Worcester		21	28	42	53	24	32	48	60	26	35	52	65	—	—	—	—	—	—	—	—

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

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

For Instructions for Calculating Loads of Freight Trains, see pages 190 and 191.

Engine Loads for Branch Freight Trains—continued

BRANCH		WORKING LOADS	MAXIMUM ENGINE LOADS																									
		Maximum number of wagons to be conveyed except by Trains specially provided for in the Service Books or by arrangement	For Group A Engines				For Group B Engines				For Group C Engines				For Group D Engines				For Group DX Engines				For Group E Engines				For Group EX Engines			
From	To		Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties	Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties	Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties	Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties	Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties	Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties	Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties
DOWN TRAINS																												
Evesham	Ashchurch	53	28	37	56	70	32	43	64	80	36	48	72	90	47	63	94	100	52	69	100	100	57	76	100	100	63	84	100	100
UP TRAINS																												
Ashchurch ...	Evesham	54	31	41	62	78	36	48	72	90	38	51	76	95	51	68	100	100	56	75	100	100	61	81	100	100	67	89	100	100
STOKE WORKS																												
Droitwich... ...	Stoke Works ...	50	24	32	48	60	—	—	—	—	For 57XX Engines only.				—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Stoke Works ...	Droitwich	50	33	44	66	83	—	—	—	—					—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

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

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

For Instructions for Calculating Loads of Freight Trains, see pages 190 and 191.

Engine Loads for Branch Freight Trains—continued

BRANCH From	BRANCH To	WORKING LOADS Maximum number of wagons to be conveyed except by Trains specially provided for in the Service Books or by arrangement	For Group "A" Engines (Except where otherwise stated) Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties	Remarks
GLOUCESTER AND DYMOCK							
Over Junction	Newent	55	30	40	60	75	Group "A" Engines.
Newent	Dymock	40	15	20	30	38	
Dymock	Newent	40	15	20	30	38	
Newent	Over Junction	50	33	44	66	83	
Over Junction	Newent	55	37	49	74	93	
Newent	Dymock	40	25	33	50	63	Group "D" 2-6-0 Engines
Dymock	Newent	40	25	33	50	63	
Newent	Over Junction	50	42	56	84	100	
SEVERN AND WYE LINES. (See page 147 for loadings between Lydney Jn. and Berkeley Road).							
Lydney	Coleford Junction	—	22	29	44	55	
Coleford Junction	Speech House Road	—	17	23	34	43	
Speech House Road	Serridge	—	8	11	16	20	
Serridge	Speech House Road	—	22	29	44	55	
Speech House Road	Lydney	—	42	56	84	100	
Tufts Junction	Princess Royal Sidings	—	7	9	14	18	
Coleford Junction	Coleford	—	6	8	12	15	
Coleford	Milkwall	—	8	11	16	20	
Coleford	Whitecliffe Siding	—	33	44	66	83	Group "A" 0-6-0T 16XX class Engines
Whitecliffe Siding	Coleford	—	9	12	18	23	
Princess Royal Sidings	Tufts Junction	—	42	56	84	100	
Lydney Junction	Coleford Junction	—	28	37	56	70	
Coleford Junction	Coleford	—	7	9	14	18	Group "C" 0-6-0T Yellow class Engines
Whitecliffe Siding	Coleford	—	12	16	24	30	
Coleford	Milkwall	—	10	13	20	25	
Milkwall	Coleford Junction	—	21	28	42	53	
Coleford Junction	Lydney Junction	—	47	63	94	100	
FOREST OF DEAN LINES							
Bullo Pill	Bilson	40	10	13	20	25	
Bullo Pill	Bilson	40	11‡	15‡	20‡	26‡	
Bilson	Cinderford	—	—	—	—	—	
Bilson	Whimsey	—	—	—	—	—	
Bilson	Bullo Pill	40	33	44	66	83	
§Bilson	Northern United Sidings	20	—	—	—	20	
§Bilson	Northern United Sidings	20	—	—	—	30‡	
Northern United Sidings	Bilson	40	29	—	—	—	
Northern United Sidings	Bilson	40	33‡	—	—	—	
Bullo Pill	Bullo Docks	30	25	33	50	63	
Bullo Docks	Bullo Pill	30	7	9	14	18	
GLOUCESTER DOCKS							
Gloucester Docks Branch	To Docks	100	33	44	66	83	
	From Docks	100	37	49	74	93	

‡—Group "C" 0-6-0T Yellow class Engines. §—To be propelled Bilson to Northern United Sidings.

WORKING OF DIESEL HYDRAULIC LOCOMOTIVES

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

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

CONDITIONS

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

HEADCODE

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

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

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

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

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

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

INCLINE INSTRUCTIONS

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

LOAD

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

TIMINGS

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

ROUTE AVAILABILITY

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

WORKING OF DIESEL LOCOMOTIVES IN MULTIPLE

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

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

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

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

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

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

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

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

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

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

STANDARD SPEED RESTRICTIONS

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

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

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

(6) 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 Motive Power Superintendent concerned to advise the District Control Room and arrangements must be made for the signalman concerned to be advised accordingly.

WORKING OF LIGHT ENGINES IN STEAM COUPLED TOGETHER—

ROUTES OTHER THAN MAIN LINE ROUTES

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

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

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

Route (a) over triangle Worcester Shrub Hill, Rainbow Hill, Tunnel Junction	Up to and including five permitted engines may work in steam coupled together over routes (a) and (b).
Route (b) over triangle Worcester Loco. Shed to Goods Yard	
Cheltenham and Gloucester	Up to and including five permitted engines may work in steam coupled together between these points.
Severn Bridge	Two engines coupled together must not, in any circumstances, be run over the bridge.
Chepstow	See separate instructions, page K175.

SPEED OF TRAINS THROUGH JUNCTIONS AND AT OTHER SPECIFIED PLACES

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

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

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

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

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

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

Name of Place	Direction of Trains		Miles per Hour
	From	To	
OXFORD AND HARTLEBURY	**DOWN LINE**		
Oxford Station South	Main Line	Down Platform	15
Oxford Station	All Trains passing from one line to another through Scissors Crossing crossover roads between Platforms.		10
Oxford Station North	Down Platform	Main Line	15
Wolvercot Junction	Oxford	Worcester	40
Yarnton Junction (Oxford Road Junction)	L.M.R. Line	W.R. Line	15
Yarnton—Witney Junction	Oxford	Fairford	15
Kingham	Main Line	Cheltenham Branch	15
Aston Magna	93m. 50c.	94m. 2c.	50

Speed of Trains Through Junctions—continued

Name of Place	Direction of Train: From	Direction of Train: To	Miles per Hour
OXFORD AND HARTLEBURY—continued			
	DOWN LINE—continued		
Honeybourne South Loop Junction ...	Main Line	Branch Line	25
Honeybourne Station South	Main Line	Relief (101m. 43¼c.)	20
Honeybourne Station South	Branch Line (101m. 55¼c.)	Main Line	15
Honeybourne Station North	Relief Line (102m. 2¾c.)	Main Line	20
Evesham Station	106m. 40c.	106m. 60c.	60
Evesham	Over River Avon Bridge at 107 m. 0 ch. (Applies only to three or more light	... ... engines coupled together.)	5
Norton Junction	Ashchurch	Worcester	15
Worcester Wylds Lane Junction ...	Main Line	Goods Yard	15
Worcester Shrub Hill Station	Through Middle Line	... ...	10
Worcester Shrub Hill Station	Through Scissors Crossovers between P	latforms	10
Worcester Shrub Hill Junction	Down Line	Wolverhampton Line	25
Worcester Shrub Hill Junction	Down Line	Hereford Line	20
Worcester Rainbow Hill Junction ...	Tunnel Junction	Hereford Line	15
Worcester Rainbow Hill Junction ...	Shrub Hill Junction	Hereford Line	10
Worcester Tunnel Junction	Shrub Hill Junction	Droitwich	15
Worcester Tunnel Junction	Hereford Line	Droitwich	25
Droitwich Junction	Worcester	Hartlebury	40
Droitwich Junction	Worcester (126m. 21c.)	Stoke Works (126m. 50c.)	20
Hartlebury Junction	Main Line	Branch Line	15
	UP LINE		
Hartlebury Junction	Branch Line	Main Line	15
Droitwich Junction	Hartlebury	Worcester	40
Droitwich Junction	Stoke Works (126m. 50c.)	Worcester (126m. 21c.)	20
Worcester Tunnel Junction	Droitwich	Shrub Hill Junction	15
Worcester Tunnel Junction	Droitwich	Hereford Line	25
Worcester Rainbow Hill Junction ...	Hereford Line	Tunnel Junction	15
Worcester Rainbow Hill Junction ...	Hereford Line	Shrub Hill Junction	10
Worcester Shrub Hill Junction ...	Hereford Line	Up Line	20
Worcester Shrub Hill Junction	Wolverhampton Line	Up Line	25
Worcester Shrub Hill Station	Through Scissors Crossover between Pla	tforms	10
Worcester Shrub Hill Station	Through Middle Line	... ...	10
Worcester Wyld's Lane Junction ...	Goods Yard	Main Line	15
Norton Junction	Worcester	Ashchurch	15
Evesham	Over River Avon Bridge at 107m. 0c. ... (Applies only to three or more light e	... ... ngines coupled together.)	5
Evesham Station	106m. 60c.	106m. 40c.	60
Honeybourne Station North	Main Line	Relief Line (102m. 2¾c.)	20
Honeybourne Station South	Main Line	Branch Line (101m. 55¼c.)	15
Honeybourne Station South	Relief Line (101m. 43¼c.)...	Main Line	20
Honeybourne Station South	Relief Line (101m. 30c.)	Main Line	20
Honeybourne South Loop	Branch Line	Main Line	25
Aston Magna	94m. 2c.	93m. 50c.	50
Kingham	Banbury Branch	Main Line	15
Kingham	Cheltenham Branch	Main Line	15
Yarnton—Witney Junction	Fairford	Oxford	15
Yarnton Junction (Oxford Road Junction)	W.R. Line	L.M.R. Line	15
Wolvercot Junction	Worcester	Oxford	40
Oxford Station North	Main Line	Up Platform	10
Oxford Station	All Trains passing from one line to anot	her through Scissors Crossing crossover roads between Platform.	10
Oxford Station South	Up Platform	Main Line	15
WORCESTER AND HEREFORD			
	UP LINE		
Hereford, Aylestone Hill and Barr's Court Junction.	Speed over all Passenger lines between t specially mentioned.	hese points except through Junctions	20
Barton Curve	Brecon Line ... ... } Barton ... ... }	Barr's Court, Worcester or Shrewsbury	10
Brecon Curve Junction	To Barton	... ...	10
Shelwick Junction	Hereford	Worcester	20
Between Withington and Stoke Edith (145m. 20c. and 145 m.p.	Hereford	Worcester	60
Ledbury North End	Single Line	Up Main	40
Ledbury Station	Up Main	Single Line	55
Colwall	Up Main	Single Line	25
Bransford Road Junction	Bromyard	Henwick	15

Speed of Trains Through Junctions—continued

Name of Place	Direction of Train: From	Direction of Train: To	Miles per Hour
WORCESTER AND HEREFORD—continued			
	UP LINE—continued		
Between Henwick and Worcester (Foregate Street). (121m. 50c. and 121m. 30c.)	Hereford	Worcester	45
Worcester Tunnel Junction	Hereford Line	Droitwich	25
Worcester Rainbow Hill Junction	Hereford Line	Worcester Shrub Hill	10
Worcester Rainbow Hill Junction	Hereford Line	Worcester Tunnel Junction	15
Worcester Shrub Hill Junction	Hereford Line	Worcester Shrub Hill Station	20
Worcester Shrub Hill Station	Through Middle Line		10
Worcester Shrub Hill Station	Through Scissors Crossovers between platforms		10
	DOWN LINE		
Worcester Shrub Hill Station	Through Scissors Crossovers between platforms		10
Worcester Shrub Hill Station	Through Middle Line		10
Worcester Shrub Hill Junction	Worcester Shrub Hill	Hereford Line	20
Worcester Rainbow Hill Junction	Worcester Tunnel Junction	Hereford Line	15
Worcester Rainbow Hill Junction	Worcester Shrub Hill	Hereford Line	10
Worcester Tunnel Junction	Droitwich	Hereford Line	25
Between Worcester (Foregate Street) and Henwick. (121m. 30c. and 121m. 50c.)	Worcester	Hereford	45
Bransford Road Junction	Henwick	Bromyard	15
Malvern Wells	Down Main	Single Line	25
Colwall	Single Line	Down Main	55
Ledbury North End	Down Main	Single Line	25
Ledbury Station	Single Line	Down Main	25
Between Stoke Edith and Withington (145 m.p. and 145m. 20c.)	Worcester	Hereford	60
Shelwick Junction	Worcester	Hereford	20
Brecon Curve Junction	From Barton		10
Barton Curve	Barr's Court, Worcester or Shrewsbury	Brecon Line	10
		Barton	10
Barr's Court Junction and Aylestone Hill	Speed over all running lines between these points except through Junctions specially mentioned.		20
STRATFORD-UPON-AVON, CHELTENHAM AND STANDISH JUNCTION			
	DOWN LINE		
Stratford-upon-Avon East, 8m. 63c. and 9m. 25c.	Over Reverse Curves		35
Stratford-upon-Avon East	Main	Goods Yard	15
Stratford-upon-Avon (Ex-L.M.R. Junction)	Main Line	Ex-L.M.R. Line	5
Racecourse Junction	Branch	Main	15
Stratford-upon-Avon and Milcote	Through Race Course Junction		60
Honeybourne Station South	Branch Line	Main Line	15
Honeybourne Station South	Cheltenham to Honeybourne Trains		20
Honeybourne West Junction	Cheltenham Line Trains		20
Honeybourne South Loop Junction	Main Line	Branch Line	25
Honeybourne East Junction	South Loop Junction Trains		25
Honeybourne East Junction	All down Trains to Cheltenham and Honeybourne		40
Toddington and Bishops Cleeve 11m. 40c. and 13 m.p.	All Down Trains		60
Cheltenham Malvern Road East	Honeybourne	Gloucester	25
Lansdown Junction	Down Main	Down Relief (commencement of Relief Line).	40
Lansdown Junction	Down Main	Down Relief (through Crossover Road)	40
Lansdown Junction	Cheltenham (Malvern Road)	Leckhampton	40
Lansdown Junction	Cheltenham (Lansdown)	Down Main	40
Hatherley Junction	Down Relief	Down Main	40
Churchdown	Down Main	Down Relief	40
Churchdown	Down Relief	Down Main	40
Churchdown (Down Relief) 3m. 25c. to 2m. 70c.	Cheltenham	Gloucester	50
Engine Shed Junction Down Main and Down Relief.	Cheltenham	Gloucester	35
Engine Shed Junction	All Crossovers in vicinity of		15
Engine Shed Junction	Down Main	Stonehouse	35
Engine Shed Junction	Down Relief	Stonehouse	35
Gloucester South Junction	Cheltenham	Stonehouse	40
Standish Junction	Gloucester South Junction	Stonehouse (Bristol Road)	35

Speed of Trains Through Junctions—continued

Name of Place	Direction of Train: From	Direction of Train: To	Miles per Hour
STRATFORD-UPON-AVON, CHELTENHAM AND STANDISH JUNCTION—continued			
	UP LINE		
Standish Junction	Stonehouse (Bristol Road)	Gloucester South Junction	35
Gloucester South Junction	Stonehouse	Cheltenham	40
Engine Shed Junction	Stonehouse	Cheltenham	35
Engine Shed Junction	All Crossovers in the vicinity of ...	... ...	15
Engine Shed Junction Up Main and Up Relief.	Gloucester	Cheltenham	35
Churchdown	Up Main	Up Relief	40
Churchdown	Up Relief	Up Main	40
Churchdown (Up Relief) 3m. 0c. to 3m. 20c.	Gloucester	Cheltenham	50
Hatherley Junction	Up Relief	Up Main	40
Lansdown Junction	Up Relief	Up Main	40
Lansdown Junction	Leckhampton	Cheltenham (Malvern Road)	40
Lansdown Junction	Up Main	Cheltenham (Lansdown)	40
Cheltenham Malvern Road East	Gloucester	Honeybourne	25
Bishops Cleeve and Toddington 13m.p. and 11m. 40c.	All Up Trains	... ...	60
Honeybourne Station South	Main Line	Branch Line	15
Honeybourne Station South	Honeybourne to Cheltenham Trains ...	... ...	20
Honeybourne Station South	Relief 101m. 48c.	Main Line	20
Honeybourne Station South	Relief 101m. 25c.	Main Line	20
Honeybourne West Junction	Cheltenham Line Trains	... ...	20
Honeybourne South Loop Junction ...	Branch Line	Main Line	25
Honeybourne East Junction	South Loop Junction Trains	... ...	25
Honeybourne East Junction	All Up Trains from Cheltenham–Honeybourne Line ...	... ...	40
Milcote to Stratford-upon-Avon	Through Racecourse Junction	... ...	60
Racecourse Junction	Main Line	Branch	15
Stratford-on-Avon (L.M R.) Junction ...	L.M.R. Line	Main Line	5
Stratford-on-Avon West	Main	Platform Loop	5
Stratford-on-Avon East	Platform Loop	Main	15
Stratford-on-Avon East	Goods Yard	Main	15
Stratford-on-Avon East, 9m. 25c. and 8m. 63c.	Over Reverse Curves	... ...	35
BARNT GREEN MAIN LINE JUNCTION AND CHARFIELD			
	DOWN LINE		
Bromsgrove Station	Down Fast and Down Slow Lines between Signals and Bromsgrove South Box	en Bromsgrove Station Down Home	10
Bromsgrove South to Stoke Works Junction.	Maximum Permissible Speed on Slow Li	nes	—
Stoke Works Junction	Through Junction to Spetchley on Fast	Lines	60
Stoke Works Junction	Through Junction to Worcester on Fast	Lines	40
Stoke Works Junction	Down Slow to Down Main for Spetchley	... ...	30
Stoke Works Junction	Through Junction from Down Slow to	Down Fast for Worcester...	25
Abbotts Wood Junction	Through Junction from Spetchley ...	... ...	70
Cheltenham Spa (High Street)	When passing over connections at High Works Sidings.	Street Sidings when working from Gas	10
Cheltenham Spa (Lansdown Station) ...	Over curves north of Station 85½ to 85¾	m.p.	60
Cheltenham Spa (Lansdown Station) ...	Over curve through Station	... ...	20
Lansdown Junction...	Through Junction—All lines	... ...	40
Hatherley Junction	Relief	Main	40
Churchdown Station	Relief Line 89½ m.p.	90 m.p.	50
Churchdown Station	Main	Relief	40
Churchdown Station	Relief	Main	40
Gloucester (Engine Shed Junction) ...	Through Junction	Gloucester Eastgate	35
Gloucester (Engine Shed Junction) ...	Through Junction	Gloucester South Junction	35
Gloucester (Tramway Junction)	Goods Line	Avoiding Line	10
Gloucester (Tramway Junction)	Main Line through Tramway Junction a these Junctions.	nd Barton Street Junction and between	20
Gloucester (Tramway Junction)	Goods Line through Tramway Junction these Junctions.	and Barton Street Junction and between	15
Barton Street Junction	Through Junction	Southgate Street	15
Barton Street Junction	Over curves South of Gloucester Eastga	te Passenger Station 93¼ and 95 m.p. ...	50
Tuffley Junction	Through Junction	Tuffley Branch	15
Standish Junction	Gloucester South Junction	Stonehouse (Bristol Road)	35
Berkeley Road Junction	Through Junction	Sharpness	15
Berkeley Road South Junction	Berkeley Loop	Through Junction	15
	UP LINE		
Berkeley Road South Junction	Through Junction	Berkeley Loop	15
Berkeley Road Junction	Sharpness	Through Junction	15
Standish Junction	Stonehouse (Bristol Road)	Gloucester South Junction	35
Tuffley Junction	Tuffley Branch	Through Junction	15

Speed of Trains Through Junctions—continued

Name of Place	Direction of Train: From	Direction of Train: To	Miles per Hour
BARNT GREEN MAIN LINE JUNCTION AND CHARFIELD—continued.			
	UP LINE—continued		
Tuffley Junction, 95 and 93¼ m.p.	Over Curves south of Gloucester Eastgate Station		50
Barton Street Junction	Southgate Street Crossing	Through Junction	15
Barton Street Junction	Goods Lines through Barton Street Junction and Tramway Junction and between these Junctions.		15
Barton Street Junction	Main Line through Barton Street Junction and Tramway Junction and between these Junctions.		20
Engine Shed Junction	Gloucester South Junction	Cheltenham	35
Engine Shed Junction	Gloucester Eastgate	Through Junction	35
Churchdown	Main	Relief	40
Churchdown	Relief	Main	40
Churchdown Relief Line (90 and 89¼ m.p.)	Gloucester	Cheltenham	50
Hatherley Junction	Relief	Main	40
Lansdown Junction	Through Junction	Cheltenham Lansdown—All Lines	40
Cheltenham Lansdown	Over curves through Station		20
Cheltenham Lansdown, 85¾ m.p. and 85½ m.p.	Over curves North of Station		60
Cheltenham (High Street)	When passing over connections at High Works Sidings.	Street Sidings when working from Gas	10
Ashchurch	Through Junction	Tewkesbury	10
Ashchurch	Through Junction	Evesham	20
Abbotts Wood Junction	Through Junction	Worcester	30
Abbotts Wood Junction	Through Junction	Spetchley	70
Stoke Works Junction	Through Junction from Up Main to Up Slow from Spetchley		25
Stoke Works Junction	Spetchley	Through Junction on Fast Lines	60
Stoke Works Junction	Worcester	Through Junction to Up Fast Line	40
Stoke Works Junction	Worcester	Through Junction to Up Slow Line	30
Bromsgrove	Through Station		30
SWINDON TO GLOUCESTER AND BEACHLEY JUNCTION			
	DOWN MAIN LINE		
Brimscombe Incline, between Sapperton Tunnel West End and Brimscombe Station.	All Passenger Trains over the reverse curves. (See note **A**)		40
Brimscombe Station and Stroud	All Down Trains over the reverse curves		45
Standish Junction	Stonehouse (Bristol Road)	Gloucester South Junction	35
Gloucester South Junction	Stonehouse	Cheltenham	40
Gloucester South Junction Box, between 113m. 12c. and 113m. 15c. (over curves in Main Line).	Swindon	Gloucester	20
Tramway Junction, between 113m. 49c. and 113m. 59c.	Swindon Cheltenham	Gloucester Gloucester	10 10
Gloucester Station	Main Line Platform Line	Platform Line Main Line	15 15
Gloucester Station	When passing from one line to another through Scissors Crossover Roads between platforms.		5
Gloucester East and Over Junction 114m 0c. to 114m. 40c.	All trains		40
Gloucester West and Over Junction 114m. 40c. to 115m. 70c.	All trains		60
Over Junction	Gloucester	Dymock	10
Over Junction	Between Main Line and Docks Branch		10
Bullo Pill West Box	Main Line	Forest Branch	15
Awre Junction and Lydney Junction (129mp.. to 133m. 60ch.)	Gloucester	Newport	60
	UP MAIN LINE		
Lydney	Main Line	Severn and Wye Line	15
Lydney Junction and Awre Junction 133m. 60c. to 129 m.p.	Newport	Gloucester	60
Bullo Pill West Box	Forest Branch	Main Line	10
Over Junction, between Signal Box and 115¼ m.p.	Chepstow	Gloucester	60
Over Junction	Dymock	Gloucester	10
Over Junction	Between Main Line and Docks Branch		10
Over Junction and Gloucester West 115m. 40c. to 114m. 40c.	All trains		60
Over Junction and Gloucester East 114m. 40c. to 114m. 0c.	All trains		40

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

Speed of Trains Through Junctions—continued

Name of Place	Direction of Train: From	Direction of Train: To	Miles per Hour
SWINDON TO GLOUCESTER AND BEACHLEY JUNCTION—continued			
	UP MAIN LINE—continued		
Gloucester Station	Main Line	Platform Line	15
Gloucester Station	Platform Line	Main Line	15
Gloucester Station	When passing from one line to another tween platforms.	through Scissors Crossover Roads be-	5
Tramway Junction, between 113m. 59c. and 113m. 49c.	Gloucester	Swindon	10
	Gloucester	Cheltenham	10
Gloucester South Junction Box, between 113m. 15c. and 113m. 12c. (over curves in Main Line).	Gloucester	Swindon	20
Gloucester South Junction	Cheltenham	Stonehouse...	40
Standish Junction	Gloucester South Junction	Stonehouse (Bristol Road)	35
Stroud and Sapperton Tunnel	All Up Trains between 102m. 13c. and	95m. 74c.	50
CHIPPING NORTON AND KINGHAM			
Hook Norton	All Up and Down Trains, Single Line to	Loops	25
Hook Norton Viaducts	All Up and Down Trains, 91¼ m.p. to 92¼ (Trains to be brought under proper applied while passing over the viaducts this.)	m.p. ... ... control so that the brakes shall not be unless unforeseen circumstances demand	20
Chipping Norton	All Up and Down Trains, Single Line to	Loops	20
Kingham	Main Line and Cheltenham Branch. All	Up and Down Trains	15
Kingham	Banbury Branch	Main Line	15
Kingham	Cheltenham ... ... (Single Line to Up Branch Line)	Kingham Station	20
KINGHAM AND CHELTENHAM SPA			
Kingham	Main Line and Cheltenham Branch—All	Up and Down Trains	15
Kingham	Banbury Branch	Main Line	15
Kingham	Cheltenham	Kingham	20
Kingham	Single line to Up	Branch Line	20
Stow-on-the-Wold and Kingham	Cheltenham at 85¾ m.p.	Kingham	15
Bourton-on-the-Water	Cheltenham	Kingham	25
Notgrove (Down Loop)	Kingham	Cheltenham	25
Andoversford Junction	Kingham	Cheltenham	25
Andoversford Junction	Andover Line	Cheltenham	15
Andoversford Junction	Cheltenham	Andover Line	15
Lansdown Junction	Leckhampton	Cheltenham (Malvern Road)	40
Lansdown Junction	Cheltenham (Malvern Road)	Leckhampton	40
The speed of trains between Kingham and Andoversford must, until further notice, not exceed 30 m.p.h. in either direction, and between Andoversford and Lansdown Junction must not exceed 40 m.p.h. and must be further restricted to lower speeds as shewn above.			

BRANCH LINES

STOKE WORKS JUNCTION AND DROITWICH SPA			
The speed of all Up and Down Trains between Stoke Works Junction and Droitwich Spa must not exceed 50 m.p.h. and must be further restricted to lower speeds as shewn below.			
	DOWN LINE		
Stoke Works Junction	Droitwich ... ... Through Junction to Up Fast Line.	Bromsgrove	40
Stoke Works Junction	Droitwich ... ... Through Junction to Up Slow Line.	Bromsgrove	30
Droitwich Spa Junction	Worcester (126 m. 21 c.)	Stoke Works (126 m. 50 c.)	20
	UP LINE		
Droitwich Spa Junction	Stoke Works (126 m. 50 c.)	Worcester (126 m. 21 c.)	20
NOTE.—The direction of the line from Droitwich Spa to Stoke Works Junction is "DOWN".			
NORTON JUNCTION AND ABBOTTS WOOD JUNCTION			
Norton Junction	Worcester	Ashchurch	15
Norton Junction	Ashchurch	Worcester	15
Abbotts Wood Junction	Ashchurch	Worcester	30

Speed of Trains Through Junctions—continued

BRANCH LINES—continued

Name of Place	Direction of Train: From	Direction of Train: To	Miles per Hour
BARNT GREEN AND ASHCHURCH (VIA EVESHAM)			
	DOWN LINE		
Barnt Green Single Line Junction ...	Barnt Green	Redditch (52 m.p. to 53½ m.p.)	30
Barnt Green Single Line Junction ...	Barnt Green	Redditch (53½ m.p. to 56 m.p.)	35
Redditch North	Between 56 m.p. and 57½ m.p.	... ...	20
Between Redditch South and Studley & Astwood Bank.	57½ m.p. and 60 m.p.	... ...	40
Between Studley & Astwood Bank and and Alcester.	60 mp.. and 64½ m.p.	... ...	45
Broom Junction North	Alcester	Stratford-upon-Avon	15
Between Harvington and Evesham ...	73 m.p. and 73¾ m.p.	... ...	20
Evesham Station	Over curves between 73¾ m.p. and 74½	m.p.	15
Between Evesham and Hinton	74½ m.p. and 75 m. 30 ch.	... ...	30
Ashchurch	Over curve through Station	... ...	20
Ashchurch	Evesham	Cheltenham	20
	UP LINE		
Ashchurch	Cheltenham	Evesham	20
Ashchurch	Over curve through Station	... ...	20
Between Hinton and Evesham	75 m. 30 ch. and 74½ m.p.	... ...	30
Evesham Station	Over curves between 74½ m.p. and 73¾	m.p.	15
Between Evesham and Harvington ...	73¾ m.p. and 73 m.p.	... ...	20
Broom Junction West	Evesham	Stratford-upon-Avon	15
Between Alcester and Studley & Astwood Bank.	64½ m.p. and 60 m.p.	... ...	45
Between Studley & Astwood Bank and Redditch.	60 m.p. and 57½ m.p.	... ...	40
Redditch North	Between 57½ m.p. and 56 m.p.	... ...	20
Redditch North	Redditch	Barnt Green (56 m.p. and 53½ m.p.) ...	35
Redditch North	Redditch	Barnt Green (53½ m.p. and 52 m.p.) ...	30
Barnt Green Single Line Junction ...	Over curves between Single Line Junction	on and Main Line Junction	15
UPTON-ON-SEVERN AND ASHCHURCH			
The speed of trains over this Branch must not exceed 40 miles per hour in either direction, and must be further restricted to lower speeds as shewn.			
Upton-on-Severn and Tewkesbury ...	Between these points on " dead " road.	All Down and Up Trains	15
Tewkesbury	Tewkesbury ... ... (between 1m. 72ch. and 1m. 69	Ripple ... ... ch. over curve in Single Line).	15
Ashchurch	Through Siding alongside Single Line at	Ashchurch	5
Ashchurch	Through Junction—All Trains	... ...	10
Ashchurch and Tewkesbury	Between 0m. 79ch. and 1m. 14ch. ...	All Down and Up Trains	15
NAILSWORTH BRANCH			
The speed of trains over this Branch must not exceed 40 miles per hour, and must be further restricted to lower speeds as shewn.			
Stonehouse (Bristol Road)	Between Stonehouse and 102¾ m.p.	All Down and Up Trains	25
Dudbridge Station	Through Junction and up to end of Down	Loop. All Down and Up Trains ...	15
Birds Crossing	Dudbridge	Nailsworth—All Down Trains ...	25
Nailsworth Station	Nailsworth	Dudbridge—All Up Trains	25
STROUD BRANCH			
The speed of trains over this Branch must not exceed 25 miles per hour and must be further restricted as shewn below.			
At Dudbridge	All Up Trains through Junction	... ...	15
DURSLEY BRANCH			
The speed of trains over this Branch must not exceed 25 miles per hour.			
CHELTENHAM AND GLOUCESTER LINE			
	UP LINE		
Tramway Junction, 0m. 0c. to 0m. 6c. ...	Gloucester	Cheltenham	10
All Crossovers between Tramway Junction and ¾ m.p.	All UP trains	... ...	15
Engine Shed Junction UP Main and UP Relief.	Gloucester	Cheltenham	35
Engine Shed Junction	Stonehouse	Cheltenham	35
Churchdown	Up Main	Up Relief	40
Churchdown	Up Relief	Up Main	40
Churchdown UP Relief, 3m. 0c. to 3m. 20c.	Gloucester	Cheltenham	50
Hatherley Junction	Up Relief	Up Main	40
Lansdown Junction	Up Relief	Up Main	40
Lansdown Junction	Leckhampton	Cheltenham (Malvern Road)	40
Lansdown Junction	Up Main	Cheltenham (Lansdown)	40
Cheltenham (Lansdown) over curve through Station.	Gloucester	Cleeve	20
Malvern Road Junction	Gloucester	Honeybourne	25

Speed of Trains Through Junctions—continued

BRANCH LINES—continued

Name of Place	Direction of Train: From	Direction of Train: To	Miles per Hour
CHELTENHAM AND GLOUCESTER LINE—continued			
	DOWN LINE		
Malvern Road Junction	Honeybourne	Gloucester	25
Lansdown Junction	Down Main	Down Relief (Commencement of Relief Line)	40
Lansdown Junction	Down Main	Down Relief (Through Crossover Road)	40
Lansdown Junction	Cheltenham (Malvern Road)	Leckhampton	40
Lansdown Junction	Cheltenham (Lansdown)	Down Main	40
Cheltenham (Lansdown) over curve through Station.	Cleeve	Gloucester	20
Hatherley Junction	Down Relief	Down Main	40
Churchdown	Down Main	Down Relief	40
Churchdown	Down Relief	Down Main	40
Churchdown (Down Relief), 3m. 25c. to 2m. 70c.	Cheltenham	Gloucester	50
Engine Shed Junction Down Main and Down Relief.	Cheltenham	Gloucester	35
All Crossovers between ¾ m.p. and Tramway Junction.	All Down Trains		15
Engine Shed Junction	Down Main	Stonehouse	35
Engine Shed Junction	Down Relief	Stonehouse	35
Tramway Junction, 0m. 6c. to 0m. 0 c.	Cheltenham	Gloucester	10
GLOUCESTER AND HEREFORD BRANCH (Grange Court to Rotherwas Junction)			
The speed of trains between Grange Court and Rotherwas Junction must not exceed 35 m.p.h. and must be further restricted to lower speeds as shewn.			
Grange Court	All Up and Down Trains		15
Longhope	All Up and Down Trains		10
Mitcheldean Road	All Up and Down Trains		15
Ross-on-Wye	Gloucester	Hereford	10
Ross-on-Wye	Hereford	Gloucester	10
Ross-on-Wye	All Trains to or from Monmouth Branch		10
Fawley	Gloucester	Hereford	10
Fawley	Hereford	Gloucester	15
Rotherwas Junction	Gloucester	Hereford	15
Rotherwas Junction	Hereford	Gloucester	15
Rotherwas Junction	Up Branch Line	Single Line	25
WORCESTER AND BROMYARD			
	DOWN LINE		
Bransford Road Junction	Henwick	Bromyard	15
Suckley	Loop	Single Line	10
	UP LINE		
Suckley	Loop	Single Line	10
Bransford Road Junction	Bromyard	Henwick	15
Note—In addition to the foregoing restrictions no train must exceed a speed of 35 miles per hour at any point in either direction between Bransford Road Junction and Bromyard.			
GLOUCESTER AND DYMOCK BRANCH			
Over Junction 0 m.p. and 0m. 10c.	All Trains to and from Branch		10
Over Junction to 1 m.p.	All Up and Down Trains		30
1 m.p. to 4¾ m.p.	All Up and Down Trains		40
4¾m.p. to 5m. 50c.	All Up and Down Trains		35
5m. 50c. to 6¾ m.p.	All Up and Down Trains		45
6¾ m.p. to 7¼ m.p.	All Up and Down Trains		35
7¼ m.p. to Newent Loop Junction	All Up and Down Trains		40
Newent Station and Loops	All Up and Down Trains		15
Newent Loop Junction to 9¼ m.p.	All Up and Down Trains		40
9¼ m.p. to Dymock Loop Junction	All Up and Down Trains		50
Dymock Station and Loops	All Up and Down Trains		15
GLOUCESTER DOCKS BRANCH			
The speed of trains over this Branch must not exceed 15 miles per hour in either direction and must be further restricted to 5 miles per hour when passing over Llanthony Swing Bridge at the Docks.			

Speed of Trains Through Junctions—continued

BRANCH LINES—continued

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

ENGINE RESTRICTIONS

OXFORD TO HARTLEBURY (Exclusive)

Route Colour—Red

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

Stations	Connections and Sidings	Class of Engines Prohibited
Oxford	—	For particulars of prohibition see Section A of the Working Time Tables.
Yarnton	—	
Handborough...	Crossover, Down Main to Goods Shed, Worcester end of Goods Shed	47XX, 1000 Class.
	Crossover, Up Main to Goods Shed, London end of Goods Shed	
	Loading Dock, Up Sidings, Worcester end of Goods Shed...	
	Back Road, Down Sidings, London end of Station ...	
	Short Sidings and Loading Docks, Up Siding, Worcester end of Station	
	Crossover, Up Platform to Up Siding, Worcester end of Station	Diesel Cars Nos. 20 to 33 inclusive.
	Up side, Loading Dock, Station end, from top of ramp of Passenger platform to Stopblock	
Charlbury	Cattle Pen Siding, Up Sidings (past Cattle Pens) ...	47XX, 1000 Class.
	Back Road, Up Siding	
	Back Road, Up Siding	To be negotiated by 94XX Class engines at **dead slow speed.**
	Crossover, Up Platform to Loading Dock, Worcester end of Up Platform	Diesel Cars Nos. 20 to 33 inclusive.
Ascott-under-Wychwood	Crossover, Down platform to Down Siding, London end of station	Diesel Cars Nos. 20 to 33 inclusive.
Shipton-under-Wychwood	Crossover from Up Platform to Goods Shed	Diesel Cars Nos. 20 to 33 inclusive.
Kingham	Dead end connection to Horse Dock (Up Side), London end of Dock	Castle and Austerity.
	Connection against Down Main Platform	Castle.
	Dead end of Horse Box Dock, Up Side, London end of of Station	47XX, 1000 Class. L.M.R. Class 4 2–6–0 Freight Tender Engines.
	From Down Main, No. 1 and No. 2 to Horse Box Dock, Up Side, London end of Station	47XX, 1000 Class.
	Up Main to Front Road, Worcester end of Station ...	
	Up Main to Down Refuge, Worcester end of Station ...	
	Coal Road, Down Sidings	
	Back Road, Down Sidings	
	Connection from Banbury Branch to Banbury Branch Siding	
	Up Bay Platform (arrival side)	
	Horse Loading Dock Siding (Up Side), London end of Station	68XX, 78XX, 1000 Class.
	Road from Up Sidings to Locomotive Turntable ...	
	Little Dock Road from Down Main Inner Home Signal to Stopblock	
	No. 2 Siding, Up Side, from Cheltenham Branch ...	To be negotiated by 94XX Class engines at **dead slow speed.**
	Down Refuge Siding...	All 4–6–0 engines must traverse this line at walking pace.
Adlestrop	Short Dock, from end of Passenger Platform to Stop-block (London end)	68XX, 78XX, 1000 Class.
	Crossover from Up Platform to Goods Shed	Diesel Cars Nos. 20 to 33 inclusive.
Moreton-in-Marsh	No. 1 and 2 Coal Sidings, Down Side (Worcester end of Station).	47XX, 68XX, 78XX, 94XX, 1000, Castle, Austerity and L.M.R. Class 4 2–6–0 Freight Tender Engines.
	Down Side Loading Dock (back of platform), Worcester end of station	47XX, 68XX, 78XX, 1000 Class.
	Crossover Road, Down Main to Goods Shed, London end of Passenger Station...	47XX.
	Shed Road (through Goods Shed)	68XX, 78XX, 1000 Class.
	Shed Road (from crossing in lead at London end to Stopblock)	
	Milk Siding, Up Side	94XX and Austerity Class.
	Crossover from Down Platform to Goods Shed ...	Diesel Cars Nos. 20 to 33 inclusive.
	Shipston Branch No. 1 Siding	L.M.R. Class 4 2–6–0 Freight Tender Engines.
	Beyond the facing points from Shipston-on-Stour Bank to Milk Sidings	All Engines with outside cylinders.

Engine Restrictions—continued

OXFORD TO HARTLEBURY—continued

Stations	Connections and Sidings	Class of Engines Prohibited
Blockley	Goods Shed Loading Dock, London end of Shed ...	47XX
	Connection leading from Shed to Brickworks' Sidings, Down Side.	47XX
	Shed Road Loading Dock (outside Shed, London end)...	68XX, 78XX, 1000 Class.
	Brickworks' Siding (back and front) beyond gate ...	68XX, 78XX, 1000 Class, Austerity and L.M.R. Class 4 2–6–0 Freight Tender Engines.
Chipping Campden	Connection leading from Down Main to Down Siding and Gas Works Siding, London end of Station ...	47XX.
	Cattle Dock Siding, Down Side	47XX.
	Crossover from Down Platform to Goods Shed... ...	Diesel Cars Nos. 20 to 33 inclusive.
Honeybourne...	Cattle Dock Siding from Verandah covering to Stop-block.	68XX, 78XX, 1000 Class, also L.M.R. Class 3 and 4 0–6–0 Freight Tender, Class 4 and 5 2–6–0 Mixed Traffic Tender, Class 5 4–6–0 Mixed Traffic Tender and Class 8 2–8–0 Freight Tender Engines.
	Up Goods Siding, No. 7	94XX, Austerity and L.M.R. Class 4 and 5 2–6–0 Freight Tender Engines.
	Cattle Dock Siding from Cattle Pens to Stopblock ...	Diesel Cars Nos. 20 to 33 inclusive.
Evesham	Connection leading from Down Main to Goods Shed ...	Castle.
	Goods Shed	Castle.
	Dock at rear of Goods Shed	Castle.
	Dock (Down Side) nearest London on Back Road ...	Castle.
	Loading Dock, Down Side, London end of Station ...	47XX.
	Crossover Road from Down Main to Goods Shed Road, Worcester end of Shed	47XX.
	Cattle Pens and Passenger Loading Dock (London end of Station).	68XX, 78XX, 1000 Class; also L.M.R. Class 3 and 4 0–6–0 Freight Tender and Class 5 4–6–0 Mixed Traffic Tender Engines.
	Past Carriage Cleaning stage (Down Side Carriage Sidings, London end of Station)	68XX, 78XX, 1000 Class.
	Cattle Dock (Down Side) from a point 90 ft. on London side of Goods Offices to Stopblock.	68XX, 78XX, 1000 Class; also L.M.R. Class 3 and 4 0–6–0 Freight Tender and Class 5 4–6–0 Mixed Traffic Tender Engines.
	Crossover, Down Passenger Platform to Down Sidings (London end of Down Platform)	Diesel Cars Nos. 20 to 33 inclusive.
Evesham New Yard (Up Side) ...	Bulmer's Siding	47XX.
	Nos. 1, 2, 3, 4, 5 and 6 Sidings	47XX.
	No. 1 Siding	Austerity and L.M.R. Class 4 and 5 2–6–0 Freight Tender Engines; also L.M.R. Class 3 and 4 0–6–0 Freight Tender and Class 5 4–6–0 Mixed Traffic Tender Engines.
	No. 5 Siding	To be negotiated by Austerity Class engines at **slow speed.**
	No. 6 Siding	Austerity and L.M.R. Class 4 and 5 2–6–0 Freight Tender Engines. Note.—L.M.R. Class 3 and 4 0–6–0 Freight Tender and Class 5 4–6–0 Mixed Traffic Tender Engines may use this Siding at **dead slow speed.**
	Nos. 1, 5 and 6 Sidings	To be negotiated by 94XX Class and L.M.R. 0–6–0 engines, tender type, at **dead slow speed.**
	No. 3 Siding from level crossing to Stopblock	68XX, 78XX, 1000 Class.
	Fittings leading to Nos. 1 and 2 Sidings from opposite storage shed to stage in Canner's Siding.	All 4–6–0 engines must traverse these lines at walking pace.
Ex-L.M.R. Yard	Goods Shed	All types of engines in all groups are prohibited from entering the Goods Shed.
	Exchange Siding (adjacent to Dock)	Engines with outside cylinders to work **with caution** on the part of the Siding adjoining Landing Wall.
	Cattle Dock	49XX, 4074, 42XX, 52XX, 53XX, 28XX, 51XX, 45XX, 55XX, 1000 Class and B.R. Standard Class 4 (2–6–4T).
	Fruit Shed Landing (Back Road)	49XX, 4074, 42XX, 52XX, 53XX, 28XX, 51XX, 1000 Class.
	Fruit Shed Landing (Back Road)	45XX, 55XX, **may work with caution.**
W.R. Goods Yard	Connection leading from Down Main to Goods Shed ...	2–6–0 " Mixed Traffic " Diagram 43, Cross section 18677.
	Siding through Goods Shed	2–6–0 " Mixed Traffic " Diagram 43, Cross section 18677.
	Siding alongside Dock at rear of Goods Shed	2–6–0 " Mixed Traffic " Diagram 43, Cross section 18677.
	Siding alongside Cattle Pen Dock, Down Side	2–6–0 " Mixed Traffic " Diagram 43, Cross section 18677.
	Siding alongside Warehouse, Up Side	2–6–0 " Mixed Traffic " Diagram 43, Cross section 18677.

Engine Restrictions—continued

OXFORD TO HARTLEBURY—continued

Stations	Connections and Sidings	Class of Engines Prohibited
Fladbury	Bomford's Sidings, beyond gate	68XX, 78XX, 1000 Class; also L.M.R. Class 3 and 4 0–6–0 Freight Tender and Class 5 4–6–0 Mixed Traffic Tender Engines.
Pershore	Cattle Pens Sidings	Castle.
	Down Side Loading Dock at Oxford end of Station, including connections from Down Main to Dock and from Dock to Main.	Castle.
	Goods Shed to Dock, Down Side...	47XX.
	Goods Shed Road, through Goods Shed...	47XX.
	Crossover from Down Main to Down Side Loading Dock, London Side of Goods Shed	47XX.
	Crossover from Up Main to Down Side Loading Dock, London Side of Goods Shed	47XX.
	Down Side Loading Dock Siding (London side of Shed) on London side of connection from Up Main.	68XX, 78XX, 1000 Class. 68XX, 78XX and 1000 Class ocomotives must, under no circumstances, use the connection Down Main to Down Side Loading Dock, near 112m. 42ch., i.e. all movements from Down Main to Loading Dock with these types of engines must be made through the Goods Shed. Engines of the above type may be allowed to work from the Down Main line through the Goods Shed and alongside the Down Side Loading Dock. They may also use the crossover from Up Main to the Down Side Loading Dock at 112m. 31ch. The clearance for both these movements are less than the normal minimum and are subject to the rigid enforcement of a speed restriction of 3 miles per hour.
Stoulton	Back Road, Down Side	47XX.
	Back Road, from level crossing to Stopblock	68XX, 78XX, 1000 Class.
	Connection from Down Platform to Down Sidings ...	Diesel Cars Nos. 20 to 33 inclusive.
Worcester (Shrub Hill) Passenger Station.	Long Dock, Down Side, South end of Station	47XX, 1000 Class.
	From Loop to McNaught's Dock, North end of Station	47XX, 1000 Class.
	Long Dock, South end of Station	Diesel Cars Nos. 20 to 33 inclusive.
	Short Dock, South end of Station	Diesel Cars Nos. 20 to 33 inclusive.
	McNaught's Dock.	Diesel Cars Nos. 20 to 33 inclusive.
	Down Bay, North end of Station	Diesel Cars of this type can only use the Down Bay line for one car's length from the top of the ramp to the Down Main Platform.
Worcester Motive Power Depot ...	Short Road, Passenger Engine Shed, through connection at Shrub Hill end.	47XX, 1000 Class, Austerity and L.M.R. Class 4 and 5 2–6–0 Freight Tender Engines.
	Factory Sidings, Road next to Lift Road (on right hand side of Lift Road going in)	47XX and all 4–6–0 Classes.
Worcester Motive Power Shops ...	Siding next to Time Office and Engineering Department Shop, Up Side.	94XX, Austerity and L.M.R. Class 4 and 5 2–6–0 Freight Tender Engines.
Worcester Goods Yard	Outside Siding, North Sidings	D.1–D.10 2300 h.p. and D.11 and D.199 and D.1500–D.1513 2500 h.p. Type 4. 47XX, 1000 Class.
	Hereford Sidings, Nos. 1, 2 and 4 roads... ...	D.1–D.10 2300 h.p. and D.11 and D.199 and D.1500–D.1513 2500 h.p. Type 4. 47XX, 1000 Class.
	Hereford Sidings, No. 2 Road	Owing to the severe curve (4½ ch. radius) large engines are prohibited from working over this Siding. The only classes of engines which can be permitted to work over the Siding in question are 41XX, 56XX, 57XX, 36XX, 14XX, 94XX, and L.M.R. 0–6–0.
Worcester Vinegar Branch... ...	The only class of engine allowed to work over this Branch is the 16XX Class, 0–6–0T.	
Between Worcester and Fernhill Heath.	Blackpole Private Sidings	The following engines are at present authorised to work over the Private Siding at Blackpole as far as the engine Stopboard: 0–6–0 2251 type Yellow. 0–4–2T 14XX type Uncoloured. 0–6–0T 54XX type } Yellow. 0–6–0T 64XX type } 0–6–0T 57XX type Blue. 2–6–2T 45XX type Yellow.

Engine Restrictions—continued

OXFORD TO HARTLEBURY—continued

Stations	Connections and Sidings	Class of Engines Prohibited
Between Worcester and Fernhill Heath—continued.	Blackpole Private Sidings	To meet existing needs in regard to shunting in these sidings, it has been agreed to the above types of engine being so employed, subject to the following prohibitions: 1. Loading Dock Road, in Shed East Side—**Absolute.** 2. Crossover Road between Sidings in Shed—**Absolute.** 3. Turn-out curves on either side of the straight road at both ends (W.R. engines can only use the straight road to the Stopblock near the Firm's engine shed). Engine Stop boards are provided as under: A. At the toe of switches (numbered 2 by the Firm) leading to the Canal Siding, this board reads—"W.R. Engines to work over straight road only, to and from Stopblock." B. Adjacent to the siding leading to the East Side Loading Dock, this board reads—"W.R. Engines not to pass this board" C. In proximity to the facing end of Crossover Road in Loading Dock, West side, this board reads—"W.R. Engines must not use Crossover Road."
Fernhill Heath	Down Main to Down Refuge, London end of Station ... Front Road to Back Siding leading to Cattle Dock, Down Side...	47XX, 1000 Class.
Droitwich Spa	Up Branch to Up Branch Refuge... ... ... Up Sidings to Nos. 2 and 3 Coal Drops Sidings... ... Spur and Coal Siding, Up Sidings... ... ... Bury Hill Sidings, No. 3 Road ... ... Up Sidings to Nos. 2 and 3 Coal Drop Sidings... ...	47XX, 1000 Class. D.1–D.10 2300 h.p. Type 4. D.11–D.199 } 2500 h.p. Type 4. D.1500–D.1513 }
Cutnall Green	Up Main to Mileage Siding...	47XX, 1000 Class.

KINGHAM AND CHIPPING NORTON (INCLUSIVE)

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

Kingham	—	For particulars of prohibitions, see "Oxford and Hartlebury" section.
Chipping Norton	Fittings near Loading Dock leading to Shed Side Road, Banbury end ... ... Slip Road of compound in Down Line, Kingham end of platform ... ... Bliss and Company's Private Sidings to works and to site of old Loading Dock. ... ... Coal Road beyond old Engine Shed ... ... Cattle Pen Siding from Cattle Pens to Stopblock ... From Up Line to Goods Shed (Banbury end) ... ... Messrs. Bliss and Co., Ltd., Private Sidings	78XX 78XX engines must traverse this connection at walking pace 78XX.
Rollright Halt	Past Sugar Beet Loading Dock, Banbury end of Siding...	78XX.

Engine Restrictions—continued

WORCESTER TO HEREFORD

Route colour, **Red.**

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

Stations	Connections and Sidings	Class of Engines Prohibited
Worcester–Henwick	Up and Down Main Lines over River Severn Bridge ...	61XX fitted with trip valve in the operative position.
Newland West	Must not work past end of B.T.C. Maintenance Gas Board's Siding	350 h.p. B.R. Standard Diesel Electric Shunting Engines.
Malvern Link...	Up Side.—Front and Back Stone Sidings, alongside Pyx Granite Co.'s Loading Dock	"Castle," 49XX, 59XX, 68XX, 69XX, 78XX, 79XX and 1000 Class.
Malvern Link...	Up Side—Pyx Granite Co.'s Sidings	350 h.p. B.R. Standard Diesel Electric Shunting Engines.
Malvern Link...	Down Side—Past Goods Shed to Siding at rear of Down Platform	
Malvern Link...	Down Side.—Garden Siding	
Ledbury	Over connection between the Goods Shed Siding and the Yard	"Castle," 49XX, 59XX, 68XX, 69XX, 78XX, 79XX and 1000 Class.
	Over connection—West end of Coal Stage Siding ...	
Malvern, New Sidings	Over Turntable on Shunting Spur	350 h.p. B.R. Standard Diesel Electric Shunting Engines.

KEMBLE TO BEACHLEY

Route colour, **Red.**

Section of Line	Prohibitions
Kemble (exclusive) to Beachley Junction (via Gloucester) excluding Gloucester Docks. Also Gloucester to Cheltenham (St. James') (excluding Webb's Sidings). Route colour RED. Types of engines authorised: All except 60XX.	**4–6–0** Chalford.—Crossovers between Up Main and Sidings. Goods Yard Sidings. Old Coal Sidings. **Note:**—"Castle" Class Engines may be permitted to work into Horse Box Siding at Gloucester Central at **slow speed.** **4–6–0 (49XX) "Hall" and "1000" Class.** Must not enter Sidings at which stop boards are exhibited. Gloucester Station: Goods Shed. Siding alongside Cattle Pens. Over Weighbridge. Grange Court.—Down Dock Siding behind Passenger Platform. Cheltenham Spa (St. James').—Through lead on Cattle Pen Siding. **2–8–0T (42XX) Class.** Kemble.—Pump House Coal Road. *Loading Dock—Up Side. *‡Chalford.—All Sidings. Gloucester.—Lines at Engineer's Depot. *Grange Court.—Down Dock behind Passenger Platform. Crossover from Down Siding to Centre of Back Siding Down Side. *Lydney.—Connection leading to Shunting Neck and Severn and Wye Transfer Sidings Up Side. **72XX and 28XX.** Kemble.—Tetbury Down Sidings to Pump House Road. Loading Dock, Up Side. Up and Down Main Lines to Tetbury Branch Platform and Back Road. **2–8–0 (47XX).** Brimscombe.—Outer Up Sidings. Gloucester.—Up and Down Relief Lines. Nos. 1 and 2 Down Sidings at East End of Platform and Transfer Road. Docks Branch.—All Sidings. Cheltenham Spa (St. James').—All Sidings in Goods Yard, including Shunting Spur. All Sidings in New Street Yard. Siding leading to Old Cattle Pen. ***50XX 49XX and "1000" Class.** Kemble.—Leads from Tetbury Down Siding to Pump House Road and Tetbury Branch. *—These engines may work over the Curves from the Down Main Line to Tetbury Branch Platform and Back Road subject to a speed restriction of 5 m.p.h. For working of Engines in Ex-L.M. operating area, see entry headed "Working of Engines between Charfield and Cheltenham (Lansdown), page K173.

*—Also applies to 47XX Class.

‡—Also applies to 72XX Class.

Engine Restrictions—continued

KEMBLE TO BEACHLEY—continued.

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

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

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

Coates.
Connection to Back Road
Down Main to Siding.

Sapperton Sidings.
Front Road (No. 1 Siding)

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

Old Yard (Gloucester Central.)
Sidings Nos. 17 to 19 inclusive.

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

Awre Junction.
All Sidings (due to condition of track.)

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

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

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

SWINDON AND GLOUCESTER SOUTH JUNCTION VIA KEMBLE.

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

STOKE WORKS JUNCTION AND BURTON VIA CAMP HILL OR SELLY OAK

W.R. "Hall" Class 4–6–0 locomotives are permitted to work over running lines between Abbotts Wood Junction and Burton via Selly Oak or via Camp Hill and Kingsbury Fast Lines or Whitacre subject to the following:—

1. **The A.T.C. Shoe**—may be retained in the operative position.
2. **Bromsgrove Station**—5 miles per hour over crossover between the up and down main lines.
3. **Blackwell Station**—Crossover up main to down main between platforms prohibited.
4. **King's Norton Station**—15 miles per hour over up and down West Suburban lines. Crossover between up and down West Suburban lines prohibited.
5. **Lifford Curve**—10 miles per hour throughout.
6. **Moseley Tunnel**—25 miles per hour in each direction.
7. **Birmingham New Street**—Platform Lines Nos. 1, 1A, 2, 2A, 3, 4, 6 Bay, 8, 10 and 11 prohibited. Crossover road from No. 7 platform to No. 3 siding prohibited. Platform lines Nos. 5, 6, 7 and 9 permitted. Sidings Nos. 1, 2, 3 and 4 permitted.
8. **Saltley M.P.D.**
   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.
9. **Water Orton**—Into the arrival and departure lines.
10. **49XX Class** locomotives may work into the following sidings with the shoe of the A.T.C. 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 Water Orton end of the Sidings.

Also permitted from Washwood Heath Junction Signal Box to Washwood Heath Sidings Nos. 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.

Engine Restrictions—continued

WORCESTER AND BIRMINGHAM (NEW STREET)

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

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

The undermentioned types of L.M.R. engines may be permitted to work **in cases of emergency over running lines** between Gloucester and Bristol via Severn Tunnel Junction, subject to the observance of the usual speed restrictions:—

Standard Class 6	4–6–0 passenger	Standard Class 8	2–8–0 frieght tender
Standard Class 4	4–4–0 passenger (compound)	Standard Class 7	0–8–0 frieght tender
Standard Class 2	4–4–0 passenger	Standard Class 4	0–6–0 freight tender
Standard Class 5	4–6–0 mixed traffic	Standard Class 5	2–6–0 freight tender
		Ex-Mid. Class 3	0–6–0 freight tender

GLOUCESTER (TRAMWAY JUNCTION) AND GLOUCESTER (SOUTH JUNCTION)

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

CHELTENHAM AND CHURCHDOWN

Two engines of the L.M.R. 4–4–0 passenger tender and standard 4–4–0 Class 4 compound passenger tender types may work coupled together over the section of line between Cheltenham and Churchdown, subject to the speed not exceeding 45 m.p.h.

WORKING OF L.M.R. ENGINES—GLOUCESTER (ENGINE SHED JUNCTION) AND STANDISH JUNCTION VIA GLOUCESTER SOUTH JUNCTION.

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

Class	Type	Diagram
5	4–6–0 M.T. Tender	E.D. 178, 276, 277, 280, 283, 284
6.P. (Former Class 5 x P.)	4–6–0 (Parallel and Taper Boiler Type)	E.D. 173, 176

GLOUCESTER, OVER JUNCTION AND DYMOCK

Route Colour, Dotted Blue.

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

4–6–0 78XX "MANOR CLASS"

May work over the Section subject to following prohibitions and restrictions:—

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

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

L.M.R. ENGINES

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

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

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

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

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

L.M. CLASS 2 (2–6–2T) ENGINES

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

L.M. CLASS 3 (2–6–2T) ENGINES

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

PADDINGTON AND NEWPORT VIA GLOUCESTER.

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

CHELTENHAM AND STRATFORD-UPON-AVON

Route colour, **Red.**

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

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

WORKING OF ENGINES BETWEEN CHARFIELD AND CHELTENHAM LANSDOWN (INCLUDING GLOUCESTER EASTGATE)

Route colour, **Red.**

ENGINES AUTHORISED				Remarks
Western Region	B.R. Standard	Diesel	L.M. Region	
All except:— 4–6–0 60XX 2–8–0 47XX*	**All except:—** 4–6–2 71XXX	**All**	**All except:—** 4–6–2 46200–46212 46220–46257 2–8–0 53803–53810 0–6–0 57232–57691 0–4–4T 55237–55269 0–6–0T 56151–56372	W.R. and B.R. Standard Engines must not pass under Old M.R. Load Gauges.

Place	Connections and Sidings	Engines Prohibited
Gloucester Eastgate	Wagon Shed Outer Siding	4–6–0 50XX, 49XX, 10XX, 68XX and 78XX. 2–6–0 53XX, 465XX. 2–8–0 28XX, 48XXX and W.D. Austerity. 2–8–0T 42XX. 2–8–2T 72XX. 2–6–2T 45XX, 55XX, 41XX, 51XX, 61XX, 81XX. 0–6–0T 15XX. All B.R. Standard Classes.
	Coal Wharf Sidings	
Berkeley Road	Goods Shed Road from the Down Main Line (Gloucester end of Down Platform) **N.B.**—If any of the engines listed in the adjoining "Engines Prohibited" column are required to pick up or set down traffic in the Loading Dock from off the Up Main Line there must be a raft of vehicles of sufficient length to enable the vehicles standing in the Loading Dock to be coupled up or uncoupled without the engine passing alongside the Loading Dock Wall.	4–6–0 50XX, 49XX, 10XX, 68XX and 78XX. 2–6–0 53XX, 465XX. 2–8–0 28XX, 48XXX and W.D. Austerity. 2–8–0 42XX. 2–8–2T 72XX. 2–6–2T 45XX, 55XX, 41XX, 51XX, 61XX, 81XX. B.R. Standard Classes 9 (2–10–0), 7 (4–6–2), 6 (4–6–2), 5 (4–6–0), 4 (4–6–0), 4 (2–6–0), 4 (2–6–4T), 3 (2–6–0), and 3 (2–6–2T).
	Down Yard	D.1–D.10 2300 h.p., D.11–D.199 and D.1500–D.1513 2500 p.h. Type 4.
Charfield	Coal Shutes Siding Wagon Turntable	All.

*—47XX Class engines are authorised between Cheltenham St. James' and Standish Junction via Gloucester South Junction—for local restrictions, see below.

The shoe of the A.W.S. apparatus on all permitted engines may be left in the operative position between Cheltenham Lansdown and Bristol (T.M.) via Yate.

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

Engine Restrictions—continued

WORKING OF ENGINES BETWEEN CHARFIELD AND CHELTENHAM LANSDOWN (INCLUDING GLOUCESTER EASTGATE)—continued

Route colour, **Red**—continued.

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

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

Upper Yard, Gloucester Eastgate
Sidings Nos. 18 to 22 inclusive.
Taylors Sidings

Air Ministry Sidings, Quedgeley
No. 4 Siding not to be worked from Stonehouse end.

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

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

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

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

ENGINES AUTHORISED				Remarks
Western Region	B.R. Standard	Diesel	L.M. Region	
DURSLEY STATION—COALEY JUNCTION—Route colour, Uncoloured.				
‡0-6-0T 64XX 74XX 16XX	2-6-2T 82XXX 84XXX 2-6-0 77XXX	200 h.p. B.R. 204 h.p. B.R. 350 h.p. B.R.	0-6-0T 41702-41875, 51408-51446 0-6-0 52093-52523, 58120-58305 2-6-0 46400-46527 2-6-2T 40006-40209	
‡—*NOTE.*—W.R. Engines of the 14XX Class are prohibited.				
STROUD—DUDBRIDGE—Route colour, **Blue.**				
None...	2-6-2T 82XXX 84XXX 2-6-0 76XXX 77XXX 2-6-4T 80XXX	8200-8236 200 h.p. B.R. 204 h.p. B.R. 10800	0-4-4T 41900 0-6-0T 41702-41875, 47201-47681 51408-51446 4-4-0 40453-40700 0-6-0 43185-44606 52093-52523, 58120-58305 2-4-2T 50850 2-6-2T 40006-40209 2-6-0 43000-43161 2-6-0 46400-46527 2-6-4T 42050-42299, 42425-42494, 42537-42699	
NAILSWORTH—STONEHOUSE (BRISTOL ROAD)—Route colour, **Blue.**				
*22XX	2-6-2T 82XXX 84XXX 2-6-0 76XXX 77XXX 2-6-4T 80XXX	8200-8236 8400-8409 200 h.p. B.R. 204 h.p. B.R. 10800	0-4-4T 41900 0-6-0T 41702-41875 47201-47681 51408-51446 4-4-0 40453-40700 0-6-0 43185-44606, 52093-52523, 58120-58305 2-4-2T 50850 2-6-2T 40006-40209 2-6-0 43000-43161, 46400-46527 2-6-4T 42050-42299, 42425-42494, 42537-42699	*—W.R. 22XX Class Engines may work over all running lines and to Engine Stop Board on the Oil Cake Store road at Ryeford. All other Sidings prohibited.

Engine Restrictions—continued

ENGINES AUTHORISED				Remarks
Western Region	B.R. Standard	Diesel	L.M. Region	
GLOUCESTER DOCKS BRANCH (HIGH ORCHARD) (including High Orchard Goods Line) —Route colour, **Red.**				
None...	**All except:—** 4–6–2 71XXX	**All except:—** 10000–10001, 10201, 10202, 10203 } As single & double Units **The following are not to work beyond the level crossing at Canal end of High Orchard Yard:—** 5000–5050, 5300–5319, 5500–5699, 5700–5719, 5900–5909, 6100–6157, 8000–8034, 8200–8236, 8400–8409.	**All except:—** 4–6–2 46200–46212, 46220–46257 2–8–0 53803–53810 4–6–0 No. 46170 0–6–0 57232–57691 0–4–4T 55237–55269 0–6–0T 56151–56372	
TUFFLEY BRANCH (GLOUCESTER)				
None...	**All except:—** 4–6–2 70XXX 71XXX	**All except:—** 5500–5699 10000–10001, 10201, 10202, 10203 (As single and double units)	**All except:—** 4–4–0 41168 2–6–4T 42500–42536 2–6–0 42700–42984 4–6–0 45501–45742, 46100–46170 4–6–2 46200–46212, 46220–46257 2–8–0 53803–53810 0–6–0 57232–57691 0–4–4T 55237–55269 0–6–0T 56151–56372	
CHELTENHAM (LANSDOWN)—ABBOTTS WOOD JUNCTION—Route colour, **Red.**				
All except:— 60XX 47XX	**All except:—** 4–6–2 71XXX	**All:—**	**All except:—** 4–6–2 46200–46212 46220–46257 0–6–0 57232–57691 0–4–4T 55237–55269 0–6–0T 56151–56372	A.W.S. shoe may be left in operating position. Should 0–6–0T engines be fitted with Trip Cock apparatus operating trigger must be fixed in raised position.

LANSDOWN JUNCTION AND CHELTENHAM (HIGH STREET)

Route Colour—" Red "

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

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

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

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

Main Line Diesel Electric Locomotives 2300 h.p. (D.1–D.10) and 2500 h.p. (D.11–D.199 and D.1500–D.1513) Type 4.

Prohibitions:

Defford ... ... Down Yard

Engine Restrictions—continued

SIDING RESTRICTIONS ON WESTERN REGION ENGINES

Place	Connections and Sidings	W.R. Engines Prohibited
Cheltenham (Lansdown)	Crossover Road between Platforms ...	28XX, 38XX, 40XX, 49XX, 50XX, 59XX, 68XX, 69XX, 70XX, 78XX, 79XX.
	Up Refuge Siding	28XX, 38XX, 72XX, 42XX, 52XX.
Bredon	Crossover Road between Platforms ...	28XX, 38XX, 40XX, 49XX, 50XX, 59XX, 68XX, 69XX, 70XX, 78XX, 79XX, 72XX, 42XX, 52XX, 56XX, 66XX.

Crossover Roads situated between Platforms at other Stations *en route* to be used with caution.
Speed of 28XX, 38XX, 72XX, 42XX and 52XX Class engines not to exceed 10 m.p.h. over Tewkesbury Branch Platform Lines at Ashchurch.

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

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

Cheltenham Lansdown
Middle Dock Road.

Ashchurch
Down Side.
Siding at back of Signal Box.
Tewkesbury Branch
Connections to Back Road (Tewkesbury Branch).
Up Side.
At North End of Station. ALL Sidings except Front Road and Shunting Road as far as hand points to Short Road.

Bredon
Down Side.
Dock Road.
Coal Road.
Shed Road.

Defford
Up Side
Shed Road.
Short Dock.

ENGINES AUTHORISED				Remarks
Western Region	B.R. Standard	Diesel	L.M. Region	
ASHCHURCH—UPTON-ON-SEVERN—Route colour, **Yellow.**				
*57XX	2-6-2T 82XXX 84XXX 2-6-0 77XXX 2-6-4T 80XXX	8200–8236 200 h.p. B.R. 204 h.p. B.R. 10800	0-4-4T 41900 0-6-0T 41702–41875, 47201–47681, 57232–57473 4-4-0 40453–40700 0-6-0 43185–44606, 52093–52523, 58120–58305 2-4-2T 50850 2-6-2T 40006–40209 2-6-0 46400–46527 2-6-4T 42050–42494, 42537–42699	**The following L.M.R. 2-6-0 class engines are authorised between Ashchurch and Tewkesbury:—** 42700–42944, 43000–43049, 43112–43121. *—W.R. 57XX Class Engines are authorised between Ashchurch and Tewkesbury and over the Tewkesbury Quay Branch.
ABBOTTS WOOD JUNCTION — BARNT GREEN (Via Dunhampstead or Worcester)—Route colour, **Red.**				
All except:— 4-6-0 (60XX) 2-8-0 (47XX)	**All except:—** 4-6-2 71XXX	**All**	**All except:—** 4-6-2 46200–46212, 46220–46257 0-6-0 57232–57691 } Ex Cal. 0-4-4T 55237–55269 } Ex Cal. 0-6-0T 56151–56372 } Ex Cal.	Speed of the following engines not to exceed 5 m.p.h. over Crossover between Up and Down Main Lines in platform at **Bromsgrove Station** and **Blackwell Station,** 4-6-0 40XX, 50XX, 70XX, 10XX, 68XX, 78XX, 49XX, 59XX, 69XX, 79XX. W.R. 51XX Class engines prohibited from using the Crossover at, and must not exceed 5 m.p.h. in **Bromsgrove Station.**

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

Stoke Works ... **Down Side**
Nos. 1 and 2 Sidings
Branch
Back Road

Bromsgrove ... **Down Side**
Field Sidings
Carriage and Wagon Sidings
Nos. 1, 2 and 3 Traffic Roads
Up Side
Nos. 2, 3, 4 and 5 Sidings
Garrington's Sidings

Blackwell ... ... **Up Side**
Back Goods Shed Road

Main Line Diesel Electric Locomotives 2300 h.p. (D.1–D.10) and 2500 h.p. (D.11–D.199 and D.1500–D.1513) Type 4.

Prohibitions:

Bromsgrove... ... Up Yard and Loco. Shed
Bromsgrove South Loco. Sidings

Engine Restrictions—continued

ASHCHURCH AND EVESHAM—Route colour, Dotted Red.

ENGINES AUTHORISED				Remarks
Western Region	B.R. Standard	Diesel	L.M. Region	
4–6–0 78XX, 2–8–0 28XX, W.D. Austerity, Ex L.M. Class 8F. 2–6–0 53XX 2–6–2T 41XX, 51XX The following are permitted subject to a maximum speed of 20 m.p.h. throughout:— 4–6–0 "Castle" 4–6–0 "County" 4–6–0 "Grange" 4–6–0 "Hall" 2–6–2T 42XX, 52XX, 72XX	**All except:—** 4–6–2 71XXX	**All except:—** 10000, 10001, 10201, 10202, 10203 (As single/Double Units)	**All except:—** 4–6–2 46200–46212, 46220–46257 4–6–0 No. 46170 2–8–0 53803–53810 0–6–0 57232–57691 } Ex Cal. 0–4–4T 55237–55269 } Ex Cal. 0–6–0T 56151–56372 } Ex Cal.	**The following L.M.R. and B.R. Standard engines are restricted to 20 m.p.h. throughout:—** 2–6–0 42700–42984, 4–6–0 44658–45742, 46100–46170, B.R. Std. 73XXX 4–6–2 B.R. Standard 70XXX and 72XXX 0–8–0 48895–49454, 49508–49668 2–8–0 48000–48775, 90000–90732 2–10–0 B.R. Standard 92XXX 2–10–0 90750–90774 Ex Midland Railway 4–4–0 No. 1000. Speed restricted to 20 m.p.h. **Diesel Locos:—** 600–604, 5700–5719 350 h.p. B.R.

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

Beckford ... ... **Down Side**
Cattle Dock
Shed Road
Coal Road

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

EVESHAM AND BARNT GREEN—Route colour, Dotted Red.

53XX. 63XX.	**All except:—** 4–6–2 71XXX	**All except:—** 10000, 10001, 10201, 10202, 10203 (As single/Double Units)	**All except:—** 4–6–2 46200–46212, 46220–46257 4–6–0 No. 46170 0–6–0 57232–57691 0–4–4T 55237–55269 0–6–0T 56151–56372	**The following L.M.R. and B.R. Standard engines are restricted to 20 m.p.h. throughout:—** 2–6–0 42700–42984 4–6–0 44658–45742, 46100–46170, B.R. Std. 73XXX 4–6–2 B.R. Standard 70XXX and 72XXX 0–8–0 48895–49454, 49508–49668 2–8–0 48000–48775, 90000–90732 2–10–0 B.R. Standard 92XXX 2–10–0 90750–90774 Ex Midland Railway 4–4–0 No. 1000. Speed restricted to 20 m.p.h. **Diesel Locos:—** 600–604, 5700–5719 350 h.p. B.R.

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

Redditch ... ... **South**
New Road.
North
All connections leading to Top Yard.
New Road
Coal Sidings—Back Road.
Dixons Sidings.
Gas Works Siding.

Evesham ... ... **Yard—Down Side**
Sidings Nos. 4, 6 and 7

Salford Priors ... **Down Side**
Bamfords Sidings.

Engine Restrictions—continued

B.R. STANDARD ENGINES

Class 9F (2–10–0) 92XXX, including those fitted with Franco Crosti Boiler:—
"Double Red" and "Red" Routes ... ... As for 2–8–0 28XX and 47XX Class engines.
"Blue" Routes ... ... As for 2–8–0 28XX class engines. SPEED NOT TO EXCEED 50 m.p.h.
"Dotted Blue" Routes ... ... As for 2–8–0 28XX class engines. SPEED NOT TO EXCEED 25 m.p.h.
"Yellow" and "Uncoloured" Routes... ... Prohibited.
(Subject to clearance tests to determine restrictions necessary in respect to sidings and crossovers).
Class 8 (4–6–2) 71XXX—As for "King" Class.
Class 7 (70XXX) (4–6–2)—As for "Castle" Class.
Class 5 (73XXX) (4–6–0)—Prohibited on all "Blue", "Yellow" and "Uncoloured" Routes. Restrictions—As for W.R. 4–6–0 49XX ("Hall") Class Engines.
Class 4 (75XXX and 76XXX) (4–6–0)—As for "Manor" Class.
Class 4 (2–6–4T) 80XXX—Prohibited on all "Yellow" and "Uncoloured" Routes. Restrictions—As for "Blue" Engines.
Class 3 (2–6–2T) 82XXX—Prohibited on all "Uncoloured" Routes. (See note below.)
Class 2 (2–6–0) 78XXX—These locomotives are in the "Yellow" group for engine route purposes. (See note below.)
(See entries under various Sections of Line for further restrictions.)

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

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

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

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

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

‡—This restriction also applies to ordinary Class 9F 2–10–0 Locomotives not fitted with mechanical stokers.

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

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

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

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

PROHIBITIONS:

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

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

Route Classification—YELLOW.

PROHIBITIONS:

Worcester Vinegar Branch.

ABBOTTS WOOD JUNCTION AND YATE SOUTH JUNCTION

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

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

WORKING OF AUSTERITY W.D. (2–8–0) ENGINES (90XXX).

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

Ex-L.N.E. B.1 CLASS 4–6–0 TENDER ENGINES

Ex L.N.E. B.1 Class 4–6–0 tender engines are permitted to work between Barnt Green and Gloucester (Eastgate), but crossover roads between platforms should be used at "Slow Caution Speed". These engines may proceed from Gloucester (Eastgate) to the Motive Power Depot at Gloucester via Barton Gates Junction, the Goods Line and Tramway Junction.

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

Ex-L.N.E. ENGINES, CLASS K.3 (2–6–0).

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

Engine Restrictions—continued

0–6–0T 1500 CLASS ENGINES

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

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

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

GLOUCESTER DOCKS BRANCH SIDINGS AND GLOUCESTER DOCKS

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

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

Such engines must be fitted with spark arresters.

200 h.p. Diesel Mechanical Shunting Locomotives (D2XXX) may work in Gloucester Docks Branch Sidings and Llanthony Docks without restriction.

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

CHELTENHAM (ST. JAMES'—NEW STREET YARD)

Webb's Sidings.—Engines of the undermentioned Classes only are permitted to work into this Siding:—
14XX, 2251, 94XX, 54XX, 64XX, 74XX, 36XX, 37XX, 46XX, 57XX, 67XX, 77XX, 87XX, 96XX, 97XX.

CHELTENHAM SPA (LANSDOWN JUNCTION) AND KINGHAM (EXCLUSIVE)

Route Colour, **Dotted Red**

Permitted Engines—All classes except " King ", " Castle " and 47XX Classes, subject to a speed restriction of 20 miles per hour for all " Red " Group engines and the following prohibitions:—

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

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

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

GRANGE COURT, HEREFORD AND ROTHERWAS JUNCTION

Route colour, **Dotted Red**

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

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

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

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

PROHIBITIONS for Heavy Engines of the 2–6–0 53XX Class.

Ross-on-Wye Station: Road through Goods Shed. Over connection from No. 1 Down Siding leading to the Main Line.
Backney Siding: Cattle Pen Siding.
Fawley Station: Loading Bank Siding.
Holme Lacy Station: Loading Bank Siding.

Engine Restrictions—continued

GRANGE COURT, HEREFORD AND ROTHERWAS JUNCTION—continued

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

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

Longhope: Back Mileage Siding.

Mitcheldean Road: Coal Siding.

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

Backney Siding: Cattle Pen Siding.

Fawley: Loading Bank Siding.

Holme Lacy: Loading Bank Siding.

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

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

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

Backney Siding: Cattle Pen Siding. **Fawley:** Loading Bank Siding. **Holme Lacy:** Loading Bank Siding.

0–6–0 (94XX) Class. These engines may work over this section subject to the following prohibitions:—
Ross-on-Wye: Engine Shed Siding.

FOREST OF DEAN BRANCHES

Route Colour, **Dotted Blue**

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

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

Routes:	**Prohibitions.**
(1) Bullo Pill to Whimsey.	**Route:** (1).
(2) Bilson Loop to Cinderford Station.	Eastern United Colliery.
(3) Bullo Pill to termination of the Dock Branch.	Sidings. Under Screens.
(4) Churchway Branch. To the Stop Board at termination of Branch.	

ROSS-ON-WYE AND LYDBROOK

Route Colour, **Yellow**

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

CHEPSTOW RIVER BRIDGE

(a) The speed of all trains must not exceed 15 m.p.h.

(b) Not more than two Engines coupled together must work over the Bridge.

(c) Two " Red " Tank Engines must not run coupled together.

(d) When a Tank Engine and a Tender Engine (both of the " Red " classification) are coupled together, the Tank Engine must be coupled to the tender of the other engine.

(e) No other engine may be coupled in front of the B.R. Standard Class 7 (4–6–2 70XXX), except that a 22XX (0–6–0) Class locomotive, or any locomotive in the " Uncoloured " group, may haul a " dead " B.R. Standard Class 7 over this bridge at a speed not exceeding 5 m.p.h.

(f) Only the following engines may be coupled behind the tender of the B.R. Standard Class 7 (4–6–2) engine: 0–6–0T (1361, 1600 and 1366 Classes) and 0–4–2T (14XX Class).

(g) No engine may be coupled to a 2–10–0 engine, except that a 22XX (0–6–0) Class locomotive, or any locomotive in the " Uncoloured " group, may haul a " dead " B.R. Standard Class 9 (2–10–0) 92XXX over this bridge at a speed not exceeding 5 m.p.h.

(h) Main Line Diesel Electric 2300–2500 h.p. B.R./Sulzer Locomotives, when running as a double unit, are **prohibited.**

Engine Restrictions—continued

SEVERN AND WYE LINES

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

TYPES OF ENGINES AUTHORISED.

Western Region.

Yellow and uncoloured Groups.

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

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

London Midland Region.

Class 2. (2–6–2) Tank (Standard).
Class 2. (2–6–0) Tender (Standard).
Class 2F. (0–6–0) Tender (Midland bearing numbers 58120 to 58228.

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

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

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

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

78XX Class may work over these Sections, also over Sharpness North and South Dock Branches, subject to the following restrictions:—
1. NOT to use Crossovers road between Sharpness Branch Platforms at Berkeley Road Station.
2. On Sharpness North Dock Branch may work up to, but NOT over Swing Bridge No. 3 over Gloucester and Berkeley Canal (4¼ m.p. and 4¾ m.p.).
3. On Sharpness South Dock Branch may work up to, but NOT beyond limit of B.R. maintenance.
4. NOT to work into No. 2 Inwards Siding at Sharpness.

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

South Docks Branch (South Junction to Docks Gates) ... ... Up and Down lines.
Crossovers on Docks Branch.
Crossover between Platforms at Berkeley Road.

Lydney Junction to Coleford Junction and Coleford Branch
Route colour, **Uncoloured.**

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

Restrictions. 74XX and 57XX are not permitted to work over the Oakwood Branch.
74XX are further subject to the following prohibitions:—

Sling Branch. Sand Siding alongside Loading Bank. Colour Works Siding alongside Loading Bank.

Coleford. Loading Bank, Back Siding, Station Platform.

53XX Class are permitted to work between Lydney Junction and Lydney Town subject to the following prohibitions:—
1. Over weighbridge at 8¼ m.p.
2. Crossover between Up and Down Platforms at Lydney Town.

Coleford Junction to Serridge G.F.
Only Engines in the UNCOLOURED GROUP are authorised.

THE SEVERN BRIDGE

Route Severed.

SHARPNESS TURNTABLE

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

WORCESTER AND BROMYARD BRANCH

Route colour, **Yellow.**

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

Station	Connections and Sidings	Class of Engine Prohibited
Suckley	Not to enter or leave Sidings via connection to Loop at Worcester end of Down Platform.	45XX and 55XX.

10XX ("COUNTY") CLASS LOCOMOTIVE

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

Engine Restrictions—continued

DIESEL LOCOMOTIVES

350 h.p. Diesel Electric Shunting Locomotives—D.2XXX, D.4XXX and Locomotive No. 15100.

Loco. Route Classification ... ... "Yellow" for shunting.
" " " ... ... "Blue" for other purposes.
Maximum Permissible Speed ... ... 20 m.p.h.
Average Speed for timing purposes ... 15 m.p.h.

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

Station or Place	Prohibitions or Restrictions
Bremmel Sidings	NOT to work past end of B.T.C. Maintenance.
Purton	NOT to work into Hill's Sidings.
Stroud	NOT to work on Turntable, Townsend's Siding.
Stonehouse (Burdett Road)	NOT to work into Jefferies' Siding or Stonehouse Brick & Tile Co.'s Sidings.
Gloucester (Central)	NOT to work in Gloucester Foundry Co.'s Wagon Repairs or Gloucester Co-operative Society's Sidings. Cattle Pen Sidings.
Bullo Pill	NOT to work into Wagon Repairs Siding.
Woolaston	Station closed.
Gloucester Docks	NOT to work to Sheet Shop Siding.
Gloucester Docks Branch	NOT to work beyond 1 m.p. Llanthony Yard.
Bullo Docks Branch	To work on Main Line only.
Dymock	NOT to work through Goods Shed.
R.O.F. Siding, Rotherwas	NOT to work past end of B.T.C. Maintenance.
Staple Edge	NOT to work past gate of Eastern United Colliery.
Whimsey Goods	NOT to work alongside Goods Shed.
Churchway Branch	NOT to work past gate Northern United Colliery.
Winchcombe	NOT to work through Crossover Road at Honeybourne end of Station Platforms.
Newland West	NOT to work past end of B.T.C. Maintenance, Gas Board's Sidings.
Malvern Link	NOT to work in Pyx Granite Goods Shed to Siding at rear of Down Platform.
Malvern New Sidings	NOT to work over Turntable on Shunting Spur.
Cheltenham (High Street)	NOT to work in Ree's Siding, Electricity Works Siding or Gas Works Siding.
Quedgeley	NOT to work over any Siding not at present used by B.T.C. Locomotives.
Charfield	NOT to work over Turntable to Goods Shed, into Brick & Tile Co.'s Siding, or over "shoots" in Coal Sidings.
Cam	NOT to work in Coal Yard Siding or Messrs. Hunt & Winterbottom's Siding or Workmen's Sidings.
Dursley	NOT to work beyond limits of B.T.C. Maintenance in Gas Board's Sidings or any of Messrs. Lister's Sidings.
Gloucester Docks Branch (High Orchard)	NOT to work on any Private Sidings, High Orchard Yard or on line to Gloucester Dock (Albion Crossing).
Hempstead Branch	NOT to work into Collett's Siding or past end of B.T.C. Maintenance, Gas Board's Siding.
Ryeford	NOT to work beyond limit of B.T.C. Maintenance Workman's Sidings.
Lane's Siding (near Dudbridge)	NOT to be used.
Woodchester	NOT to work into Timber Co.'s Siding.
Newman Hender's Siding (near Nailsworth)	NOT to be used.
Nailsworth	NOT to work on Siding behind Store at bottom end of Goods Yard.
Tewkesbury Quay Branch	To work to Loco. Depot only—care to be exercised when working past Messrs. Dowty's Works.

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

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

350 h.p. Diesel Electric Shunting Locomotives Nos. 15101–15106.

Loco. route classification—"Uncoloured" for shunting.
" " " "Yellow" for other purposes.
Maximum Permissible Speed—20 m.p.h.
Average Speed for Timing Purposes—15 m.p.h.

204 h.p. Diesel Mechanical Locomotive—D.2XXX.

Engine Route Classification ... ... **Uncoloured**

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

Merchant's Road Siding	Not to pass the face of Thompson's building. Shunting to be carried out with a minimum of 2 empty wagons.
Fielding and Platt's Siding	Not to pass Drop Shutter Doors, and any shunting to be carried out with one empty wagon.
The Basin	PROHIBITED, with the exception of two long sidings running alongside the Inner Basin Dock.

Engine Restrictions—continued

Diesel Locomotives—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 h.p. diesel electric ... (N.B. Loco.)	B.B. ...	Blue ...	D.6100.
	Also permitted as Single or Double Unit over authorised for 53XX class engines.		Yellow routes specially	
†2	1,000 h.p. diesel hydraulic ... (N.B. Loco.)	B.B. ...	Blue ...	D.6300–D.6305.
†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
2	1,160 h.p. diesel electric ... (B.C. & W.)	B.B. ...	Red ... Blue ...	D.5300–D.5319. D.5320–D.5346.
*2	1,160 h.p. diesel electric ... (B.R. Sulzer.)	B.B. ...	Red ... Blue ...	D.5000–D.5049. D.5050–D.5150.
2	1,200 h.p. diesel electric ... (Metro Vick.)	C.B. ...	Red/Red ...	D.5700.
	Permitted at speeds up to 65 m.p.h. over "Red" routes.			
2	1,250 h.p. diesel electric... ... (Brush Bagnall.)	A.1.A.–A.1.A.	Blue ...	D.5500.
	Also permitted on Yellow routes specially authorised for 53XX class.			
4	2,000 h.p. diesel electric ... (E.E.C.)	I.C.C.I. ...	Red ...	D.200.
4	2,000 h.p. diesel hydraulic ... (N.B. Loco.)	A.1.A.–A.1.A.	Red ...	D.600–D.604.
4	2,200 h.p. diesel hydraulic ... (Swindon.)	B.B. ...	Red ...	D.800–D.875.
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	3,300 h.p. diesel electric ... (E.E.C.)	C.C. ...	Blue ...	D.9000.

†—May travel over Yellow routes not exceeding 40 m.p.h. with the following exception:—

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

***—Restrictions:—**

Gloucester (Docks Branch)	Care to be taken when working into Branch at Dock Branch Junction. Not to work past 1 m.p.h. in Llanthony Yard, and to work on Main Lines only.
Gloucester (High Orchard)	To work on Main Line only. Not to work past level crossing at Canal end of High Orchard Branch, or towards Merchants Road or Albion Crossing.
Hempstead (Tuffley Branch)	To work on Main Line only.
Bullo Docks Branch	To work on Main Line only and speed not to exceed 25 m.p.h.

Working into Sidings will be investigated as the need arises.

General Instructions:—

(a) These Locomotives are prohibited over Sidings and connections having a minimum radius of less than 4¼ chains.

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

SHUNTING ENGINES

STATION	Engine No.	Starting Time.	AUTHORISED HOURS Mon.	Tues.	Wed.	Thur.	Fri.	Sat.	Sun.	Total Hours per Week	PARTICULARS OF WORK
										h. m.	
Worcester Yard ...	1 (early)	7.30 a.m.	2	—	—	—	—	—	—	2 0	8.30 a.m. Vinegar Trip. To shed 9.30 a.m.
(F.01)	1 (late)	2.30 p.m.	8	8	8	8	8	—	—	40 0	Afternoon Vinegar trips, Coal Drops, etc. Shunts "Round the Back," London Yard and Wlyds Lane. To Shed 10.30 p.m. **SX**.
(F.02)	2	5. 0 a.m.	19	24	24	24	24	24	6	145 0	Hereford Siding Shunting and other yards as required. **SO** at 12.20 p.m.
(F.03)	3	6. 0 a.m.	18	24	24	24	24	22	—	136 0	North Sidings, Middle Yard and Wylds Lane. To Shed 10.0 p.m. Coal Drops, etc. **SO**.
(F.04)	4	6. 0 a.m.	18	24	24	24	24	24	6	144 0	London Yard.
Evesham (F.06)	1	6. 0 a.m.	15	15	15	15	15	13	—	88 0	Shunting at Evesham. To Shed 9.0 p.m. **SX**, To Shed 7.0 p.m. **SO**.
(F.09)	2	4. 0 p.m. **SX**	3½	3½	3½	3½	3½	—	—	17 30	Honeybourne No. 3 Shunting Engine. To Honeybourne Shed at 7.30 p.m. **SX**.
Honeybourne (F.07)	1	5. 0 a.m.	19	24	24	24	24	24	6	145 0	Shunting Up Yard and banking as required. To Shed 6.0 a.m. Sundays.
(F.08)	2	6. 0 a.m.	9¼	19¼	15	19¼	15	19¼	2½	99 30	Shunting Down Yard and banking as required. To Shed 5.45 a.m. Tuesdays to Saturdays. Off pit 7.45 a.m. Tuesdays to Saturdays. Works 6.6 a.m. Honeybourne to Evesham **MO**, 9.15 a.m. Honeybourne to Cheltenham **MWFO**, 9.15 a.m. Honeybourne to Long Marston and back, **TTh. Q** Sats. To Shed 2.30 a.m. Sunday.
Kingham	1	6.10 a.m.	1	1	1	1	1	1	—	6 0	Works 7.10 a.m. Kingham to Chipping Norton, and 8.10 a.m. Chipping Norton to Kingham daily, 8.38 a.m. Kingham to Moreton-in-Marsh **SX**, shunt as required at Kingham **SO**.
	2	10.50 a.m.	1½	1½	1½	1½	1½	2½	—	10 0	Engine of 6.35 a.m. Worcester to Kingham.
Brimscombe	1A	6.20 a.m.	17½	24	24	24	24	19½		132 55	See Note "**A**".
Gloucester New Yd. —Front Road. (F.51) (Diesel)	1	6. 0 a.m.	18	24	24	24	24	24	6†	144 0	Shunts New Yard Front (or Back Road Sidings when necessary), including Cripple Sidings 12.30 p.m. to 1.30 p.m. †Works trip to Old Yard upon completion of Shunting requirements (Sundays). Thence to Shed.
Gloucester New Yd. —Back Road. (F.50) (Diesel)	2	6. 0 a.m.	17 12/12	22 12/12	22 12/12	22 12/12	22 12/12	20 0/12	2 0/12	129 5	Shunts Back Road Sidings; on Saturdays works 12.15 p.m. "T" Sidings to Docks Branch Sidings, L.E. to Old Yard, 1.30 p.m. Old Yard to Barnwood Sidings, 2.5 p.m. Old Yard to "T" Sidings then work 5.36 p.m. Old Yard to "T" Sidings, then shunt. On Sundays works 12.48 a.m. "T" Sidings to Docks Branch Sidings, 1.55 a.m. Over Sidings to Barnwood Sidings, thence to Shed.
Gloucester New Yd.	2A	1.35 p.m. **SX**	5 1/12	5 1/12	5 1/12	5 1/12	5 1/12	—	—	25 50	Works 1.35 p.m. Old Yard to "T" Sidings **SX**, shunts Engineers', Co-operative, Signal Dept., Wagon Repairs and Emlyn Works Sidings, 5.36 p.m. and 6.31 p.m. Trips Old Yard to "T" Sidings **SX**.
Gloucester Old Yard (F.59) (Diesel)	3	5.20 a.m.	14 3/12	14 3/12	14 3/12	14 3/12	14 3/12	13 1/12	—	87 15	Shunts Old Yard. Works 8.52 a.m. "T" Sidings to Old Yard 11.35 a.m. **Q SX** to Barnwood, and 7.30 p.m. **SX** Old Yard to Barnwood.
Gloucester Docks Branch Sidings. (Diesel)	4	6. 0 a.m.	18	19 3/12	19 3/12	19 3/12	19 3/12	13 3/12	—	110 20	Engine leave Shed 5.30 a.m. Shunts Docks Branch Sidings and Over Sidings and works trips between those points as necessary. To leave Docks Branch Sidings at 10.5 p.m., L.E. to "T" Sidings **SX**, works 11.25 p.m. **SX** "T" Sidings to Docks Branch Sidings, 1.25 a.m. **MX** Over Sidings to Barnwood, thence to Shed. On Saturdays to Shed 6.0 p.m. or earlier of Yard requirements permit.
Gloucester Transfer (F.57)	5	7.45 a.m. **MO** 5.15 a.m. **MX**	4 7/12	7 1/12	7 1/12	7 1/12	7 1/12	7 1/12	—	40 0	See Note "**C**".
Gloucester Docks ... (Diesel) (F.60)	6	7.10 a.m.	14 1/8	14 5/8	14 5/8	14 5/8	14 5/8	5 1/8	—	80 5	6‖40 a.m from Shed **MO**, work 7.10 a.m. Docks Branch Sidings to Docks and scheduled trips between Docks and Docks Branch Sidings until 7.15 p.m. **SX** Docks to Docks Branch Sidings. Shunt Docks Branch Sidings (trip working to Over Sidings as required). Stables in Docks Branch Sidings during night **SX**. On Saturdays, after working 1.0 p.m. Docks to Docks Branch Sidings, thence L.E. Docks Branch Sidings to Shed.

(For Notes see next page.)

Shunting Engines—continued

STATION	Engine No.	Starting Time	AUTHORISED HOURS Mon.	Tues.	Wed.	Thur.	Fri.	Sat.	Sun.	Total Hours per Week	PARTICULARS OF WORK
										h. m.	
Gloucester (Barnwood Sidings) (Diesel)	7	7.15 a.m.	16¾	18 7/12	18 7/12	18 7/12	18 7/12	18 7/12	3½	113 10	Shunts Barnwood Sidings until 1.50 a.m. **MX** 3.30 a.m. (**Suns.**).
Gloucester (Upper Yard) (F.52) (Diesel)	8	6 .0 a.m.	16¼	21¼	21¼	21¼	21¼	21¼	—	122 30	Shunts Upper Yard, and works 2.50 a.m. **MX** Upper Yard to "T" Sidings. Stables in Wagon Repairs Sidings from 10.15 p.m. **SX**, until 1.0 a.m. **MX**. Proceeds to Central Shed 10.15 p.m. **SO**.
Gloucester (Goods Yard) (F.54)	10	6.10 a.m.	7 1/12	7 1/12	7 1/12	7 1/12	7 1/12	6"	—	46 12	5‖55 a.m. ex Shed shunts Goods Yard, then works 8.0 a.m. Upper Uard to "T" Sidings, 8.35 a.m. "T" Sidings to Upper Yard, 9.50 a.m. Upper Yard to High Orchard, 10‖25 a.m. **SX** L.E. High Orchard to Upper Yard, 11.0 a.m. Upper Yard to Quedgeley, 12.15 p.m. **SX** 12.20 p.m. **SO** Quedgeley to Upper Yard and Barnwood. Thence to Shed.
Gloucester (Goods Yard) (F.58)	11	6. 0 p.m. **SX**	4	4	4	4	4	—	—	20 0	5‖45 p.m. ex Shed. Shunts Goods Yard and Upper Yard as required. Also works 7.30 p.m. Goods Yard to Upper Yard, 7.55 p.m. Upper Yard to Goods Yard.
Gloucester (High Orchard and Docks)	12	8.20 a.m.	13¼	13¼	13¼	13¼	13¼	5	—	71 15	Shunts High Orchard–Docks. On Saturdays leaves High Orchard L.E. for Shed at 1.35 p.m.
Gloucester (Hempsted) (F.53)	13	5.40 a.m.	6 5/12	6 5/12	6 5/12	6 5/12	6 5/12	6 5/12	—	38 30	Works 5.40 a.m. Upper Yard to "T" Sidings. Light Engine ex "T" Sidings. 6.40 a.m. Upper Yard to Hempsted. 10.30 a.m. ex Hempsted and 12.0 noon Upper Yard to Barnwood Sidings.
Gloucester ... ... (F.55)	14	11.20 a.m. **SX**	7 1/12	7 1/12	7 1/12	7 1/12	7 1/12	—	—	35 25	Works 11.20 a.m. Barnwood Sidings to Upper Yard. 12.30 p.m. Upper Yard to "T" Sidings, 1.10 p.m. "T" Sidings to Upper Yard, 2.17 p.m. Upper Yard to High Orchard, 3.15 p.m. High Orchard to Upper Yard, 4.35 p.m. Upper Yard to "T" Sidings, 5.10 p.m. "T" Sidings to Upper Yard. 5‖35 p.m. Light Engine Upper Yard to High Orchard, 6.23 p.m. High Orchard to Barnwood.
Gloucester	14A	11.35 a.m. **SO**	—	—	—	—	—	8¼	—	8 15	Works 11.38 a.m. **SO** L.E. Barnwood to Upper Yard. 11.55 a.m. **SO** Upper Yard to "T" Sidings. 12.30 p.m. **SO** "T" Sidings to Upper Yard, 12.45 p.m. **SO** L.E. Upper Yard to High Orchard, 1.15 p.m. **SO** High Orchard to Upper Yard and Barnwood, 2.55 p.m. **SO** Barnwood to Upper Yard, 4.35 p.m. Upper Tard to "T" Sidings, 5.10 p.m. "T" Sidings to Upper Yard, 6.0 p.m. **SO** E. & V., Upper Yard to Quedgeley, 6.50 p.m. **SO** Quedgeley to Upper Yard and 7.50 p.m. **SO** Upper Yard to Barnwood. Thence to Shed.

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

On Saturdays shunts at Stroud from approximately 1.0 p.m. Assist 8.55 a.m. Parcels ex Fishguard from Stroud to Sapperton Sidings, afterwards proceeding to Gloucester Shed unless otherwise ordered by Control.

C—Off Shed 5.5 a.m. **MX**, 7.35 a.m. **MO**. Works 5.18 a.m. **MX** "T" Sidings to Old Yard. 6.35 a.m. **MX** "T" Sidings to Old Yard. 9.10 a.m. and 11.45 a.m. Over Sidings to Barnwood. (Additional trip 10.30 a.m. ex Over Sidings or Dock Branch Sidings by Control arrangements.)

STATION	Engine No.	Starting Time.	AUTHORISED HOURS Mon.	Tues.	Wed.	Thur.	Fri.	Sat.	Sun.	Total Hours per Week	PARTICULARS OF WORK
										h. m.	
Gloucester ... ... (F.56)	15	8.45 p.m. **SX** 11.35 p.m. **SO**	3¼	5¼	5¼	5¼	5¼	5¼	5 1/12	34 35	Off Shed 7.40 p.m. **SX**. 11.0 p.m. **SO**. Works 8.45 p.m. **SX** High Orchard to Upper Yard. 9.45 p.m. **SX**, 11.35 p.m. **SO**. 2.0 a.m. **Suns.**, Upper Yard to "T" Sidings. 10.20 p.m. **SX**, 12.5 a.m. **Suns.** and 2.30 a.m. **Suns.** "T" Sidings to Upper Yard 11.25 p.m. **SX**. **Q** Upper Yard to Barnwood Sidings and 12.40 a.m. **MX** Goods Shed to Barnwood. On Sundays works 5.20 a.m. Upper Yard to Goods Shed.
Cheltenham Spa (St. James' Goods) (Diesel)	1	6.15 a.m.	15½	15½	15½	15½	15½	11½	—	89 0	See Note "**D**".
Cheltenham (High St.)	2	8. 0 a.m.	7	7	7	7	7	4	—	39 0	Shunts Cheltenham (High St.), Alston Junction and Lansdown Station as required.
Bullo Pill	1	6.35 a.m.	3¼	3¼	3¼	3¼	3¼	5/6	—	17 5	Engine off 6.20 a.m. Lydney. Works 7.5 a.m. to Cinderford, etc. 11.40 a.m. **SX** ex Bilson, 11.30 a.m. **SO** ex Cinderford to Bullo Pill. Shunts Works 2.20 p.m. **SX** to Northern United, etc. 5.20 p.m. **SX** Bilson to Bullo Pill. Shunts. Thence L.E. to Lydney. Shed 7.15 p.m. **SX**, 12.56 p.m. **SO**.
	2	11.15 a.m. **SX**	1¾	1¾	1¾	1¾	1¾	—	—	8 45	10.50 a.m. **SX** ex Lydney. Shunts Yard, Cripple Sidings and Docks when required. Works 1.0 p.m. **SX** Bullo Pill to Bilson, returns E. & V. Bilson to Bullo Pill, thence L.E. to Lydney Shed 2.30 p.m.
Ashchurch	—	6.15 a.m.	4¾	4¾	4¾	4¾	4¾	4¾	—	28 30	Shunts Ashchurch as required.
Lydney...	1	6. 0 a.m.	15	15	15	15	15	11	—	86 0	Shunt Yard and Main Line Sidings, also trips to Pine End and Trading Estate, as required. To Shed 9.0 p.m. **SX**, 5.0 p.m. **SO** or as ordered.
Ross-on-Wye ...	1	10.0 a.m.	4¾	4¾	4¾	4¾	4¾	1¼	—	25 15	Shunt Yard and Shed, and work Branch Line trips to Shed 7.30 p.m. **SX**, 11.30 a.m. **SO**.
Henwick	1	2.30 p.m. **SX**	4¼	4¼	4¼	4¼	4¼	—	—	21 15	Engine of 2.7 p.m. **SX** ex Newland.
Bromsgrove ... ... (F.16)	1	8. 5 a.m. **SX** (early)	8 1/12	8 1/12	8 1/12	8 1/12	8 1/12	—	—	44 35	Shunts C. & W. Dept. 8.5 a.m.–5.0 p.m. **SX**.
	1	6.30 p.m. **SX** 5. 0 p.m. **SO** (late)	8 —	8 —	8 —	8 —	8 —	— 2¼	— —	42 15	Yard shunting 6.30 p.m.–2.30 a.m. **SX**, 5.0 p.m.–7.15 p.m. **SO**. (On Saturdays performs banking 1.5 p.m. to 5.0 p.m., No. 7 Engine.)
Redditch ... ... (F.17)	1	6. 5 a.m.	15 5/12	15 5/12	15 5/12	15 5/12	15 5/12	10 1/12	—	88 0	Goods Yard and Passenger Station shunting, 6.5 a.m.–9.30 p.m. **SX**, 6.5 a.m.–5.0 p.m. **SO**.
Stoke Works ...	1	4.30 p.m. **SX**	¾	¾	¾	¾	¾	—	—	3 45	Engine of 1.55 p.m. Worcester.

D—Shunts Malvern Road and works 6.45 a.m. thence to St. James'. Shunts St. James' Goods Yard, Malvern Road and New Street Sidings. Works evening trip St. James' to Malvern Road with traffic for night services. To Shed 9.45 p.m. **SX**, 5.45 p.m. **SO**.

BANKING ENGINES

Brimscombe	1	12. 1 a.m.	24	24	24	24	24	24	6	150 0	Assists Up Trains. This engine, or No. 1A, whichever convenient to working, shunts Brimscombe and Chalford Yards daily, according to requirements, and similar arrangements to operate for assistance to 6.50 p.m. ex Neyland from Stroud to Kemble. Proceeds to Shed 6.0 a.m. Sundays or as ordered by Control. (Extended to 4.45 p.m. Sundays during Engineer's occupation of Severn Tunnel.)
	1A	—	—	—	—	—	—	—	—	—	See page 184.
Honeybourne (F.09)	3	7. 0 a.m. 2 Engines—alternate day working	11	19	19	19	19	7	—	94 0	Banking, Shunting and Tip working. Leaves Worcester Shed 5.50 a.m. daily. Runs to Evesham at 3.40 p.m. to take up working of Evesham No. 2 Engine **SX**. Returns to Honeybourne Shed 7.30 p.m. **SX**, to Aline Shed 2.0 p.m. **SO**. Off Shed 9.40 p.m. **SX**. Banking and Shunting and works 6.6 a.m. Honeybourne to Evesham **MX** and 9.47 a.m. Honeybourne to Worcester daily.
Ledbury ... (F.18)	1	6. 0 a.m.	18	24	24	24	24	24	6	144 0	Banking, also shunts at Ledbury as required. Leaves Worcester 5.15 a.m. Mondays. To Shed on Sundays after last train requiring assistance has passed.
Bromsgrove ... (F.10)	1	—	24	24	24	24	24	24	24	168 0	Class 9 FE 2–10–0 — Loco. duties. 9.10 a.m.–10.0 a.m. 5.20 p.m.–6.5 p.m. 1.20 a.m.–2.5 a.m.
(F.11)	2	—	24	24	24	24	24	24	24	168 0	Class 4 Tank 0–6–0 — 3.0 a.m.–3.45 a.m. **MX**. 11.0 a.m.–11.45 a.m. 7.0 p.m.–7.45 p.m.
(F.12)	3	6.30 a.m. 6. 0 p.m. (Sun.)	17½ —	24 —	24 —	24 —	24 —	24 —	4 5	146 30	Class 4 Tank 0–6–0 — 6.15 a.m.–7.0 a.m. To Shed 4.0 a.m. Sun. — 2.15 p.m.–3.0 p.m. 10.15 p.m.–11.0 p.m.
(F.13)	4	4.30 a.m. 7.50 p.m. (Sun.)	19½ —	24 —	24 —	24 —	24 —	24 —	2 3⅜	145 20	Class 4 Tank 0–6–0 — 5.30 a.m.–6.15 a.m. To Shed 2.0 a.m. Sun. — 1.30 p.m.–2.15 p.m. 9.30 p.m.–10.15 p.m.
(F.14)	5	8. 0 p.m. (Sun.)	24	24	24	24	24	24	6	150 0	Class 4 Tank 0–6–0 — 7.0 a.m.–7.45 a.m. To Shed 2.0 a.m. Sun. — 3.0 p.m.–3.45 p.m. 11.0 p.m.–11.45 p.m.
(F.15)	6	7.30 a.m.	16½	24	24	24	24	24	11	147 30	Class 3 Tank 0–6–0 — 7.45 a.m.–8.30 a.m. **MX**. To Shed 11.0 a.m. Sun. — 3.45 p.m.–4.30 p.m. 11.45 p.m.–12.30 a.m.
(F.16)	7	1. 5 p.m. **SO**	—	—	—	—	—	3 11/12	—	3 55	Class 3 Tank 0–6–0. Bromsgrove Shunt Engine No. 1 (late).

BANK ENGINES RETURNING LIGHT AFTER ASSISTING TRAINS

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

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

REFUGE SIDINGS AND LOOPS

OXFORD AND STOURBRIDGE JUNCTION

STATION	Refuge Sidings	Running Loops	Number of Wagons Siding or Loop holds ‡
DOWN			
Oxford	—	1	71
Oxford North Junction to Wolvercot Junction	—	1	455
Handborough	1	—	26
Kingham	1	—	30
Moreton-in-Marsh	—	1	65
Moreton-in-Marsh	1	—	65
Honeybourne South	—	1	70
Honeybourne South	1	—	60
Evesham	1	—	50
Worcester (Wyld's Lane) to Worcester (Tunnel Junction)	—	1	150
Fernhill Heath	1	—	46
Droitwich Spa	—	1	44
Cutnall Green	1	—	37
UP			
Cutnall Green	1	—	45
Droitwich Spa	—	1*	68
Droitwich Spa	1	—	55
Worcester (Tunnel Junction) to Worcester (Wyld's Lane)	—	1	150
Norton Junction	1	—	42
Pershore	—	1	65
Evesham	—	1	88
Honeybourne North	—	1	100
Honeybourne South	—	1	65
Moreton-in-Marsh	1	—	60
Kingham	1	—	24
Handborough	1	—	60
Wolvercot	—	1	333
Oxford	—	1	65

WORCESTER AND HEREFORD

STATION	Refuge Sidings	Running Loops	Number of Wagons Siding or Loop holds ‡
DOWN			
Newland	1	—	41
Malvern Wells	—	1	54
Colwall	1	—	56
Stoke Edith	1	—	38
Withington	1	—	34
UP			
Withington	1	—	41
Stoke Edith	1	—	41
Ashperton	1	—	35
Colwall	1	—	64
Malvern Wells	—	1	54
Malvern Link	1	—	43
Newland West to Newland East	—	1	79
Henwick	—	1	83

SWINDON AND BEACHLEY

STATION	Refuge Sidings	Running Loops	Number of Wagons Siding or Loop holds ‡
DOWN			
Coates	1	—	38
Sapperton Sidings	—	1	65
Brimscombe	1	—	39H
Stonehouse	1	—	44
Gloucester "T" Yard	—	1	78
Over Sidings	—	1	140
Grange Court	—	1	71
Bullo Pill	—	1	70
Lydney	—	1	68
Beachley Junction	—	1C	71
UP			
Beachley Junction	1C	—	71
Lydney	—	1	64
Bullo Pill	—	1	120D
Grange Court	—	1	65
Over Sidings to Over Junction			
No. 1 Loop	—	1	140X
No. 2 Loop	—	1	140Y
Gloucester "T" Yard	—	1	67
Standish Junction	—	2	70 each
Stonehouse	1	—	42
Stroud	—	1B	33
Brimscombe	1	—	53
Sapperton Sidings	—	1	71
Coates	1	—	30

STRATFORD-UPON-AVON AND CHELTENHAM

STATION	Refuge Sidings	Running Loops	Number of Wagons Siding or Loop holds ‡
DOWN			
Stratford-upon-Avon East†	—	1	57
Long Marston	1	—	53
Cheltenham (Malvern Road)	—	1**	58
UP			
Cheltenham (Malvern Road)	—	1**	58
Winchcombe	1	—	46
Long Marston	1	—	52
Long Marston	—	1	97

(For Notes see next page)

Refuge Sidings and Loops—continued

BLACKWELL AND CHARFIELD

STATION	Refuge Sidings	Running Loops	Number of Wagons Siding or Loop holds ‡
DOWN			
Blackwell	—	1	57
Spetchley	—	1	59
Abbotts Wood Junction	—	1	57
Bredon	1	—	50
Ashchurch	—	1	70
Cheltenham (High St.)	—	1	54
Cheltenham (Alston Junction)	—	1Z	57
Gloucester (Engine Shed Junction to Tramway Junction)	—	1Z	70
Tuffley	—	1**	47
Stonehouse (Bristol Road)	1	—	52
Berkeley Road	1	—	42
Charfield	—	1	69
UP			
Charfield	—	1	70
Coaley Junction	1	—	41
Tuffley	—	1**	60
Gloucester (Barnwood)	—	1	60
Cheltenham (Alston Junction)	—	1Z	86
Cheltenham (High St.)	1	—	45
Tewkesbury Road Bridge	1	—	48
Eckington	1	1	70
Abbotts Wood Junction	1	—	37
Spetchley	1	—	60
Blackwell	1	—	40

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

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

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

H—Also available for Up Trains.

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

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

Z—Goods Running Line.

*—No. 1 Siding, Berry Hill.

**—Available for Up and Down Trains.

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

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

INSTRUCTIONS FOR CALCULATING LOADS OF FREIGHT TRAINS

1. The maximum "engine" and "working" loads applicable to the lines referred to in this Working Time Table are shewn on pages 145 to 151.

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

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

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

3. The maximum "engine" and "working" loads shewn on pages 145 to 151 apply (with a few exceptions specially indicated) to ordinary freight wagons of 13-ton carrying capacity. For train loading purposes, the calculation of larger capacity wagons is to be in accordance with the table provided—see Clause 6.

4. Special Class wagons when loaded and empty, are to be calculated as shewn in tables on pages 195 to 199.

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

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

6. For the purpose of calculating mixed loads, a Ready Reckoner is given on page 192, shewing the relationship of all classes of traffic and empties (including larger capacity wagons) to each other.

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

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

"C" HEADCODE					"D" AND "E" HEADCODE					
10XX	49XX, 59XX, 69XX, 79XX	*53XX, *63XX, *73XX	Diesel D6XX, D8XX	Diesel D63XX plus D63XX coupled	10XX	49XX, 59XX, 69XX, 79XX	53XX, 63XX, 73XX	22XX, 32XX	Diesel D6XX, D8XX	Diesel D63XX plus D63XX coupled
4037, 4074–4099, 5000–5099, 70XX	68XX	*78XX			4037, 4074–4099, 5000–5099, 70XX	68XX	78XX			
47XX	B.R. Class 5 73XXX	B.R. Class 4 75XXX			47XX	B.R. Class 5 73XXX, 28XX, 38XX	B.R. Class 4 75XXX			
B.R. Class 7 70XXX					B.R. Class 7 70XXX					
B.R. Class 9F 92XXX					B.R. Class 9F 92XXX	L.M. Class 8F with white star (See Note A)				
Number of wagons conveying Class 3 traffic or equivalent not to exceed					Number of wagons conveying Class 3 traffic or equivalent not to exceed					
50	50	50	50	50	70	67	64	45	70	70

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

Note A—L.M.R. Class 8F (2–8–0) engines stencilled with a white star on the cab side can work at speeds up to 50 m.p.h.

Engines of this class which do not bear the white star are restricted to 40 m.p.h., which means they cannot work "C" or "D" headcode trains except in an emergency, when the speed must be restricted to 40 m.p.h.

Instructions for Calculating Loads of Freight Trains—continued

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

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

¶—Load not to exceed 80 per cent of that shewn in Working Time Tables.

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

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

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

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

Examples:—

(*a*) 7.10 p.m. A to B at.....(time)
50 equal 65 Class 3 equal 60 length.
Engine 5901.
Bristol Enginemen and Guard 8.0 p.m.

(*b*) 7.10 p.m. A to B at.....(time).
35 equal 60 Class 1 equal 47 length.
Engine 2854.
Swindon Enginemen 8.0 p.m.
Severn Tunnel Junction Guard 7.30 p.m.

READY RECKONER

Shewing Relationship of Different Classes of Traffic to each other

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

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

Where variations occur between calculations obtained by the Ready Reckoner and the Maximum Loads shewn on pages 145 to 151 inclusive, the latter must be strictly adhered to.

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

LOADED								EMPTY					
13-ton	*14–17 ton and Coke in 20–22 ton wagons without rails	20–21 ton	22–24 ton and 21 ton steel coke crate wagons	24½–25–27 ton	33½-ton Ironstone Hopper wagons	Loaded Continental Ferry wagons (= Class 3)	40–42 ton	6–16 ton	20–21 ton 25–27 ton	22–24–24½ ton and 21 ton steel coke crate wagons	33½-ton Ironstone Hopper wagons	40 42-ton	Continental Ferry wagons
1	1	1	1	1	—	—	—	1	—	—	—	—	1
2	2	—	—	—	1	1	—	2	1	1	1	—	2
3	—	2	2	2	—	—	1	3	2	2	2	1	3
4	3	—	—	—	—	—	—	4	3	—	—	—	4
5	4	3	3	3	2	2	—	5	4	3	3	—	5
6	5	4	4	—	—	—	2	6	5	4	4	2	6
7	6	5	—	4	3	3	—	7	—	—	—	—	—
8	—	—	—	—	—	—	—	8	6	5	5	—	7
9	7	6	5	5	4	—	3	9	7	—	6	3	8
10	8	—	—	—	—	4	—	10	8	6	—	—	9
11	9	7	6	6	5	—	4	11	—	7	7	—	10
12	10	8	7	7	—	5	—	12	9	—	8	—	11
13	—	—	—	—	—	—	—	13	10	8	—	—	12
14	11	9	8	8	6	—	—	14	11	9	9	—	—
15	12	10	9	—	—	6	5	15	—	—	10	5	13
16	13	—	10	9	7	—	—	16	12	10	—	—	14
17	14	11	—	—	—	7	6	17	13	—	11	—	15
18	—	—	—	10	8	—	—	18	14	11	12	6	16
19	15	12	11	—	—	—	—	19	—	12	—	—	17
20	16	13	—	11	9	8	7	20	15	—	13	—	18
21	17	14	12	12	—	—	—	21	16	13	14	7	19
22	18	—	13	—	—	9	—	22	17	14	—	—	20
23	—	15	—	13	10	—	8	23	—	—	15	—	21
24	19	—	14	—	—	—	—	24	18	15	—	8	—
25	20	16	—	14	11	10	—	25	19	—	16	—	22
26	21	17	15	15	—	—	9	26	20	16	17	—	23
27	22	—	—	—	12	11	—	27	—	17	—	9	24
28	—	18	16	16	—	—	—	28	21	—	18	—	25
29	23	—	—	—	13	—	10	29	22	18	19	—	26
30	24	19	17	17	—	12	—	30	23	19	—	10	27
31	25	20	18	—	—	—	—	31	—	—	20	—	28
32	26	21	—	18	14	13	11	32	24	20	21	—	29
33	—	—	19	—	—	—	—	33	25	—	—	11	30
34	27	22	—	19	15	—	—	34	26	21	22	—	31
35	28	—	20	—	—	14	12	35	—	22	23	—	32
36	29	23	21	20	16	—	—	36	27	—	—	12	33
37	30	24	—	—	—	15	—	37	28	23	24	—	—
38	—	—	22	21	17	—	13	38	29	24	25	—	34
39	31	25	—	—	—	—	—	39	—	—	—	13	35
40	32	—	23	22	—	16	—	40	30	25	26	—	36
41	33	26	24	23	18	—	14	41	31	—	27	—	37
42	34	27	—	—	—	17	—	42	32	26	—	14	38
43	—	—	—	24	19	—	—	43	—	27	28	—	39
44	35	28	25	—	—	—	15	44	33	—	29	—	—
45	36	29	—	25	20	18	—	45	34	28	—	15	40
46	37	30	26	26	—	—	16	46	35	29	30	—	41
47	38	—	27	—	21	19	—	47	—	—	—	—	42
48	—	31	—	27	—	—	—	48	36	30	31	16	43
49	39	—	28	—	—	—	—	49	37	—	32	—	44
50	40	32	—	28	22	20	17	50	38	31	—	—	45
51	41	33	29	—	—	—	—	51	—	32	33	17	46
52	42	—	30	29	23	21	18	52	39	—	34	—	47
53	—	34	—	—	—	—	—	53	40	33	—	—	48
54	43	—	31	30	24	—	—	54	41	34	35	18	—
55	44	35	—	—	—	22	—	55	—	—	36	—	49
56	45	36	32	31	25	—	19	56	42	35	—	—	50
57	46	37	33	32	—	23	—	57	43	—	37	19	51
58	—	—	—	—	—	—	20	58	44	36	38	—	52
59	47	38	34	33	26	—	—	59	—	37	—	—	53
60	48	—	—	—	—	24	—	60	45	—	39	20	54
61	49	39	35	34	27	—	21	61	46	38	40	—	55
62	50	40	—	—	—	25	—	62	47	39	—	—	56
63	—	—	36	35	28	—	—	63	—	—	41	21	57
64	51	41	—	—	—	—	22	64	48	40	—	—	58
65	52	—	37	36	29	26	—	65	49	—	42	—	59
66	53	42	38	37	—	—	—	66	50	41	43	22	60
67	54	43	—	—	—	27	23	67	—	42	—	—	—
68	—	—	39	38	30	—	—	68	51	—	44	—	61
69	55	44	—	—	—	—	—	69	52	43	45	23	62
70	56	45	40	39	31	28	24	70	53	44	—	—	63

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

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

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

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

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

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

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

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

CODE	DESCRIPTION	Highest headcode ordinary freight train on which vehicle can be conveyed		Equals		Maximum length over buffers of vehicle		Maximum carrying capacity of vehicle	Maximum Tare of vehicle	
				when empty	when loaded					
		Loaded	Empty	Loaded Class 3 wagons		Ft.	in.	Tons.	T.	C
ALUMINA	Bulk Alumina Van	D	D	1	3	23	0	15	10	9½
ANHYDRITE	25-ton Hopper—Anhydrite in bulk	D	D	1	3	20	6	25	9	8
ARM EB	Armour-plate Wagons	F	E	1	5	27	0	40	13	15
ARM EC		F	E	2	7	37	0	50	16	4
ARM EL		F	E	1	5	27	0	40	14	7
ARM ET		F	E	2	7	33	0	55	16	15
ARM EU		F	E	2	12	28	6½	100	18	19
ARM WB		F	E	2	6	37	0	45	18	15
ARM WC		F	E	2	7	25	1	50	17	19
ARM WE		F	E	1	5	27	0	40	14	7
ARM WF		F	E	2	7	33	0	55	16	15
ASMO	Covered Motor Car Truck	C	C	1	1	36	4	10	11	2
BOBOL A	Bolster Wagons	D	D	2	5	38	0	30	16	0
BOBOL B		D	D	1	4	38	0	25	14	3
*BOBOL C		C	C	2	5	48	0	30	23	0
BOBOL D		E	D	2	6	55	0	42	21	19
BOCAR A (8-wheel)	Motor Car Body Trucks	D	D	2	2	50	11	5	16	5
BOCAR B (4-wheel)		D	D	1	1	36	5	5	8	6
¶BORAIL EB	Bogie Wagon for conveyance of pre-stressed concrete beams	D	C	3	8	65	5	50	31	5
¶BORAIL EC		D	C	3	8	65	5	50	31	2
BOILER EF	Boiler Bogie Wagon	F	E	2	5	43	0	35	15	6
BOILER EG		F	E	2	5	38	6	35	16	12
BOILER EH		F	E	2	5	38	6½	35	17	3
BOPLATE B	Bogie Steel Plate Wagon	E	D	1	4	40	7½	30	13	5
BOPLATE E		F	E	2	6	55	0	42	19	18
BORAIL EA	Bolster Wagons	E	E	2	6	63	0	40	23	15
BORAIL MA, MC, MD		E	E	3	8	65	0	50	25	5
BORAIL MB		D	C	3	8	65	5	50	30	18
BORAIL SA		E	E	2	6	67	1	40	21	3
BORAIL WB		E	E	2	5	48	0	30	19	9
BORAIL WC		E	E	2	5	73	0	30	21	4
BORAIL WE		E	E	2	6	48	0	40	23	0
BORAIL WF		E	E	2	6	65	0	40	22	3
¶BORAIL WG		E	C	2	7	65	5	50	23	8
BRICK (Bogie)	Bogie Brick Wagon	D	D	2	7	40	11	50	17	4
BULKSALT	20-ton Covered Hopper	D	D	1	3	19	6	20	12	8
CARFIT	Carriage Trucks	C	C	X	1	21	0	12	6	10
CARFIT A		C	C	X	1	24	0	12	7	10
CARFIT B		C	C	1	2	37	1	20	11	16
CARFIT S		C	C	X	1	20	0½	12	6	9
CARFLAT	Motor Car Flat Truck	C	C	2	3	60	0	5	22	0
CARTRUCK	Carriage Trucks	D	D	X	1	21	0	12	5	9
CARTRUCK A		D	D	X	1	24	3	10	7	4
%CATFISH(Engineer'sDept.)	Hopper Ballast Wagon	D	D	1	3	25	6	19	9	14
CHASSIS A, B	Container Chassis	C	C	X	1	20	11	12	5	15
COCKLE (Engineer's Dept.)	Ballast Plough Brake Van	D	—	1	3	23	5	12	12	0
CONFLAT (10 ft. 0 in. or over wheelbase)	Container Wagons	C	C	X	1	—		—	—	
CONFLAT (under 10 ft. 0 in. wheelbase)		D	D	X	1	—		—	—	
COVGRAIN	Covered Grain Hopper Wagon	D	D	1	3	22	6	20	10	5
COV HOP	Covered Hopper Van	E	D	1	3	24	6	24	10	13
CREOSOTE (Engineer's Dept.).	Creosote Tank Wagon	H	H	1	2	20	6	14	8	19
DAMO A	Motor Car Vans	C	C	X	1	33	4	10	11	2
DAMO B		C	C	X	1	23	4	10	8	19
DEAL FLAT	Flat Wagon	C	D	X	1	30	0	12	7	11
%DOGFISH (Engineer's Dept.)	Ballast Hopper Wagon	D	C	1	4	25	6	24	11	0
DOLPHIN (Engineer's Dept.)	Rail Sleeper and Ballast	F	F	3	7	68	7	40	25	2
DOUBLE	Bolster Wagon	F	E	X	2	28	6	14	7	9
FLAT EB	Flat Wagons	E	D	X	1	28	0	10	5	19
FLAT ED, MG		E	D	X	1	33	0	12	7	18
FLAT EF, MP		F	E	2	5	23	4	35	14	1
FLAT EL		F	E	2	5	41	6	30	14	12

(For Notes see pages 198 and 199)

Dimensions of Special Wagons—continued

CODE	DESCRIPTION	Highest head-code ordinary freight train on which vehicle can be conveyed		Equals		Maximum length over buffers of vehicle		Maximum carrying capacity of vehicle	Maximum Tare of vehicle	
				when empty	when loaded					
		Loaded	Empty	Loaded Class 3 wagons.		Ft.	in.	Tons.	T.	C.
FLAT EP	Flat Wagons	F	E	1	5	24	1	40	11	5
¶FLAT EQ		D	C	2	8	38	0	60	21	14
FLAT ES, ET, MS		F	E	2	6	43	7	45	14	19
FLAT EU		F	F	4	14	47	0	100	37	18
FLAT ME		F	E	2	5	33	0	35	16	0
FLAT MN		F	E	2	5	38	0	35	17	10
FLAT MO		F	E	2	6	38	0	40	17	10
FLAT WB		F	E	2	5	48	0	30	17	7
FLAT ROL EA		E	D	2	3	66	3	12	16	8
FLAT ROL EAA		F	F	10	22	89	0	120	96	10
FLAT ROL EAB, EJ, ER, EVV, MO, MVV, SB, WW		F	D	1	3	34	0	20	12	10
FLAT ROL ED		F	E	2	5	55	0	25	24	12
FLAT ROL EDD, MR, MSS, MUU		F	E	3	5	64	6	20	27	15
FLAT ROL EL, EN, MAA ...		F	E	2	6	54	6	35	23	5
FLAT ROL ELL, MLL, WLL	Flat Trolley	F	E	3	11	35	10½	80	29	12
FLAT ROL ET, MHH ...		F	E	3	8	61	0	40	36	7
FLAT ROL EX, EY, EZ ...		F	E	3	8	51	8	50	30	6
FLAT ROL MA		E	D	1	1	24	0	12	9	4
FLAT ROL MBB, MCC ...		F	E	3	7	51	0	40	26	8
FLAT ROL MPP		F	E	3	9	57	7	60	31	13
FLAT ROL MRR		F	E	4	10	57	1	65	37	7
FLAT ROL MV		F	D	1	4	30	0	25	10	16
FLAT ROL WX		F	E	3	7	55	7	40	26	11
FLAT ROL WY		F	D	1	4	35	0	25	14	0
¶FLAT ROL MBD	Bogie Well Wagon	E	C	3	7	55	11	40	25	6
¶FLAT ROL WW	Flat Trolley	E	C	1	3	34	5	20	14	8
GANE, ‡GANE A, GANNET (Engineer's Dept.) ...	Rail and Timber Wagons ...	E	D	2	6	48	0	40	18	0
		E	D	2	6	65	0	40	22	5
	Hopper Ballast	D	D	1	3	23	6	25	9	0
G.U.V.	General Utility Van	C	C	2	3	60	7	14	30	0
GIRDWAG MA	When used 4 per set } Girder Wagons When used 2 per set }	F	F	1	6	39	2½	50	12	6
GIRDWAG WB		F	F	2	8	52	11	60	24	10
GIRDWAG WC		F	F	2	5	42	6	40	14	14
GIRDWAG WE		F	F	5	15	85	6	100	51	5
GIRDWAG MB, WE ...		F	F	2	8	46	6	60	21	12
GIRDWAG WF		F	F	2	6	52	1	40	16	6
GIRDWAG WG		F	F	2	6	41	3	40	15	16
GLASSWAG EA, EJ ...		F	E	X	1	19	0	10	6	2
GLASSWAG EB, EP, MD, WE		F	E	X	1	29	0	12	8	1
GLASSWAG EH	Glass Wagons	F	E	1	3	31	0	15	9	13
GLASSWAG EM, EO, MO		F	E	2	5	58	6	30	24	0
GLASSWAG EN		F	E	2	4	48	6	20	16	6
GLASSWAG WC		F	E	X	1	24	6	12	7	9
GRAIN	Bulk Grain Hopper Wagon	D	D	1	3	24	6	20	12	16
%GRAMPUS (Engineer's Dept.) ...	Ballast Wagon	D	D	1	3	24	6	20	8	18
GUDGEON (Engineer's Dept.) ...	Ballast and Sleeper Wagon	E	D	1	3	22	6	20	8	12
GUNSET EA	Gun Wagons	F	F	6	20	77	6	140	56	0
GUNSET EB		F	F	4	14	84	7	108	36	3
GUNSET EC		F	F	6	22	84	0	160	56	4
HADDOCK (Engineer's Dept.)	Sleeper Wagon	E	E	X	2	23	8	12	6	14
%HERRING (Engineer's Dept.)	Ballast Hopper Wagon	D	D	1	3	19	0	20	8	2
HOPCEM	Cement Hopper	D	D	1	3	19	6	20	12	8
HOPOR	Iron Ore 20/21 ton	D	D	*	*	—		—	9	18
	Iron Ore 22/24 ton	D	D	*	*	—		—	9	16
	Iron Ore 24½/27 ton	D	D	*	*	—		—	9	6
	Iron Ore 33½ ton	D	D	*	*	—		—	11	11
¶HOPOR	Ironstone Hopper Wagon	E	C	1	3	20	11	25½	9	6
¶HOPSALT	Covered Hopper Salt Wagon... ...	C	C	1	3	27	3	20	12	7
HOPSODASH	Covered Hopper and Soda Ash Wagon	D	D	1	3	23	0	20	10	17
HYMAC EN	Well Trucks	E	D	X	1	21	1	10	5	16
HYMAC EP...		E	D	1	3	23	6	20	7	3
HYMAC EX...		E	D	1	3	22	6	21	8	17
HYMAC MC, MD, ME ...		E	D	X	1	23	5	12	7	3
HYMAC WJ		E	D	1	2	29	0	12	8	16
HYMAC WK		E	D	X	1	34	6	5	7	10
HYMAC WR		F	D	2	4	43	0	25	16	17
HYTWIN	High Sided Twin Bolster Wagon ...	F	E	2	4	39	3	26	15	0
LAMPREY (Engineer's Dept.) ...	Ballast Wagon	D	D	1	3	24	11	20	10	7
LING (Engineer's Dept.) ...	Ballast Wagon	D	D	X	2	23	0	14	7	16
¶LORIOT (Engineer's Dept.) ...	Flat Trolley Wagon	E	C	1	3	34	0	20	13	11

(For Notes see pages 198 and 199)

Dimensions of Special Wagons—continued

CODE	DESCRIPTION	Highest head-code ordinary freight trains on which vehicle can be conveyed		Equals		Maximum length over buffers of vehicle.		Maximum carrying capacity of vehicle.	Maximum Tare of vehicle.	
				when empty	when loaded					
		Loaded	Empty	Loaded Class 3 wagons		Ft.	in.	Tons.	T.	C.
LOWMAC AB, MR ...	Machine Well Trucks	F	E	1	3	39	6	21	10	18
LOWMAC EF, EL, EM ...		F	E	1	3	31	0	15	10	17
LOWMAC EK		F	E	X	2	28	6	14	8	6
LOWMAC EN, ET, EU ...		F	E	1	3	33	0	20	11	15
LOWMAC EO		F	E	1	3	32	11	22	11	7
LOWMAC EP, EQ, ER, ES		F	E	1	4	33	5	25	13	11
LOWMAC MD, MG ...		F	E	X	2	31	4	15	8	5
LOWMAC MH, MJ, MK, ML		F	E	1	3	30	0	20	10	17
LOWMAC MO, MS, SC, SH		F	E	1	4	33	5	25	13	12
LOWMAC MU, SF, SG ...		F	E	1	3	36	7	20	13	0
LOWMAC SD		F	E	1	3	32	6	20	8	14
LOWMAC WB, WC, WE, WG, WH, WR		F	E	1	2	30	0	15	8	16
LOWMAC WBB, WP ...		F	E	1	4	33	0	25	13	11
LOWMAC WF		D	D	X	1	36	6	6	7	2
LOWMAC WM		F	E	1	3	30	0	20	9	12
LOWMAC WN, WW ...		F	E	1	3	36	7	20	11	15
LOWMAC WT		D	D	X	1	28	11	8	7	13
LOWMAC WV		D	D	1	2	31	11	15	8	10
%MACKEREL (Engineer's Dept.)	Hopper Ballast Wagon	D	D	1	3	24	8	17	9	1
MATCAR	Motor Car Truck	C	C	2	3	16	8½	12½	24	16
MERMAID (Engineer's Dept.)	Ballast Side Tip Wagon	D	D	1	3	24	0	14	9	19
MINNOW (Engineer's Dept.)	Sleeper Wagon	E	D	1	2	31	6	14	8	14
MOGO	Motor Car Van	C	C	X	1	20	6	12	7	11
OYSTER (Engineer's Dept.)	Ballast Plough Brake Van	E	—	2	3	24	5	16	16	0
PALBRICK A, B	13-ton and 16-ton Pallet Brick Wagons	C	C	X	2	20	11	13 & 16	6	18
PARROT	20-ton Case Wagon	C	D	2	4	63	0	20	18	14
PIGIRON	30-ton Wagon	D	D	1	4	20	6	30	9	7
PILCHARD (Engineer's Dept.)	Ballast and Sleeper Bogie Wagon ...	E	D	1	3	36	7	20	14	7
PIPE	Steel Pipe Wagon	E	D	1	2	24	6	13	8	10
PIPE FIT		C	C	1	2	24	11	12	8	12
PLATE	Steel Plate Wagon	C	D	1	3	30	1½	22	9	13
PLATE FIT		C	C	1	3	30	1½	22	9	13
PRAWN (S. and T. Dept.)...	Bogie Bolster Wagon	D	D	2	5	48	0	30	15	6
PRESFLO	Compressed Air Discharge Wagon	D	C	1	3	20	6	20	12	8
PRESFLO (fitted with Roller Bearing Axle Boxes) ...		C	C							
PROTOL EB	Propeller Trolleys	E	D	1	3	31	0	20	12	5
PROTOL ED		E	D	2	4	42	0	20	18	18
PROTOL EG		E	D	2	6	49	0	40	22	4
RECTANK EA, EB, MA, MB, WB	—	F	D	2	5	37	2	35	15	2
¶RECTANK WC, EC ...	—	E	C	2	5	37	2	35	15	2
ROLL WB, WC, WE, WH	10–15-ton Wagons	H	F	1	3	23	0	15	9	11
SALMON	Bogie Rail Wagon	F	F	3	8	65	0	50	27	0
SHARK (Engineer's Dept.)	Ballast Plough Brake Van	C	C	2	4	24	5	20	20	0
SHRIMP	Bogie Bolster Wagon	C	D	2	5	48	0	30	17	12
SIGNAL DEPT. WAGON...	10-ton and 14-ton Wagons	D	D	X	2	28	0	10/14	5	11
SINGLE	Single Bolster Wagon	E	D	X	1	19	6	12	5	18
SLEEPER	Chaired Sleeper Wagon	E	D	1	3	35	5	18	11	16
SLEEPER WAGON ...	10–14 tons	E	D	X	2	31	6	14	7	17
	Fall Down Sides	E	D	1	2	34	6	14	8	12
SLUDGE (Engineer's Dept.)	Refuse Wagon	F	F	X	2	19	6	14	8	3
SOLE (Engineer's Dept.) ...	Ballast Wagon	D	D	X	2	23	8	12	6	12
STARFISH (Engineer's Dept.)	Ballast Wagon	D	D	X	2	19	6	10	6	2
STRIPCOIL	42-ton Wagon	H	H	2	6	33	0	42	18	4
	56-ton Wagon	H	H	3	9	36	5	56	29	3
STURGEON...	Rail, Sleeper and Ballast Wagon ...	F	F	3	8	69	1	50	25	13
STURGEGN A (Engineer's Dept.)	Bogie, Rail Sleeper (Modified Design)	F	F	3	8	69	1	50	27	18
SULPHATE	Bogie Wagon	F	E	2	7	42	0	50	20	15
TIERWAG	Motor Car Truck	C	C	2	3	59	11	12½	24	16
TRANSFORMER EA ...	Transformer Wagons	H	H	4	11	65	6	70	40	0
TRANSFORMER MA ...		H	H	4	10	62	6	60	39	19
TRANSFORMER MB ...		H	H	6	18	87	1	120	58	1
TRANSFORMER MC ...		H	H	7	21	92	1	135	72	11
TRANSFORMER WL ...		H	H	8	20	89	6	120	75	19
TRESTLE AB, ED	Trestle Plate Wagons	F	D	2	6	55	0	42	20	0
TRESTLE EA		E	D	1	3	30	1½	21	9	0
TRESTLE EG		F	D	2	6	49	0	40	18	0
TRESTLE EH		F	D	2	7	43	10½	50	20	0

(For Notes see pages 198 and 199)

Dimensions of Special Wagons—continued

CODE	DESCRIPTION	Highest head-code ordinary freight train on which vehicle can be conveyed		Equals		Maximum length over buffers of vehicle.		Maximum carrying capacity of vehicle.	Maximum Tare of vehicle.	
				when empty	when loaded					
		Loaded	Empty	Loaded Class 3 wagons.		Ft.	in.	Tons	T.	C.
TRESTROL AO, ED, MD, ME, MO	Trestle Trolleys (Tare weights exclude trestles)	F	E	3	7	64	9	40	28	11
TRESTROL EA		F	E	3	8	58	6	50	26	18
TRESTROL EB, MF ...		F	E	4	9	63	0	50	38	0
TRESTROL EC, MG ...		F	E	4	9	71	0	55	38	0
TRESTROL EJ		E	D	1	3	32	0	20	10	19
TRESTROL EM		F	E	3	6	64	4½	30	31	8
TRESTROL EN		F	E	3	6	63	0	30	25	15
TRESTROL MB, MC ...		F	E	3	7	61	8	35	31	6
TROUT (Engineer's Dept.)	Hopper Ballast Wagon...	D	D	1	3	24	7	25	9	18
TUBE...	Long Open	D	D	X	2	28	0	15	7	12
TUBE FIT		C	C	1	3	33	9¾	20	10	8
TUBE BA		D	D	1	3	33	9¾	22	9	10
TUNNY (Engineer's Dept.)	Ballast Wagon	D	D	1	3	24	6	20	8	18
TWIN	Bolster Wagon	F	E	1	3	34	1	20	10	12
TWINCASE...	Single Bolster Wagons short coupled in pairs	F	E	1	3	37	2	18	12	0
WALRUS (Engineer's Dept.)	Hopper Ballast Wagon...	E	E	2	6	35	6	40	20	9
WARFLAT	Flat Wagon	E	D	2	7	43	10½	50	20	0
WELTROL EB	Well Trolley	F	F	3	7	58	6 *	40	33	0
WELTROL EC		F	F	2	5	57	6	30	19	13
WELTROL ED, MV ...		F	F	2	6	38	6	40	21	18
WELTROL EF, ML, SA ...		F	F	2	6	59	0	40	24	19
WELTROL EG		F	F	3	8	51	8	54	26	18
WELTROL EH		F	F	3	8	58	7	55	28	2
WELTROL EK		F	F	4	12	57	6	81	38	16
WELTROL EL		E	C	2	5	58	6	25	23	5
WELTROL EM		F	F	2	4	58	6	20	22	12
WELTROL EN		F	F	7	18	83	2	110	72	16
WELTROL EP, MR ...		F	F	4	9	62	6	50	37	3
WELTROL ES		F	F	5	11	75	1	65	49	8
WELTROL EU, MU ...		F	F	5	13	73	8	80	47	13
¶WELTROL EZ		E	C	—	—	—		—	—	
WELTROL MA		F	F	1	3	33	6	20	14	0
WELTROL MB, MC ...		F	F	2	4	45	0	20	19	13
WELTROL MJ, MK ...		F	F	2	6	49	0	40	22	0
WELTROL MO, MP ...		F	F	3	8	58	1	50	29	13
WELTROL WB		F	F	2	3	53	0	15	15	1
WELTROL WBB		F	F	2	5	43	6	25	21	15
WELTROL WC, WN ...		F	F	2	4 or 6	56	0	25 or 40	18	15
WELTROL WE, WO ...		F	F	2	4 or 6	65	0	20 or 35	24	19
WELTROL WF, WX ...		F	F	2	5 or 6	57	0	25 or 40	21	10
¶WELTROL WP		E	C	2	5 or 6	57	0	25 or 40	21	10
WELTROL WG, WR, WT, WU, WW		F	F	2	6	50	0	35	23	8
WELTROL WH		E	C	2	9	45	6	65	23	12
WELTROL WJ		E	C	3	8	57	0	50	28	6
WELTROL WK		F	F	2	3	49	0	10	17	2
WELTROL WL		H	H	8	20	89	6	120	82	2
WELTROL WM		F	F	2	3 or 4	65	7	12 or 20	21	3
WELTROL WY		F	F	1	2	37	0	15	8	6
WELTROL WZ		E	C	2	4	50	0	25	16	8
WHEELWAG EA	—	D	D	X	1	28	0	10	7	10
WHEELWAG EH		E	D	1	3	32	0	15	10	19
WHEELWAG ET		E	D	2	4	47	3	20	18	2
—	10-ton to 14-ton Rail Tank Wagon ...	According to stars painted on vehicles. See page 191		1	2½†	20	6	14	10	0
—	20-ton Rail Tank Wagon			1	3	24	6	20	12	10
—	22-ton (Esso Rail Tank Wagon) ...			1	3½	27	9½	22	13	0
—	23-ton Rail Tank Wagon			2	4	27	8	23	17	12
—	40-ton Bogie Tank Wagon			2	6	51	5	40	22	7
—	40-ton Tank Wagon			2½	6½	33	10	40	24	0
WHELK (S. and T. Dept.)...	Bogie Plate Wagon	E	D	2	6	55	0	42	19	18
WHITING (Engineer's Dept.)	Rail and Ballast Wagon	F	E	X	2	31	6	14	7	10
WINKLE (S. and T. Dept.)	Plate Wagon	D	D	1	3	30	2	22	9	13

Notes.

%—Catfish ... ... 10 loaded equal 28 Class 3 wagons
15 " " 43 " " "
20 " " 57 " " "

%—Grampus ... ... 10 " " 39 " " "
15 " " 43 " " "
20 " " 58 " " "

%—Herring ... ... 10 " " 28 " " "
15 " " 42 " " "
20 " " 56 " " "

%—Mackerel ... ... 10 loaded equal 26 Class 3 wagons.
15 " " 39 " " "
20 " " 52 " " "

%—Dogfish ... ... 10 " " 35 " " "
15 " " 52 " " "
20 " " 70 " " "

*—See special tables in pages 193 and 194.

Dimensions of Special Wagons—continued

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

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

It should be noted that in connection with the working of Nitric Acid in Private Owner's Rail Tank Wagons from Pembrey to Sellafield and Salwick, authority has been given for twenty-three 10–14 ton rail tank wagons to be conveyed by a Class 8 engine as a single engine load between Builth Road and Howey.

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

In compiling the WORKING LOAD, allowance must be made for the additional length of any vehicle exceeding 21 feet over buffers in order to conform with the maximum length of train over section which train works. See also appropriate clause under " Instructions for Calculating Loads of Freight Trains " shewn on pages 190 and 191.

‡ GANES " A " LOADED WITH TRACK SECTIONS

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

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

Example: Gane " A " carrying load of 19½ tons, load equals Four Class 3.

Vehicle when empty equals two Class 3, i.e.
Traffic conveyed equals two Class 3.
Total load four Class 3.

¶—Wagons are fitted with vacuum brake, or piped, and equipped with roller bearing axle boxes.

MILITARY TANKS (A.F.V.)

Calculation for Freight Train Loading Purposes

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

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

CALCULATION OF COACHING STOCK ON FREIGHT TRAINS

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

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

DIMENSIONS OF PASSENGER-FITTED VEHICLES OVER 21 FEET IN LENGTH

Codes of Vehicles	Maximum Length over Buffers	Codes of Vehicles	Maximum Length over Buffers	Codes of Vehicles	Maximum Length over Buffers
	Ft. In.		Ft. In.		Ft. In.
B	43 1	CCT...	31 0½	Parcels Vans	31 11
B	51 1	CCT	32 1	Pasfruits C	25 5
B	51 7	CCT	33 11	Pasfruits D	31 11
BG	43 1	Giants	53 7	SCV...	29 5
BG	60 0	Hymac WK	34 6	Siphons	31 0½
BG	60 1	Insixfish	34 5	Siphons C	32 1
BG	60 6½	Lowmac WT	28 11	Siphons F	43 7
BG	63 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				

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

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

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

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

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

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

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

Engine Group	No. of 26-ton Fully Fitted Tipplers to be conveyed:
"D"	18
"DX"	18
"E"	22
"EX"	22
B.R. Standard Class 9F (2–10–0)	10 per cent. in excess of "E" and "EX" engines.

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