

				DOWN											
					Ruling Gradient 1 in	C	C	C	A	C	C	A	G	A	A
						3B93	3V32	3V12	M319	3V14	3B67	M277	0Z30	M321	M321
From Paddington		From Derby				MO	MX	MX	MO	MX			MO	MX	MO
M	C	M	C			sm	sm	sm	sm	sm	sm	sm	sm	sm	sm
—	—	113	14	CHARFIELD .. dep	1	..	12 50	1 45	2 22	3 22	sm	3 44	sm	4 48	4 52
—	—	115	7	Wickwar	2	281 R	..	..	..	..	..	..	..	..	..
—	—	119	64	Yate	3	278 R	..	1 53	2 30	3 30	..	3 52	4|| 0	4 56	5 0
—	—	119	74	Yate South Jn. ..	4	453 R	12 58	..	..	..	..	..	..	..	..
107	11	121	28	Westerleigh West Jn. ..	5	300 F	1 3	..	..	..	..	..	..	..	..
111	56	—	—	Stoke Gifford	6	300 F	1 15	..	..	..	..	..	..	..	..
116	1	—	—	Stapleton Road	7	75 F	1 26	..	..	..	..	..	..	..	..
—	—	124	43	Mangotsfield North Jn.	8	261 F	..	..	..	..	..	..	..	..	..
—	—	125	4	Mangotsfield .. .. .arr	9	667 F	..	..	..	..	..	3 59	..	5 4	5 7
—	—	126	33	Staple Hill .. .. .dep	10	..	..	2 1	2 36	3 38	..	4 8	4 15	5 9	5 12
—	—	127	7	Fishponds	11	721 F	..	..	..	..	..	..	..	..	..
—	—	127	74	Kingswood Jn.	12	583 F	..	..	..	..	..	..	..	..	..
—	—	127	74	Kingswood Jn.	13	63 F	..	..	..	..	..	..	..	..	..
—	—	129	25	Lawrence Hill Jn.	14	57 F	12+25	..	..	..	4+10	..	..	..	..
—	—	130	11	BRISTOL (T.M.) .. .arr	15	69 F	12+35	1 33	2 13	2 45	3 50	4 22	4||33	5 20	5 23

DOWN		C		B	B	C	A		A	A	C	B	B	A
		9.52 am Mangotsfield South E.C.S.		10.10 am Bath Green Park	7.0 am Birmingham (New Street)	2.0 am Stockport Parcells	7.35 am Nottingham		9.0 am Wolverhampton to Penzance	9.13 am Wolverhampton to Kingswear	E.C.S.	12.25 pm Bath Green Park	12.0 noon Gloucester Eastgate	7.32 am Bradford
		3B68		2B93	2V74	3V27	M229		1C33	1C76	3B93	2B93	2B74	M239
						MX	★★		★★					★★★
										Q	SO	SO	SO	
		am		am	am	am	am	am	am	am	PM	PM	PM	PM
CHARFIELD .. dep	1	..	..	..	10 34	10 54	11 29	..	11 45	11 57	..	..	12 41	1 0
Wickwar ..	2	..	..	..	10 40	..	..	..	..	..	..	..	12 47	..
Yate ..	3	..	..	..	10 50	..	11 37	..	11 54	12 6	..	..	12 57	1 7
Yate South Jn. ..	4	..	..	..	..	11 9	..	..	..	..	..	..	..	..
Westerleigh West Jn. ..	5	..	..	..	..	11 14	..	..	..	..	..	..	..	..
Stoke Gifford ..	6	..	..	..	..	11 21	..	..	..	..	..	..	..	..
Stapleton Road ..	7	..	..	..	..	11 30	..	..	..	..	..	..	..	..
Mangotsfield North Jn. ..	8	..	..	..	..	..	..	..	..	..	..	..	..	..
Mangotsfield .. arr	9	..	..	10 32	10 59	..	11 44	..	..	..	..	12 46	1 6	..
.. dep	10	9 55	..	10 34	11 1	..	11 46	..	12 0	12 12	..	12 49	1 7	1 13
Staple Hill ..	11	..	..	10 38	11 4	..	..	..	..	..	..	12 52	..	..
Fishponds ..	12	..	..	10 41	11 6	..	..	..	..	..	..	12 56	1 11	..
Kingswood Jn. ..	13	..	..	10 43	11 9	..	..	..	..	..	..	12 58	1 13	..
Lawrence Hill Jn. ..	14	10 7	..	..	..	..	..	..	..	..	12 48	..	..	..
BRISTOL (T.M.) .. arr	15	..	..	10 48	11 14	11 38	11 58	..	12 13	12 25	12 55	1 3	1 18	1 24

CHARFIELD TO BRISTOL (T.M.)

WEEKDAYS

BI37

	C	C	C	B	C	C	B	B	B	C		B	B	C	C	A		C
	12.37 am Leicester to Bath Green Park Parcels	ECS	Parcels	6.20 am Bath Green Park	ECS	ECS	7.1 am Bath Green Park	6.28 am Gloucester Eastgate	7.23 am Bath Green Park	ECS		8.11 am Bath Green Park	7.42 am Gloucester Eastgate	2.0 am Derby Parcels	ECS	6.18 am Derby		ECS
	P477	3B93	3B43	2B93	3B93	3B93	2B73	2B74	2B93	3B93		2B93	2B74	P48I	3B68	M215		3B93
	MX		MX											MX	SX	★★★		
..	am 4 58	am ..	am ..	am ..	am ..	am ..	am ..	am 7 5	am ..	am ..	..	am ..	am 8 27	am 8 37	am ..	am 9 33	..	am ..
..	5H12	..	6H15	..	..	..	..	7 10 7 19	..	..	..	..	8 32 8 41	8 47	9 5	9 40	..	..
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
N	Waterleigh Sidg. arrive 5.19 am, depart 5.30 am	To work 6.47 am to Gloucester	N Waterleigh Sidings	..	To work 7.40 am to Bradford	To work 7.45 am to Bath Green Park	..	..	..	To work 8.40 am to Sheffield	..	..	..	..	After working 8.20 am Bristol (T.M.)	..	..	To work 10.30 am to Newcastle
..	5 42	..	6 24	6 39 6 41 6 44 6 49	6 55 7 3	7 2 7 10	7 22 7 23 7 27 7 30 7 32	7 28 7 34 7 38 7 42 7 44	7 44 7 49 7 52 7 56 7 58	8 9 8 15	..	8 32 8 35 8 38 8 41 8 43	8 49 8 51 8 54 8 57 8 59	8 55 9 12 ..	9 22	9 45	9 58 10 1	
..	6 17 6 27	6 39	6 54	..	..	..	7 37	7 52	8 4	..	..	8 49	9 8	9 30	9 29	9 55	..	..

	C	C	B	B	A	A	C	A	C	C	B	C	B	B	A	B
	ECS	ECS	1.5 pm Gloucester Eastgate	11.40 am Bournemouth West	10.25 am Manchester to Bournemouth West	10.45 am Sheffield	ECS	10.15 am Bradford to Paignton	ECS	ECS	1.10 pm Bournemouth West	ECS	4.5 pm Gloucester Eastgate		12.48 pm York	5.45 pm Bath Green Park
	3B93	3B93	2B74	2B93	1411	M249	3B93	M251	3B93	3B93	2B93	3B93	2B74	2B74	M295	2B93
					**	**		**							***	
	PM	SO	SO		PM	PM	SX	PM	PM	SX	PM	SX	PM	SX	PM	PM
	.	.	1 52	.	2 32	2 57	.	3 33	.	.	.	.	4c52	.	5 50	.
	.	.	1 58	.	2 40	3 5	.	3 41	.	.	.	.	5 8	.	5 57	.
	.	.	2c 9	.	.	.	.	.	.	.	.	.	5 25	.	.	.
To work 2.15 pm to York			\$ 2.37 pm			\$ 3.26 pm		THE DEVONIAN	To work 5.0 pm to York	To work 5.15 pm to Birmingham		To work 5.44 pm to Bath Green Park				
1+30			2 18	2 23	THE PINES ^N EXPRESS ^N 46	3 11	3 47	3 47	4+25	4+40	4 53	5+18	5 17	5 34	6 3	6 10
1+38			2 20	2 27					4+25	4+48	4 58	5+25	5 19	5 35	6 7	6 15
2+5			2 23	2 31					4+25	4+48	5 2	5+25	5 23	5 39		6 18
2+13			2 26	2 35					4+25	4+48	5c 7	5+25	5 26	5 42		6 21
2+33			2 28	2 37					4+25	4+48	5 9	5+25	5 28	5 44		6 23
2+45									4+25	4+48	5 17	5+25	5 34	5 50	6 21	6 28

DOWN

		C	B	B	C	C	B	C	C	A		A	G	C		
		EC S	6.18 pm Bath Green Park	5.45 pm Gloucester Eastgate	EC S	EC S	3.40 pm Bournemouth West	1.32 pm Derby Parcels	1.32 pm Derby Parcels	12.43 pm Newcastle		12.43 pm Newcastle	8.10 pm Bath Green Park LE	EC S		
		3B93	2B93	2B74	3B93	3B93	2B93	P487	P487	M307		M307	0Z30	3B93		
					SX	FSO		FO	MFX	FX	★★	★★		SX	SX	
		PM	PM	PM	PM	PM	PM	PM	PM	PM		PM	PM	PM		
CHARFIELD .. dep	1	..	..	6 32	..	..	..	7 23	7 23	7 50	..	7 59	..	..	..	..
Wickwar .. dep	2	..	..	6 38	..	..	..	..	..	..	..	..	..	..	..	..
Yate .. dep	3	..	..	6 48	..	..	..	7 32	7 32	7 58	..	8 7	..	..	..	..
Yate South Jn. .. dep	4	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Westerleigh West Jn. .. dep	5	..	..	..	FSX	FSO	..	..	..	..	..	..	..	..	..	..
Stoke Gifford .. dep	6	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Stapleton Road .. dep	7	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Mangotsfield North Jn. .. dep	8	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Mangotsfield .. arr	9	..	6 39	6 57	..	..	7 20	7 42	7 42	8 5	..	8 14	..	..	..	..
Mangotsfield .. dep	10	..	6 42	6 58	..	..	7 31	7 57	8 15	8 9	..	8 18	8 38	..	..	..
Staple Hill .. dep	11	..	6 45	7 1	..	..	7 33	..	..	..	..	..	..	..	..	..
Fishponds .. dep	12	..	6 48	7 4	..	..	7 36	..	..	..	..	..	..	..	..	..
Kingswood Jn. .. dep	13	..	6 50	7 6	..	..	7 38	..	..	..	..	..	..	..	..	..
Lawrence Hill Jn. .. dep	14	6 40	..	..	7 10	7 10	..	..	..	..	..	..	..	..	..	..
BRISTOL (T.M.) .. arr	15	6 150	6 55	7 11	7 28	7 38	7 44	8 13	8 37	8 20	..	8 31	8 150	9 130	9 135	..

SUNDAYS

DOWN

		A	A	A	C	C	B	B	A	A	B	C	A		A	
		9.8 pm (Sat.) Newcastle to Exeter	7.5 pm (Sat.) Newcastle	1.40 am Crewe to Plymouth	EC S	1.33 am Sheffield Parcels	7.55 am Bath Green Park	8.20 am Cheltenham St. James	8.10 am Cardiff	9.10 am Cardiff to Portsmouth and Southsea	7.0 am Derby	11.54 am Mangotsfield South EC S	10.30 am Cardiff		9.25 am Derby	
		M327	M321	1V50	3B93	P485	2B93	2B74	2B28	1O58	2V74	3B68	2B28		M233	3B
									▽				▽			
CHARFIELD .. dep	1	am	am	am	am	am	am	am	am	am	am	am	am	..	PM	..
Wickwar .. dep	2	4 39	5 0	5 16	..	7 38	..	9 12	9 42	10 49	11 47	..	11 59	..	12 22	..
Yate .. dep	3	4 47	5 8	..	..	7 45	..	9 23	..	..	11 55	..	..	..	12 30	..
Yate South Jn. .. dep	4	..	..	5 26	..	..	..	..	9 50	10 59	..	..	12 7	..	..	..
Westerleigh West Jn. .. dep	5	..	..	5 30	..	..	..	..	9 54	11 3	..	..	12 11	..	..	..
Stoke Gifford .. dep	6	..	..	5 37	..	..	..	..	10 14	11 10	..	..	12 17	..	..	..
Stapleton Road .. dep	7	..	..	5e50	..	..	..	..	10 14	11g23	..	..	12c25	..	..	..
Mangotsfield North Jn. .. dep	8	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Mangotsfield .. arr	9	..	5 15	..	..	7 52	8 13	9 31	..	..	PM	11*156	..	..	..	..
Mangotsfield .. dep	10	4 53	5 20	..	..	8 7	8 17	9 32	..	..	12 2	12*10	..	..	12 37	..
Staple Hill .. dep	11	..	..	..	..	..	8 20	9 35	..	..	..	..	..	..	..	..
Fishponds .. dep	12	..	..	..	..	..	8c24	9c39	..	..	..	..	..	..	..	..
Kingswood Jn. .. dep	13	..	..	..	..	..	8 26	9 41	..	..	..	..	..	..	..	..
Lawrence Hill Jn. .. dep	14	..	..	..	7 27	..	..	..	..	..	..	12*23	..	..	..	..
BRISTOL (T.M.) .. arr	15	5L 5	5 31	6 0	7 37	8 24	8 31	9 46	10 23	Runs 30th October to 11th December and 8th January to 5th March	Runs 30th October to 11th December and 8th January to 5th March	Runs 30th October to 11th December and 8th January to 5th March	Runs 30th October to 11th December and 8th January to 5th March	..	12 50	..

CHARFIELD TO BRISTOL (T.M.)

WEEKDAYS

BI39

[illegible]

SUNDAYS

C	A	C	A	A	C	A		A	C	C	A	C	B		C	B	A	A
EC S	12.30 pm Cardif	EC S	1.45 pm Cardif to Plymouth	9.35 am Bradford	EC S	2.30 pm Cardif		10.30 am Liverpool to Plymouth	EC S	EC S	12.15 pm York	EC S	7.5 pm Bacch Green Park		EC S	5.45 pm Birmingham (New Street)	2.45 pm Newcastle	4.45 pm Bradford
3B93	2B28	3B93	1C42	M251	3B93	2B28		1V93	3B93	3B93	M295	3B93	2B93		3B93	2V74	M315	M269
PM	PM	PM	PM	PM	PM	PM		PM	PM	PM	PM	PM	PM		PM	PM	PM	PM
..	2 7 1	..	3 30	3 42	..	3 55 1/2	..	4 41	..	..	6 14	..	..	..	..	8 35	10 46	11 41
..	..	..	..	3 50	..	..	..	..	..	..	6 22	..	..	..	..	8 48	10 54	11 49
..	2 15	..	3 40	..	..	4 3	..	4 53	..	..	..	..	..	..	..	..	..	..
To work 2.10 pm to Bradford	Runs 30th Oct. to 11th December and 8th January to 5th March	To work 4.45 pm to Bradford	Runs 30th Oct. to 11th December and 8th January to 5th March	..	To work 4.55 pm to Birmingham	Runs 30th Oct. to 11th December and 8th January to 5th March	..	Runs 30th Oct. to 11th December and 8th January to 5th March	To work 6.45 pm to Leicester	To work 7.25 pm to Newcastle	..	To work 7.45 pm to Catterick Camp	..	To work 8.0 pm to Gloucester	..	..	..	..
1 120 1 130	2 19 2 25 2 33 2 40	3 45 3 55	3 44 4 1 4 7	..	4 15 4 25	4 7 4 13 4 21 4 28	..	4 58 5 6 5 16 5 22	6 10 6 18	6 30 6 40	6 29 6 32 6 45	7 10 7 15	7 23 7 26 7 29 7 32 7 34	..	7 40 7 48	8 57 9 0 9 3 9 6	11 0	Mon. am 12

[illegible]

		C		A	B	B	C	C	A	C	A	B	B	C
		ECS		9.30 am Paton to Bradford	To Gloucester Eastgate	To Bath Green Park	ECS	ECS	10.40 am Pugnton to Derby L.M.R.	ECS	To York N.E.R.	To Bath Green Park	To Bournemouth West S.R.	ECS
		3B68		M240	2H74	2B93	3B68	3B68	M260	3B93	M320	2B93	2B92	3B68
				***	SO	SO	SO		SO		***	SO		
		PM		PM	PM	PM	PM	PM	PM	ThO	PM	PM	PM	PM
BRISTOL (T.M.)	dep	12 20		12 40	1 10	1 25	1 33	1 42	1 50		2 15	2 29	3 35	3 38
Lawrence Hill Jn.		2 25					1 40	1 47		2 5				3 43
Kingswood Jn.		3			1 17	1 31						3 35	3 41	
Fishponds		4		THE DEVON- IAN	1 21	1 35						2 39	3 45	
Staple Hill		5			1 24	1 38						2 42	3 48	
Mangotsfield	arr	6			1 27	1 41					2 29	2 45	3 51	
Mangotsfield	dep	7		12 55	1 28	1 44			2 4	2 20	2 32	2 52	3 53	
Mangotsfield North Jn.		8												
Stapleton Road		9	After working 7.35 am Nottingham				After working 12.0 noon Gloucester	After working 7.32 am Bradford						
Stoke Gifford		10												
Westerleigh West Jn.		11												After working 10.45 am Sheffield
Yate South Jn.		12			1 1									
Yate		13			1 39				2 11		2 39			
Wickwar		14			1 48									
CHARFIELD		15			1 53				2 18		2 45			

Runs 17th, 24th September
and commencing 27th May

	A	B	C	B	A	B	B	C	C	C	A	B	C	C		B	A	B
	To Bradford	To Bath Green Park	ECS		To Sheffield	To Bournemouth W. & S.R.	To Gloucester Eastgate	ECS	ECS	ECS	To Newcastle	To Gloucester Eastgate	ECS	ECS		To Bath Green Park	9.45 am B'mouth West to Manchester	To Bath Green Park
	M214	2B93	3B68	2B74	M304	2B92	2H74	3B68	3B74	3B68	M310	2H74	3B68	3B68		2B93	1525	2B93
	★★		SO	SX	★★			SX			★★★		SO	MX		SX	★★	SO
1	am	am	8 8	am	am	am	am	am	am	10 7	am	am	am	am	..	am	PM	PM
2	7 40	7 45	8 13	8 20	8 40	9 3	9 15	9 18	9 25	10 12	10 30	10 52	11 0	11 25	..	11 49	..	12 12
3	..	7 51	..	8 26	..	9 9	9 21	..	..	..	..	10 58	..	..	..	11 55	..	12 18
4	..	7 55	..	8 30	..	9 13	9 25	..	..	..	..	11 2	..	..	..	11 59	..	12 22
5	..	7 58	..	8 33	..	9 16	9 28	..	..	..	..	11 5	..	..	..	12 2	..	12 25
6	7 54	8 1	..	8 36	8 54	9 19	9 31	..	..	..	10 44	11 8	..	..	..	12 5	..	12 28
7	7 56	8 3	..	8 37	8 56	9 28	9 34	..	..	..	10 46	11 12	..	..	..	12 7	..	12 30
8	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
9	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
10	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
11	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
12	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
13	8 4	..	..	8 46	9 5	..	9 45	..	..	..	10 53	11 23	..	..	..	..	12 24	..
14	..	..	..	..	..	..	9 54	..	..	..	10 59	11 32	..	..	..	..	..	..
15	8 10	..	..	..	9 11	..	9 59	..	..	..	..	11 37	..	..	..	..	12 30	..

	A	A	B	C	A	B		B	B	C	B	B	C	G	C		B	A
	2.11 pm Exeter to Birmingham S.H. SX Wolverhampton SO	10.30 am Penzance to Wolverhampton	To Gloucester Eastgate	ECS	To York N.E.R.	To Bath Green Park		To Birmingham (New Street)	To Bath Green Park	ECS	To Bournemouth West S.R.	To Birmingham (New Street)	ECS	LE	ECS		To Bath Green Park	To Newcastle N.E.R.
	1H31	1H32	2H74	3B74	M322	2B93		2M75	2B93	3B68	2B92	2M75	3B68	0B25	3B68		2B93	M324
	Q		SX	SX	★★			SX	SX									★★
1	PM	PM	PM	PM	PM	PM		PM	PM	PM	PM	PM	PM	PM	PM		PM	PM
2	3 52	4 9	4 20	4 35	5 0	5 6		5 15	5 44	5 55	6 2	6 30	6 32	6 38	6 43		6 55	7 25
3	..	..	..	..	..	..		5 22	5 50	6 0	6 8	6 36	6 37	6 38	6 43		7 1	..
4	..	..	..	..	..	..		5 27	5 54	..	6 12	6 40	..	..	..		7 5	..
5	..	..	..	..	..	..		5 30	5 57	..	6 15	6 43	..	..	..		7 8	..
6	..	..	..	..	..	..		5 33	6 0	..	6 18	6 46	..	..	..		7 11	7 39
7	4 5	4 22	4 35	4 50	5 14	5 25		5 36	6 4	..	6 21	6 49	..	..	..		7 16	7 48
8	..	..	..	..	..	..		..	..	..	..	..	..	..	..		..	..
9	..	..	..	..	..	..		..	..	..	..	..	..	..	..		..	..
10	..	..	..	..	..	..		..	..	..	..	..	..	..	..		..	..
11	..	..	..	..	..	..		..	..	..	..	..	..	..	..		..	..
12	..	..	..	..	..	..		..	..	..	..	..	..	..	..		..	..
13	4 12	4 29	4 45	5 0	5 27	..		5c48	..	..	..	7c 1	..	..	..		..	7 56
14	..	..	4 53	..	..	..		5 57	..	..	..	7c10	..	..	..		..	..
15	4 18	4 35	4 58	..	5 33	..		6g 5	..	..	..	7c16	..	..	..		..	8 2

UP

		C	A	B	C	C	C	C	C	B		C	C	B	
		ECS	To Sheffield	To Bath Green Park	Parcels to Leads	Parcels to Leads	ECS	ECS	ECS	To Gloucester Eastgate		ECS	8.25 pm Templecombe Upper to Derby Perishables	To Cheltenham St. James	
		3B68	M274	2B93	P482	P482	3B68	3B68	3B68	2H74		3B68	P484	2H81	
			★ ★												
		SX	FO		SX	SO	FX	FO	MX	SX			SX	SO	
BRISTOL (T.M.)	dep	PM 7 30	PM 7 45	PM 8 10	PM 8 15	PM 8 15	PM 8 38	PM 8 45	PM 9 38	PM 9 48	..	PM 10 10	PM ..	PM 10 15	..
Lawrence Hill Jn.	2	7 35					8 43	8 53	9 46		..	10 15	..		..
Kingswood Jn.	3			8 16	..	..	..	..	..	9 54	..	..	..	10 21	..
Fishponds	4			8 20	..	..	..	..	..	9 58	..	..	..	10 25	..
Staple Hill	5			8 23	..	..	..	..	..	10 1	..	..	..	10 28	..
Mangotsfield	6		7N59	8 26	8 31	8 31	After working 12.43 pm Newcastle	After working 12.43 pm Newcastle	After working 1.35 pm Derby	10 4	..	..	..	10 31	..
Mangotsfield	7		8H 2	8 31	8 36	8 40	..	..	..	10 5	..	..	..	10 33	..
Mangotsfield North Jn.	8						..	..	..	..	..	..	10 33	..	..
Stapleton Road	9		N Und. verified	..	..	..	After working 12.43 pm Newcastle	After working 12.43 pm Newcastle	After working 1.35 pm Derby	..	..	..	..	..	..
Stoke Gifford	10			..	..	..	..	..	..	..	..	..	..	..	..
Westerleigh West Jn.	11			..	..	..	..	..	..	..	..	..	..	..	..
Yate South Jn.	12						..	..	..	10 16	..	..	10 40	10 44	..
Yate	13		8 12	..	8 44	8 49	..	..	..	10 25	..	..	10 40	10 53	..
Wickwar	14						..	..	..	10 30	..	..	10 49	10 58	..
CHARFIELD	15		8 18	..	8 52	8 57	..	..	..	..	..	..	..	..	..

SUNDAYS

UP

		G	C	A	C	A	B	B	C	C	A	C	C	A	A
		11.40 pm (Sats.) Portsmouth LE	ECS	To Derby L.P.R.	ECS	To York N.E.R.	To Cardiff	To Bath Green Park	ECS	ECS	To Cardiff	ECS	ECS	8.40 am Plymouth to Crewe	To Cardiff
		0Z30	3B68	M204	3B68	M300	2T52	2B93	3B68	3B68	2T02	3B74	3B68	1M87	2T02
							▽				▽				▽
BRISTOL (T.M.)	dep	1	am 12 12	am 12 45	am 1 10	am 5 55	am 8 0	am 9 0	am 9 50	am 10 15	am 10 35	am 11 0	am ..	PM 12 30	PM 1 0
Lawrence Hill Jn.	2		12 17	12 50	..	6 5	..	..	10 20	10 40	..	11 30	12 35	12 45	..
Kingswood Jn.	3		..	..	..	..	8 10	9 56	..	..	..	..	..	..	..
Fishponds	4		..	..	..	..	8 13	10c 1	..	..	..	..	..	..	..
Staple Hill	5		..	..	..	..	8 16	10 4	..	..	..	..	..	..	..
Mangotsfield	6		..	..	..	..	8 21	10 7	..	..	..	..	..	..	..
Mangotsfield	7		..	..	..	..	..	10 11	..	..	..	..	..	..	..
Mangotsfield North Jn.	8		..	..	..	..	..	..	..	..	..	..	..	..	..
Stapleton Road	9		..	..	..	..	9c 9	..	..	..	..	..	..	..	..
Stoke Gifford	10		..	..	..	..	9 22	..	..	..	..	..	..	..	..
Westerleigh West Jn.	11		..	..	..	..	9 29	..	..	..	..	..	..	..	..
Yate South Jn.	12		..	..	..	..	9 33	..	..	..	..	..	..	..	..
Yate	13		..	..	..	..	8c33	..	..	..	..	..	..	..	..
Wickwar	14		..	..	..	..	..	..	..	..	..	..	..	..	..
CHARFIELD	15		..	..	..	..	8c45	..	..	..	..	..	..	..	..

[illegible]

SUNDAYS

	C	A	A	A	C	A		B	A	C	A	A	B	B	C	A	C	
	ECS	To York N.E.R.	To Bradford	To Cardiff	ECS	To Bradford		To Birmingham (New Street)	To Leicester L.M.R.	ECS	To Newcastle N.E.R.	To Catterick Camp N.E.R.	To Gloucester Exgate	To Bath Green Park	ECS	9.0 pm Exeter Newcastle	ECS	
	3B68	M308	M240	2T02	3B68	M250		2M75	M260	3B68	M324	M328	2H74	2B93	3B68	M330	3B68	
				▽							★★							
	PM 1+5 1+10	PM 1 20	PM 2 10	PM 3 0	PM 4+15 4+20	PM 4 45	..	PM 4 55	PM 6 45	PM 6+57 7+5	PM 7 25	PM 7 45	PM 8 0	PM 8 50	PM 9+35 9+40	PM 11 5	PM 11+35 11+45	..
	After working 9.25 am Derby	..	..	Runs 30th Oct. to 11th Dec. and 8th January to 5th March	..	After working 9.35 am Bradford	..	..	..	After working 12.15 pm York	..	..	..	..	..	Motor Coach commencing 14th May	After working 2.45 pm Newcastle	..
	1 33	2 23	..	3c 3 17 3 24	..	4 58	..	5 1 5 5 5 8 5 11 5 13	6 51 6 55 6 58 6 59 7 4	..	7 39 7 43	7 58	8 6 8 10 8 13 8 16 8 17	8 56 9 0 9 3 9 7 9 11	..	11 22	..	..
	1 40	2 30	..	3 28	..	5 5	..	5 24	7 13	..	7 51	8 5	8 28	..	..	11 31	..	..
	1 46	2 36	..	3 35	..	5 11	..	5 35	7 23	..	7 57	8 11	8 39	..	..	11 38	..	..

B144 WEEKDAYS MANGOTSFIELD, BATH, HIGHBRIDGE AND TEMPLECOMBE JUNCTION

DOUBLE LINE—Bath Green Park to Bath Junction.

SINGLE LINE—Bath Junction to Midford, worked by Electric Tablet (returnable).

DOUBLE LINE—Midford to Templecombe Upper.

SINGLE LINE—Evercreech Junction North Box to Highbridge 'C' Box, worked by Electric Token.

INTERMEDIATE CROSSING PLACES—Shapwick, Glastonbury and Street and West Pennard.

DOWN

DOWN						C		B	B			B	
					Rolling Gradient 1 in	12.37 am Leicester Parcels	7.10 am Templecombe Lower L.E.	To Bournemouth West S.R.		5.50 am Bristol (T.M.) to Bournemouth West S.R.	7.10 am Bristol (T.M.)	Milk	7.45 am Bristol (T.M.)
						3V17			2B92	2B93		3B00	2B93
Mileage													
M	C	M	C			MX						Q	
						am	am	am	am	am	am	am	am
—	—	0	0	MANGOTSFIELD	arr	1	..	..	..	6 14	7 26	..	8 1
—	—	—	—	dep	2	..	..	..	..	6 19	7 30	..	8 3
—	—	—	—	Mangotsfield North Jn.	3	5 42	..	..	..	..	..	..	..
—	—	1	18	Warmley	4	121 F	..	..	6 24	7 33	..	..	8 6
—	—	2	43	Oldland Common	5	204 F	..	..	6 28	7 37	..	..	8 10
—	—	3	43	Bitton	6	121 F	..	..	..	7 40	..	..	8 13
0	0	9	69	BATH GREEN	7	216 R	6 3	..	6 38	7 49	..	..	8 22
—	—	—	—	PARK	8	..	..	..	6 48	..	8 15	..	..
0	41	—	—	Bath Jn.	9	L	..	..	6 50	..	8 17	..	..
4	29	—	—	Midford	10	50 R	..	..	6 59	..	8 26	..	..
—	—	—	—	dep	11	..	..	..	7 0	..	8 27	..	..
6	61	—	—	Wellow	12	60 R	..	..	7 6	..	8 34	..	..
8	46	—	—	Shoscombe & Single H. Halt	13	80 R	..	..	7 10	..	8 38	..	..
10	52	—	—	Radstock North	14	60 R	..	..	7 15	..	8 43	..	..
—	—	—	—	dep	15	..	..	..	7 19	..	8 44	..	..
12	42	—	—	Midsomer Norton South arr	16	50 R	..	..	7 25	..	8 50	..	..
—	—	—	—	dep	17	..	..	..	7 30	..	8 51	..	..
14	39	—	—	Chilcompton	18	50 R	..	..	7 38	..	8 59	..	..
17	5	—	—	Binegar	19	50 R	..	..	7 46	..	9 7	..	..
18	51	—	—	Masbury Halt	20	50 F	..	..	U	..	D	..	..
21	68	—	—	Shepton Mallet, arr	21	50 F	..	..	7 57	..	9 18	..	..
—	—	—	—	Charlton Road dep	22	..	..	..	7 59	..	9 19	..	..
24	72	—	—	Evercreech New	23	50 F	..	..	8 4	..	9 25	..	..
—	—	0	0	HIGHBRIDGE for dep	24	..	..	7 0	..	..	9 20	..	..
—	—	1	51	B-on-S	25	472 R	..	..	7 5	..	..	9 25	..
—	—	5	10	Bason Bridge	26	270 R	..	..	7 13	..	..	..	..
—	—	7	24	Edington Burtle	27	457 R	..	..	7 19	..	..	..	..
—	—	9	17	Shapwick	28	275 R	..	..	7 24	..	..	..	..
—	—	11	73	Ashtott	29	223 R	..	..	7 30	..	..	..	..
—	—	—	—	Glastonbury & Street arr	30	..	..	..	7 31	..	..	..	..
—	—	17	16	dep	31	84 R	..	..	7 41	..	..	..	..
—	—	20	47	West Pennard	32	86 R	..	..	7 51	..	..	..	..
—	—	—	—	Pylle Halt	32	..	..	..	..	..	..	..	..
26	10	22	25	Evercreech Jn. North Box	33	50 F	..	..	7 55	..	..	..	..
26	34	22	49	Evercreech Jn. arr	34	105 F	..	..	7 56	..	9 28	..	..
—	—	—	—	dep	35	..	..	..	8 14	..	9 32	..	..
29	16	—	—	Cole	36	80 R	..	..	8 22	..	9 38	..	..
33	36	—	—	Wincanton	37	100 F	..	..	8 30	..	9 46	..	..
—	—	—	—	dep	38	..	..	..	8 32	..	9 47	..	..
36	54	—	—	TEMPLECOMBE	39	61 F	..	..	8 37	..	..	..	..
—	—	—	—	JUNCTION	40	..	7 19	..	8 40	..	9 52	..	..
37	5	—	—	Templecombe Upper arr	41	100 R	7 20	..	8 41	..	9 53	..	..
—	—	—	—	dep	42	..	..	7 35	9 5	..	..	..	..
—	—	—	—	TEMPLECOMBE	43	100 F	..	7 37	9 7	..	..	..	..
—	—	—	—	JUNCTION	44	..	..	7 39	9 9	..	..	..	..

WEEKDAYS BI45

				B	B			B	B		B			A	A		B	
				9.3 am Bristol (T.M.) to Bournemouth West S.R.	9.3 am Bristol (T.M.) to Bournemouth West S.R.	LE to Templecombe Lower S.R.	12.0 noon Templecombe Lower LE	To Bournemouth West S.R.	11.49 am Bristol (T.M.)	12.12 pm Bristol (T.M.)		2.15 pm Templecombe Lower LE	1.25 pm Bristol (T.M.)	To Bailey Gate S.R.	To Bournemouth West S.R.	10.25 am Michelet to Bournemouth West S.R.	2.29 pm Bristol (T.M.)	To Bournemouth West S.R.
				2B92	2B92				2B93	2B93			2B93		2B92	1411		2B93
				ThX	ThO	Q		PM	SX	SO		PM	SO	PM	PM	Q	PM	SO
1	..	am	am	9 19	9 19	am	noon	PM	12 5	12 28	..	PM	1 41	PM	PM	PM	PM	PM
2	..	..	..	9 28	9 28	..	..	..	12 7	12 30	..	..	1 44	..	..	..	..	2 45
3	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2 52
4	..	..	..	9c32	9c32	..	..	..	12 10	12 33	..	..	1 47	..	..	..	..	2 55
5	..	..	..	9 36	9 36	..	..	..	12 14	12 37	..	..	1 51	..	..	..	..	2 59
6	..	..	..	9 39	9 39	..	..	..	12 17	12 40	..	..	1 54	..	..	..	..	3 2
7	..	..	..	9 48	9 48	..	..	..	12 26	12 49	..	..	2 3	..	..	..	..	3 11
8	..	..	..	9 55	9 53	..	..	..	..	..	1 10	..	..	..	..	3 3	..	..
9	..	..	..	9 57	9 55	..	..	..	..	..	1 12	..	..	..	..	3 9	..	..
10	..	..	..	10 4	10 4	..	..	..	..	..	1 21	..	..	..	..	3 11	..	..
11	..	..	..	10 5	10 5	..	..	..	..	..	1 22	..	..	..	..	3 19	..	..
12	..	..	..	..	..	..	..	..	..	..	1 28	..	..	..	..	..	..	..
13	..	..	..	..	..	..	..	..	..	..	1 32	..	..	..	..	..	..	..
14	..	..	..	10 16	10 17	..	..	..	..	..	1 37	..	..	..	..	..	..	..
15	..	..	..	10 18	10 19	..	..	..	..	..	1 39	..	..	..	..	3 12	3 28	..
16	..	..	..	10 24	10 25	..	..	..	..	..	1 45	..	..	..	..	..	..	..
17	..	..	..	10 29	10 29	..	..	..	..	..	1 46	..	..	..	..	..	..	..
18	..	..	..	10 37	10 37	..	..	..	..	..	1 54	..	..	..	..	..	..	..
19	..	..	..	..	..	..	..	..	..	..	2 2	..	..	..	..	..	..	..
20	..	..	..	..	..	..	..	..	..	..	D	..	..	..	..	..	..	..
21	..	..	..	10 52	10 52	..	..	..	..	..	2 13	..	..	..	..	3 35	3 51	..
22	..	..	..	10 54	10 54	..	..	..	..	..	2 15	..	..	..	..	3 40	3 56	..
23	..	..	..	11 0	11 0	..	..	..	..	..	2 21	..	..	..	..	..	..	..
24	..	9 45	..	..	..	..	..	..	..	..	..	..	..	..	2 20	..	..	..
25	..	9 50	..	..	..	..	..	..	..	..	..	..	..	..	2 25	..	..	..
26	..	9 58	..	..	..	..	..	..	..	..	..	..	..	..	2 33	..	..	..
27	..	10 4	..	..	..	..	..	..	..	..	..	..	..	..	2 39	..	..	..
28	..	10 9	..	..	..	..	..	..	..	..	..	..	..	..	2 44	..	..	..
29	..	10 15	..	..	..	..	..	..	..	..	..	..	..	..	2 50	..	..	..
30	..	10 19	..	..	..	..	..	..	..	..	..	..	..	..	2 54	..	..	..
31	..	10 29	..	..	..	..	..	..	..	..	..	..	..	..	3 4	..	..	..
32	..	10 39	..	..	..	..	..	..	..	..	..	..	..	..	3 14	..	..	..
33	..	10 43	..	..	..	..	..	..	..	..	..	..	..	..	3 18	..	..	..
34	..	10 44	..	11 3	11 3	11 12	..	..	..	..	2 24	..	..	..	3 19	3 48	4 5	..
35	..	10 47	..	11 5	11 5	11 15	..	..	..	..	2 27	..	..	..	3 24	3 50	4 10	4 16
36	..	10 54	..	..	..	..	..	..	..	..	2 33	..	..	..	3 31	..	..	4 23
37	..	11 2	..	11 15	11 15	..	..	..	..	..	2 41	..	..	..	3 39	..	..	4 31
38	..	11 5	..	11 17	11 17	..	..	..	..	..	2 42	..	..	..	3 40	..	..	4 32
39	..	..	..	11 23	11 23	..	..	..	..	..	..	..	..	..	..	..	..	..
40	..	11 11	..	11 24	11 24	..	12 9	..	..	..	2 47	3 5	..	..	3 46	4 8	4 26	4 38
41	..	11 12	..	11 26	11 26	..	12 10	..	..	..	2 48	3 6	..	..	3 47	..	..	4 39
42	..	..	..	11 48	11 48	..	..	12 23	..	..	..	..	..	3 35	..	..	..	4 44
43	..	..	..	11 50	11 50	..	..	12 25	..	..	..	..	..	3 37	..	..	..	4 46
44	..	..	..	11 52	11 52	11 32	..	12 27	..	..	..	..	..	3 39	..	..	..	4 48

		DOWN				B		B		B		B	
		LE to Templecombe Lower S.R.	LE to Templecombe Lower S.R.	3.35 pm Bristol (T.M.) to Bournemouth West S.R.	LE to Templecombe Lower S.R.	5.6 pm Bristol (T.M.)	LE to Templecombe Lower S.R.	LE to Templecombe Lower S.R.	Perishables	Milk	5.44 pm Bristol (T.M.)		
					2B92		2B93		3B01	3B02		2B93	
			PM	PM	PM	PM	PM	PM	PM	PM	Q	SX	SX
MANGOTSFIELD ..arr		1	..	..	..	3 51	..	5 22	..	..	..	PM	PM
..dep		2	..	..	..	3 53	..	5 25	..	..	..	..	6 0
Mangotsfield North Jn. ..		3	..	..	..	..	..	..	..	..	..	..	6 4
Warmley ..		4	..	..	..	3 56	..	5 28	..	..	..	..	6 7
Oldland Common ..		5	..	..	..	4 0	..	5 32	..	..	..	..	6 11
Bitton ..		6	..	..	..	4 3	..	5 35	..	..	..	..	6 14
BATH GREEN PARK ..arr		7	..	..	..	4 12	..	5 44	..	..	..	..	6 23
..dep		8	3 20	..	..	4 21	..	4 37	..	..	..	6 5	..
Bath Jn. ..		9	3 22	..	..	4 23	..	4 39	..	..	..	6 7	..
Midford ..arr		10	3X31	..	..	..	..	4 48	..	..	..	6 16	..
..dep		11	3 32	..	..	4 31	..	4 49	..	..	..	6 17	..
Wellow ..		12	3 39	..	..	..	..	4 56	..	..	..	6 24	..
Shoscombe & Single H. Halt		13	3 43	..	..	..	..	5 0	..	..	..	6 28	..
Radstock North ..arr		14	3 48	..	..	..	..	5 5	..	..	..	6 33	..
..dep		15	3 50	..	..	..	..	5 6	..	..	..	6 34	..
Midsomer Norton Sth. arr		16	3 57	..	..	..	..	5 13	..	..	..	6 41	..
..dep		17	3 59	..	..	..	..	5 17	..	..	..	6 42	..
Chilcompton ..		18	4 7	..	..	..	..	5 25	..	..	..	6 50	..
Binegar ..		19	4 15	..	..	..	..	5 33	..	..	..	6 57	..
Masbury Halt ..		20	D	..	..	5 1	..	..	..	..	..	..	..
Shepton Mallet, ..arr		21	4 26	..	..	5 7	..	5 44	..	..	..	..	..
..dep		22	4 27	..	..	5 9	..	5 45	..	..	..	..	..
Evercrech New ..		23	4 33	..	..	..	..	5 51	..	..	..	..	..
HIGHBRIDGE for dep		24	..	..	..	4 0	..	..	..	..	4 19	5 10	..
B-on-S ..		25	..	..	..	4 5	..	..	..	..	4N54	5 15	..
Bason Bridge ..		26	..	..	..	4a12	..	..	..	..	5 2	..	..
Edington Burtle ..		27	..	..	..	4a18	..	..	..	..	5 8	..	..
Shapwick ..		28	..	..	..	4a22	..	..	..	..	..	..	..
Ashcott ..		29	..	..	..	4 28	..	..	..	..	5X18	..	..
Glastonbury & Street ..arr		30	..	..	..	4 33	..	..	..	..	6 30	..	..
..dep		31	..	..	..	4 43	..	..	..	..	6 39	..	..
West Pennard ..		32	..	..	..	4a52	..	..	..	..	..	..	..
Pylle Halt ..		33	..	..	..	..	..	..	..	..	6e54	..	..
Evercrech Jn. North Box		34	4 38	..	..	4 58	..	5 55	..	..	6 56	..	..
Evercrech Jn. ..arr		35	4 40	..	..	5 0	5 18	5 56	..	..	6 58	..	..
..dep		36	4 47	..	..	..	5 20	..	..	..	..	..	..
Cole ..		37	4 55	..	..	..	5 30	6 3	..	..	..	..	..
Wincanton ..arr		38	4 56	..	..	..	5 31	6 11	..	..	7 12	..	..
..dep		39	..	..	..	..	..	6 12	..	..	7 15	..	..
TEMPLECOMBE ..arr		40	..	..	..	..	..	..	..	..	..	..	..
JUNCTION ..dep		41	5 2	..	..	5 37	..	6 18	..	..	7 20	..	..
Templecombe Upper ..arr		42	5 3	..	..	5 38	..	6 19	..	..	7 22	..	..
..dep		43	..	5 17	..	5 46	6 10	..	..	6 30	7 15	..	..
TEMPLECOMBE ..arr		44	..	..	..	5 48	..	..	..	..	..	..	..
JUNCTION ..dep		45	..	5 18	..	5 50	6 19	..	..	6 31	7 16	..	..

WEEKDAYS

AND TEMPLECOMBE JUNCTION

BI47

SUNDAYS

			B	B		B										B			B
			6.2 am Bristol (T.M.) to Bournemouth West S.R.	6.55 pm Bristol (T.M.) to Bournemouth Central S.R.		8.10 pm Bristol (T.M.) to Bailey Gate S.R.										9.50 am Bristol (T.M.) to Bailey Gate S.R.			8.50 pm Bristol (T.M.) to Bailey Gate S.R.
			2B92	2B93		2B93										3B00	2B93	3B02	2B93
1	PM	PM	PM	PM	PM	PM	PM									am	am	PM	PM
2	..	6 18	7 11	..	8 26	..	..									10 7	..	..	9 7
3	..	6 21	7 16	..	8 31	..	..									10 11	..	..	9 11
4	..	6 24	7 19	..	8 34	..	..									..	..	..	..
5	..	6 28	7 23	..	8 38	..	..									..	..	..	..
6	..	6 31	7 30	..	8 41	..	..									..	..	..	..
7	..	6 40	7 39	..	8 50	..	..									10 30	..	..	9 25
8	..	7 5	..	..	..	..	10 25									..	..	..	..
9	..	7 7	..	..	..	..	10 27									..	..	..	..
10	..	7 16	..	..	..	..	10 36									..	..	..	..
11	..	7 17	..	..	..	..	10 38									..	..	..	..
12	..	7 23	..	..	..	..	10 47									..	..	..	..
13	..	7 27	..	..	..	..	10 53									..	..	..	..
14	..	7 32	..	..	..	..	10 58									..	..	..	..
15	..	7 34	..	..	..	..	10 59									..	..	..	..
16	..	7 40	..	..	..	..	11 6									..	..	..	..
17	..	7 42	..	..	..	..	11 8									..	..	..	..
18	..	7 50	..	..	..	..	11 16									..	..	..	..
19	..	7 58	..	..	..	..	11 24									..	..	..	..
20	..	8 9	..	..	..	..	11 33									..	..	..	..
21	..	8 10	..	..	..	..	11 34									..	..	..	..
22	..	8 18	..	..	..	..	D									..	..	..	..
23	7 10	..	..	..	..	..	..									9 0	..	..	..
24	7 15	..	..	..	..	..	..									9 5	..	..	..
25	7 23	..	..	..	..	..	..									..	..	..	..
26	7 28	..	..	..	..	..	..									..	..	..	..
27	7 33	..	..	..	..	..	..									..	..	..	..
28	7 39	..	..	..	..	..	..									..	..	..	..
29	7 44	..	..	..	..	..	..									..	..	..	..
30	7 54	..	..	..	..	..	..									..	..	..	..
31	8 4	..	..	..	..	..	..									..	..	..	..
32	..	8																	

UP

						2B93	2B93						2B93					

TEMPLECOMBE JUNCTION, HIGHBRIDGE, BATH AND MANGOTSFIELD

WEEKDAYS

BI49

				A			B		B		B		B		B
		8.20 am Templecombe Upper S.R.	10.15 am Templecombe Lower L.E.	9.45 am Bournemouth West to Manchester,		9.55 am Bournemouth West S.R.	8.55 am Bournemouth West S.R.	To Bristol (T.M.)	12.10 pm Templecombe Lower E.C.S.	11.40 am Bournemouth West to Bristol (T.M.)		1.10 pm Bournemouth West to Bristol (T.M.)	L.E.	To Bristol (T.M.)	
				1525				2B93		2B93		2B93		2B93	
						Q		SO							
1		am	am	am		am	am	PM	noon	PM	PM	PM	PM	PM	PM
2		..	..	..		..	10 56 10 59	..	..	..	12 45 12 46	..	..	..	..
3		..	..	..		..	11 1	..	..	..	..	..	..	..	..
4		..	..	10 20		..	..	..	12 0	..	..	..	2 32 2 41	3 15	4 5
5		..	10 16	10 21	10 46	..	11 4	..	12 1	12 31	..	..	2 43	3 16	4 6
6		..	..	10 27	..	..	..	..	12 6	12 39	..	..	2 48	..	4 12
7		..	..	10 28	..	..	..	..	12 7	12 40	..	..	2 49	..	4 13
8		..	..	10 37	..	..	..	..	12 15	..	..	..	2 58	..	4 23
9		←	..	10 37	..	..	..	..	12 15	..	..	..	3 4	3 35	4 29
10		8 46	10 34	10 43	11 3	11 20	..	..	12 20	12 51	1 2	..	3 4	..	4 40
11		9 55	..	..	11 6	11 23	..	..	12 21	..	1 4	..	3 6	..	4 43
12		9 56	..	..	..	..	..	..	..	..	1 15	..	..	..	..
13		10 0	..	..	THE PINES EXPRESS	..	..	..	..	..	1 21	..	..	..	..
14		10 8	..	..	..	..	..	..	..	..	1 29	..	..	..	..
15		10 17	..	..	..	..	..	..	..	..	1 38	..	..	..	..
16		10 22	..	..	..	..	..	..	..	..	1 42	..	..	..	..
17		10 28	..	..	..	..	..	..	..	..	1 49	..	..	..	..
18		10 33	..	..	..	..	..	..	..	..	1 54	..	..	..	..
19		10 39	..	..	..	..	..	..	..	..	2 0	..	..	..	..
20		10 47	..	..	..	..	..	..	..	..	2 8	..	..	..	..
21		10 51	..	..	..	..	..	..	..	..	2 12	..	..	..	..
22		..	..	..	..	..	..	12 27	..	..	..	..	3 12	..	4 49
23		..	..	11 18	..	11 36	..	12 39	..	..	..	..	3 24	..	5 1
24		..	..	11 19	..	11 37	..	12 40	..	..	..	..	3 25	..	5 3
25		..	..	..	..	..	..	..	..	..	..	..	..	..	D
26		..	..	11 30	..	11 48	..	12 53	..	1 27	..	..	3 38	..	5 19
27		..	..	..	..	..	..	12 58	..	..	..	..	3 44	..	5 25
28		..	..	..	..	..	..	1 2	..	..	..	..	3 48	..	5 29
29		..	..	..	..	..	..	1 3	..	..	..	..	3 49	..	5 31
30		..	..	..	..	..	..	1 7	..	..	..	..	3 53	..	5 35
31		..	..	11 38	..	11 55	..	1 8	..	1 39	..	..	3 55	..	5 37
32		..	..	..	..	..	..	1 14	..	..	..	..	4 1	..	5 43
33		..	..	..	..	..	..	1 18	..	..	..	..	4 5	..	5 47
34		..	..	..	..	..	..	1 25	..	..	..	..	4 11	..	5 52
35		..	..	11 47	..	12 4	..	1 26	..	1 44	..	..	4 12	..	5 53
36		..	..	11 54	..	12 11	..	1 33	..	1 51	..	..	4 20	..	6 1
37		..	..	11 56	..	12 13	..	1 35	..	1 53	..	..	4 22	..	6 3
38		..	..	12 1	..	..	..	12 25	..	2 0	..	..	4 30	..	5 45
39		..	..	..	..	..	..	12 36	..	2e13	..	..	4e43	..	5g59
40		..	..	..	..	..	..	12 39	..	2 16	..	..	4 46	..	6 2
41		..	..	..	..	..	..	12 43	..	2 20	..	..	4 50	..	6 6
42		..	..	12 18	..	..	..	..	..	..	..	..	..	..	..
43		..	..	..	..	..	..	12 46	..	2 23	..	..	4 53	..	6 10
44		..	..	..	..	..	..	12 49	..	2 27	..	..	4 58	..	6 15

B150 WEEKDAYS TEMPLECOMBE JUNCTION, HIGHBRIDGE, BATH AND MANGOTSFIELD

UP

			B		B						G						
			Milk	To Bristol (T.M.)	3.40 pm Bournemouth West to Bristol (T.M.)		4.41 pm Bailey Gate Milk				LE to Lawrence Hill Jn.		5.30 pm Bournemouth West S.R.				
				2B93	2B93						0Z30						
			Q PM	PM	PM	PM	PM	PM			SX PM	SX PM	PM				
TEMPLECOMBE JUNCTION	arr	1	..	..	..	5 10	..	6 4	..	..	..	..	6 56	..	..	..	..
	dep	2	..	..	..	5 13	..	6 7	..	..	..	..	6 59	..	..	..	..
Templecombe Upper	arr	3	..	..	..	5 15	..	6 9	..	..	..	..	7 1	..	..	..	..
	dep	4	..	..	..	5 30	..	..	..	..	..	..	..	..	..	..	..
TEMPLECOMBE JUNCTION	arr	5	..	..	..	5 31	..	..	..	..	..	..	..	..	..	..	..
Wincanton	dep	6	..	..	..	5 37	..	..	..	..	..	..	..	..	..	..	..
	arr	7	..	..	..	5 39	..	..	..	..	..	..	..	..	..	..	..
	dep	8	..	..	..	5 48	..	..	..	..	..	..	..	..	..	..	..
Cole	arr	9	..	..	..	5 48	..	..	..	..	..	..	..	..	..	..	..
Evercreech Jn.	dep	10	..	..	..	5 54	..	..	..	..	..	..	..	..	..	..	..
	arr	11	..	..	5 0	5 56	6 2	..	..	..	..	..	..	..	..	..	..
Evercreech Jn. North Box	dep	12	..	..	5 1	..	6 3	..	..	..	..	..	..	..	..	..	..
Pylle Halt	arr	13	..	..	5a 4	..	6 8	..	..	..	..	..	..	..	..	..	..
West Pennard	dep	14	..	..	5 12	..	6 16	..	..	..	..	..	..	..	..	..	..
Glastonbury & Street	arr	15	..	..	5X21	..	6 25	..	..	..	..	..	..	..	..	..	..
	dep	16	..	..	5 25	..	6 32	..	..	..	..	..	..	..	..	..	..
Ashcott	arr	17	..	..	5a31	..	6 39	..	..	..	..	..	..	..	..	..	..
Shapwick	dep	18	..	..	5 36	..	6 44	..	..	..	..	..	..	..	..	..	..
Edington Burtle	arr	19	..	..	5a42	..	6 50	..	..	..	..	..	..	..	..	..	..
Bason Bridge	dep	20	5 25	..	5 51	..	6 58	..	..	..	..	..	..	..	..	..	..
HIGHBRIDGE for B-on-S	arr	21	5 30	..	5 55	..	7 3	..	..	..	..	..	..	..	..	..	..
Evercreech New	dep	22	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Shepton Mallet	arr	23	..	..	..	6 11	..	..	..	..	..	..	..	..	..	..	..
Charlton Road	dep	24	..	..	..	6 13	..	..	..	..	..	..	..	..	..	..	..
Masbury Halt	arr	25	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Binegar	dep	26	..	..	..	6 25	..	..	..	..	..	7 10	..	..	..	..	..
Chilcompton	arr	27	..	..	..	..	..	..	..	..	..	7 19	..	..	..	..	..
Midsomer Norton Sth.	dep	28	..	..	..	6 31	..	..	..	..	..	7 23	..	..	..	..	..
	arr	29	..	..	..	6 32	..	..	..	..	..	7 29	..	..	..	..	..
Radstock North	dep	30	..	..	..	6 36	..	..	..	..	..	7 33	..	..	..	..	..
	arr	31	..	..	..	6 38	..	..	..	..	..	7 34	..	..	..	..	..
Shoscombe & Single H. Halt	dep	32	..	..	..	..	..	..	..	..	..	7 40	..	..	..	..	..
Wellow	arr	33	..	..	..	..	..	..	..	..	..	7 44	..	..	..	..	..
Midford	dep	34	..	..	..	..	..	..	..	..	..	7 49	..	..	..	..	..
	arr	35	..	..	..	6 47	..	..	..	..	..	7 53	..	..	..	..	..
Bath Jn.	dep	36	..	..	..	6 54	..	..	..	..	..	8 2	..	..	..	..	..
BATH GREEN PARK	arr	37	..	..	..	6 56	..	..	..	..	..	8 3	..	..	..	..	..
	dep	38	..	6 18	..	7 3	..	..	..	..	8 10	..	..	..	..	..	..
Bitton	arr	39	..	6 29	..	..	..	..	..	..	..	..	..	..	..	..	..
Oldland Common	dep	40	..	6 32	..	..	..	..	..	..	..	..	..	..	..	..	..
Warmley	arr	41	..	6 36	..	..	..	..	..	..	..	..	..	..	..	..	..
Mangotsfield North Jn.	dep	42	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
MANGOTSFIELD	arr	43	..	6 39	..	7 20	..	..	..	..	..	..	..	..	..	..	..
	dep	44	..	6 42	..	7 31	..	..	..	..	..	8 38	..	..	..	..	..

BI51

WEEKDAYS

SUNDAYS

	B	C									B						B
	To Bristol (T.M.)	Perishables to Derby L.H.R. 6.48 pm Bournemouth West S.R.				11.21 pm Templecombe Lower EC\$					To Bristol (T.M.)	EBV		Milk		4.40 pm Bailey Gate Milk	To Bristol (T.M.)
	2B93	3M24									2B93						2B93
	SO	SX				SO						Q				Q	
	PM	PM	PM	PM		PM					am	am		PM		PM	PM
1	..	..	8 6	..	..	11 23	..	..	..	..	..	..	..	..	..	5 36	..
2	..	..	8 9	..	..	11 25	..	..	..	..	..	..	..	..	..	5 44	..
3	..	..	8 11	..	..	11 26	..	..	..	..	..	..	..	..	..	5 46	..
4	..	8 25	8 50	..	..	11 26	..	11 50	..	..	..	..	..	..	..	..	..
5	..	..	8 26	8 51	..	..	..	11 51	..	..	..	..	..	..	..	..	..
6	..	8 32	8 56	..	..	..	..	..	..	..	..	..	..	..	..	..	..
7	..	8 35	8 57	..	..	..	..	..	..	..	..	..	..	..	..	..	..
8	..	8 47	9 7	..	..	..	..	..	..	..	..	..	..	..	..	..	..
9	..	9 4	9 13	9 25	..	..	12 10	..	..	..	..	..	..	..	..	..	..
10	..	..	9 15	9 26	..	..	..	..	..	..	..	..	..	..	..	..	..
11	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
12	..	..	9 36	..	..	..	..	..	..	..	..	..	..	..	..	..	..
13	..	..	9 45	..	..	..	..	..	..	..	..	..	..	..	..	..	..
14	..	..	9 47	..	..	..	..	..	..	..	..	..	..	..	..	..	..
15	..	..	R	..	..	..	..	..	..	..	..	..	..	..	..	..	..
16	..	..	R	..	..	..	..	..	..	..	..	..	..	..	..	..	..
17	..	..	10 3	..	..	..	..	..	..	..	..	..	..	..	..	..	..
18	..	..	D	..	..	..	..	..	..	..	..	9 15	3 40	..	..	..	..
19	..	..	10 12	..	..	..	..	..	..	..	..	9 20	3 45	..	..	..	..
20	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
21	..	..	9 21	..	..	..	..	..	..	..	..	..	..	..	..	..	..
22	..	..	9 32	..	..	..	..	..	..	..	..	..	..	..	..	..	..
23	..	..	9 33	..	..	..	..	..	..	..	..	..	..	..	..	..	..
24	..	9 28	9 45	..	..	..	..	..	..	..	..	..	..	..	..	..	..
25	..	..	9 53	..	..	..	..	..	..	..	..	..	..	..	..	..	..
26	..	..	9 54	..	..	..	..	..	..	..	..	..	..	..	..	..	..
27	..	..	9 59	..	..	..	..	..	..	..	..	..	..	..	..	..	..
28	..	9 38	10 0	..	..	..	..	..	..	..	..	..	..	..	..	..	..
29	..	..	10 6	..	..	..	..	..	..	..	..	..	..	..	..	..	..
30	..	..	D	..	..	..	..	..	..	..	..	..	..	..	..	..	..
31	..	9 48	10 11	..	..	..	..	..	..	..	..	..	..	..	..	..	..
32	..	9 56	10 19	..	..	..	..	..	..	..	..	..	..	..	..	..	..
33	..	9 58	10 21	..	..	..	..	..	..	..	..	..	..	..	..	..	..
34	9 45	10 15	..	..	..	..	..	..	..	..	7 55	..	..	..	..	..	7 5
35	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
36	..	10 33	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
37	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
38	10 3	..	..	..	..	..	..	..	..	..	8 13	..	..	..	..	..	7 23
39	10 5	..	..	..	..	..	..	..	..	..	8 17	..	..	..	..	..	7 26

BI52 FOSS CROSS AND SWINDON TO ANDOVER JUNCTION

Single line between Foss Cross and Savernake West and between Wolfhall Jn. and Grafton South Jn. Double line between Savernake West and Wolfhall Jn. and between Grafton South Jn. and Red Post Jn. Single line between Red Post Jn. and Andover Jn. Staff Stations:—Foss Cross, Cirencester (Watermoor), South Cerney, Cricklade, Rushey Platt, Swindon Town, Chiseldon, Ogbourne, Marlborough, Savernake West, Wolfhall Jn., Grafton South Jn., Red Post Jn. and Andover Jn. West.

WEEKDAYS

Mileage from Cheltenham Spa (St. James)		DOWN	Ruling Gradient 1 in	G		G		C		B		B		G		B		B		B			
M	C			LE	LE	LE	LE	ECS	ECS	B	B	B	B	LE	LE	B	B	B	B	B	B		
				0C74	0C74	3B81	2B80					2B81	0C74	2B81	2B81			2B81					
				SX	SX	SX	SX						SO					SO					
				am	am	am	am					am	am	am	am								
15	23	FOSS CROSS	dep																				
21	35	Cirencester	arr	93 F																			
		(Watermoor)	dep							6 34													
24	45	South Cerney	arr	100 F						6 41													
28	2	Cricklade	arr	100 R						6 49													
		Swindon	arr		5||15	6||5						7 5	7||20							1 6			
34	51	Rushey Platt	arr	69 R	5 18	6 9				6 59		7 13	7 24							1 10			
36	28	SWINDON TOWN	arr	75 R	5||23	6||15				7 3		7 18	7||28							1 14			
			dep							6 30		7 23								1 16			
39	39	Chiseldon	arr	75 R						6 38		7 31				8 9							
			dep									7 33				8 17							
40	55	Chiseldon Camp Halt	arr	75 R								7 37								1 25			
43	3	Ogbourne	arr	100 R								7 43								1 29			
47	51	MARLBOROUGH	arr	75 R								7 52								1 40			
			dep									7 56								1 49			
52	43	Savernake (Low Level)	arr	65 F								8 7											
			dep									8 29											
53	25	Wolfhall Jn.	arr	106 F								8 30											
53	67	Grafton South Jn.	arr	100 F								8 32											
54	54	Grafton and Burbage	arr	109 R								8 35											
57	50	Collingbourne Kingston	arr	110 F								8 41											
58	74	Collingbourne	arr	100 R								8 45											
61	31	LUDGERSHALL	arr	100 FR								8 50											
			dep									8 53											
65	21	Weyhill	arr	100 FR								9 1											
67	29	Red Post Jn.	arr																				
68	55	ANDOVER JN.	arr	85 F								9 8											

WEEKDAYS

SUNDAYS

DOWN		1.52 pm Cheltenham to Southampton Terminus	B		B		B		B		B		B		B		B		B			
			2B81	2B81		2B81		2B81		2B81	2B80				2B81		2B81					
			PM	PM		PM		PM		PM	PM				am					PM		
FOSS CROSS	dep	2 34																				
Cirencester	arr	2 44																				
(Watermoor)	dep	2 46									7 10											
South Cerney	arr	2 53									7 17											
Cricklade	arr	3 1									7 24											
Swindon	arr								5 55								9 35			5 45		
Rushey Platt	arr	3 11							5 59		7 34						9 39			5 49		
SWINDON TOWN	arr	3 15							6 3		7 38						9 43			5 53		
	dep	3 20				4 52			6 7								9 50			5 56		
Chiseldon	arr	3 27							6 15								9 57			6 3		
	dep	3 28				5 1											9 58			6 4		
Chiseldon Camp Halt	arr	3 31				5 4																
Ogbourne	arr	3 37				5 10											10 7					
MARLBOROUGH	arr	3 46				5 19											10 16			6 22		
	dep	3 48		4 3		5 20					6 5						10 18			6 23		
Savernake (Low Level)	arr	3 59		4 14		5 31					6 16						10 29			6 34		
	dep	4 1				5 32											10 31			6 35		
Wolfhall Jn.	arr	4 2				5 33											10 32			6 36		
Grafton South Jn.	arr	4 4				5 35											10 34			6 38		
Grafton and Burbage	arr	4 8				5 39											10 38			6 42		
Collingbourne Kingston	arr	4 13				5 44											10 42			6 46		
Collingbourne	arr	4 16				5 48											10 46			6 50		
LUDGERSHALL	arr	4 21				5 53											10 51			6 55		
	dep	4 23				5 54											10 53			6 56		
Weyhill	arr	4 31				6 2											11 1			7 4		
Red Post Jn.	arr																					
ANDOVER JN.	arr	4 38				6 9											11 8			7 12		

B153

Worked by Electric train, token Foss Cross to Swindon Town 'A' (Double line Swindon Town 'A' and Swindon Town 'B'), Swindon Town to Savernake West, Wolfhall Jn. to Grafton South Jn. Crossing Stations at each Staff Station except Cirencester (Watermoor). Moredon Electricity Works Siding operated by means of a Token Restoring Instrument. Auxiliary Electric Train Instruments are provided at Rushey Platt, Swindon Town 'B', Chiseldon, Ogbourne and on the Down and Up Platforms at Marlborough. Instructions for working shewn on page 43 of General Appendix.

WEEKDAYS

Mile Post Mileage from Red Post Jn.			UP	Ruling Gradient 1 in	B	B	G	B		B		B	B			B
M	C				2B80	2B81	0C71	2B81		2B81		2H80	2B81			
	A	ANDOVER JN. dep		SX	SX				am		am	am				PM
	A	Red Post Jn.	85 R													
1	74	Weyhill							7 0		7 50					
5	64	LUDGERSHALL arr							7 15		8 5					
		LUDGERSHALL dep	100 RF						7 22		8 8					
8	21	Collingbourne	100 RF						7c29		8e16					
9	45	Collingbourne Kingston	100 F						7 32		8 19					
12	41	Grafton and Burbage	110 R						7c40		8 28					
13	28	Grafton South Jn.	109 F						7 42		8 30					
13	70	Wolffhall Jn.							7 44		8 32					
14	52	Savernake (Low Level) arr	106 R						7 46		8 34					
		Savernake (Low Level) dep							8X20		8 37					1 12
19	44	MARLBOROUGH arr	65 R						8 35		8X47					1 22
		MARLBOROUGH dep									8 49					1 27
24	12	Ogbourne	75 F								8 59					1X42
26	40	Chiseldon Camp	100 F								9 4					1 47
27	56	Chiseldon arr	75 F								9 7					1 50
		Chiseldon dep			6 57		8 25				9 8					1 52
30	67	SWINDON TOWN arr	75 F		7 5		8 33				9 15					2 0
		SWINDON TOWN dep		5 45	7 8	7|25					9 25	9 36				2 5
32	44	Rushey Platt	75 F	5 48	7 11	7 29					9 28	9 40				2 9
		Swindon arr			7 15	7|33						9 45				2 14
39	13	Cricklade	69 F	6 1							9c40					
42	50	South Cerney	100 F	6 8							9 47					
45	60	Cirencester arr	100 R	6 15							9 54					
		(Watermoor) dep									9 57					
51	72	FOSS CROSS	93 R								10X 9					Ogbourne arrive 1X36pm

WEEKDAYS

SUNDAYS

UP	B	B	B	B	B§	B	B
	2B81	2B81	2B88	2B81	2B81§	2B81	2B81
ANDOVER JN. dep	PM 2 50	PM	PM	PM	PM	PM 12 40	PM 8 35
Red Post Jn.	2 58						
Weyhill	3 5					12 47	8 42
LUDGERSHALL arr	3 8					12 54	8 49
..... dep	3 14					12 56	8 51
Collingbourne	3 17					1 2	8 57
Collingbourne Kingston	3 24					1 5	9 0
Grafton and Burbage	3 26					1 11	9 6
Grafton South Jn.	3 28					1 13	9 8
Wolffall Jn.	3 30					1 15	9 10
Savernake (Low Level) arr	3 32	5 33				1 17	9 12
..... dep	3 42	5 43			7 56	1 19	9 14
MARLBOROUGH arr	3 49				8 6	1 29	9 24
..... dep	3 58				8 9	1 32	9 26
Ogbourne	4 3				8c20	1 42	
Chiseldon Camp Halt	4 6				8 25		
Chiseldon arr	4 7				8 28	1 50	9 44
..... dep	4 15			6 23	8 31	1 53	9 45
SWINDON TOWN				6 30	8 39	2 0	9 52
..... dep			6 7		8 46	2 4	9 54
Rushey Platt			6 10		8 51	2 8	9 57
Swindon .. .. .arr					9 0	2 12	10 1
Cricklade			6 21				
South Cerney ..			6x28				
Cirencester arr			6 35				
(Watermoor) dep							
FOSS CROSS							

BRISTOL (T.M.) CLIFTON DOWN AND AVONMOUTH DOCK TO PILNING JN. AND FILTON JN. WEEKDAYS

[illegible]

BRISTOL (T.M.) ..dep
Dr. Day's Bridge Sidings ..
Dr. Day's Bridge Jn. ..
Lawrence Hillarr
STAPLETON ROAD arr

[illegible]

[illegible]

[illegible]

FILTON JN. AND PILNING JN. TO AVONMOUTH DOCK, CLIFTON DOWN AND BRISTOL (T.M.) WEEKDAYS

[illegible]

SINGLE LINE—Clifton Bridge to Portishead worked by Electric Train Token. Crossing places: Oak Wood, Pill and Portbury Shipyard.

WEEKDAYS

Mile Post Mileage from Paddington		DOWN	Ruling Gradient 1-in	B	G			B		B	C		B		B
M	C			2B95	0B12			2B95		2B95	3B95		2B95		2B95
118	28	BRISTOL (T.M.) .. dep		5:27 am	5:30 am			6:58 am		8:5 am			10:30 am		11:30 am
118	51	Bristol West	172 R								8:25				
119	22	Bedminster	172 R					7:1							
120	16	Parson Street	312 R	5:32				7:1		8:8			10:33		11:33
120	26	Parson Street Jn. .. .	350 R	5:34				7:4		8:11			10:36		11:36
121	30	Ashton Gate	76 F	5:35	5:40			7:4		8:11	8:32		10:36		11:36
121	63	Clifton Bridge	118 R	5:38	5:45			7:7		8:14			10:39		11:39
		.. dep		5:39				7:10		8:16			10:41		11:41
124	42	Oak Wood	100 R												
125	26	Ham Green Halt .. .	92 F												
126	12	Pill	137 R	5:48	To work 6:28 am					8:25					
		.. dep		5:49				7:19		8:29			10:50		11:50
127	26	Portbury Shipyard .. .	103 F												
127	77	Portbury	610 F							8:35			10:56		
129	75	PORTISHEAD	390 R	5:58				7:27		8:40			11:1		12:0

WEEKDAYS

DOWN		B	B	B	B	B	B	B	B	B	B
		2B95	2B95	2B95	2B95	2B95	2B95	2B95	2B95	2B95	2B95
		▽	SO			▽			SX		▽
		PM	PM	PM		PM		PM	PM		PM
BRISTOL (T.M.) .. .	dep	12:30	1:0	1:30		2:30		3:30	3:50		4:35
Bristol West .. .											
Bedminster .. .	arr										
.. dep		12:33	1:3	1:33		2:33		3:33	3:53		4:38
Parson Street .. .		12:36	1:6	1:36		2:36		3:36	3:56		4:41
Parson Street Jn. ..		12:36	1:6	1:36		2:36		3:36	3:56		4:41
Ashton Gate .. .		12:39	1:9	1:39		2:39		3:39	3:59		4:44
Clifton Bridge .. .	arr								4:1		
.. dep		12:41	1:11	1:41		2:41		3:41	4:7		4:46
Oak Wood											
Ham Green Halt .. .		12:48		1:48		2:48					4:53
Pill	arr		1:20								
.. dep		12:50	1:26	1:50		2:50		3:50	4:16		4:55
Portbury Shipyard ..				1:55					4:23		
Portbury		12:56	1:31	1:57		2:56					5:1
PORTISHEAD	arr	1:1	1:36	2:1		3:1		4:0	4:29		5:4

BRISTOL AND PORTISHEAD

B163

WEEKDAYS

DOWN	C	B			C		B	C	B	B	C	B			B
	ECS				ECS			ECS			8 18 pm Bristol (T.M.) ECS				
	3B95	2B95			3B95		2B95	3B95	2B95	2B95	3B95	2B95			2B95
	MSX				SX		SX	MO	▽		SO	SO			SO
	PM	PM			PM		PM	PM	PM	PM	PM	PM			PM
BRISTOL (T.M.) .. dep	..	5 30	..	..	..	..	6 4	..	6 30	7 30	..	9 15	..	..	11 0
Bristol West											8 18				
Bedminster .. arr	..	5 33	..	..	..	..	6 7	..	6 33	7 33	..	9 18	..	..	11 3
Parson Street .. dep	5 17	5 36	..	..	5 44	..	6 10	6 18	6 36	7 36	..	9 21	..	..	11 6
Parson Street Jn. ..	5 18	5 36 1/2	..	..	5 44 1/2	..	6 10 1/2	6 19	6 36 1/2	7 36 1/2	8 23	9 21 1/2	..	..	11 6 1/2
Ashton Gate ..		5 39	..	..		..	6 13		6 39	7 39		9 24	..	..	11 9
Clifton Bridge .. arr	5 23				5 50			6 24			8 28				
Oak Wood .. dep	..	5 41	..	..	..	..	6 15	..	6 41	7 41	..	9 26	..	..	11 11
Ham Green Halt		5 48													
Pill .. arr	After working 4.45 pm North Filton				After working 4.15 pm Westbury		6 23	After working 5.20 pm Avonmouth Dk.			Commences 13th May				11 18
Portbury Shipyard .. dep		5 50 1/2	..	..		..	6 27		6 50	7 50		9 35	..	..	11 22
Portbury ..		5 59	..	..		..			6 56						
PORTISHEAD .. arr		6 3				..	6 36		7 1	8 0		9 45	..	..	11 32

SUNDAYS

DOWN	B		B			B				B			B		
	2B95		2B95			2B95				2B95			2B95		
	▽		▽			▽				▽			▽		
	am		PM			PM				PM			PM		
BRISTOL (T.M.) .. dep	10 30	..	12 30	..	..	2 30	..	..	..	6 30	..	..	8 35	..	..
Bristol West															
Bedminster .. arr	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Parson Street .. dep	10 33	..	12 33	..	..	2 33	..	..	..	6 33	..	..	8 38	..	..
Parson Street Jn. ..	10 36	..	12 36	..	..	2 36	..	..	..	6 36	..	..	8 41	..	..
Ashton Gate ..	10 36 1/2	..	12 36 1/2	..	..	2 36 1/2	..	..	..	6 36 1/2	..	..	8 41 1/2	..	..
Clifton Bridge .. arr	10 39	..	12 40	..	..	2 39	..	..	..	6 39	..	..	8 44	..	..
Oak Wood .. dep	10 41	..	12 42	..	..	2 41	..	..	..	6 41	..	..	8 46	..	..
Ham Green Halt			12 49	..	..	2 48	..	..	..						
Pill .. arr	..	..													
Portbury Shipyard .. dep	10 50	..	12 52	..	..	2 51	..	..	..	6 50	..	..	8 55	..	..
Portbury ..	10 55	..	12 57	..	..	2 56	..	..	..	6 55	..	..		..	..
PORTISHEAD .. arr	11 0	..	1 2	..	..	3 1	..	..	..	7 0	..	..	9 4	..	..

N—Calls at Bedminster commencing 7th May

UP

			B			B			B		B		B	B	
	Rolling Gradient 1-in		To Avonmouth Dock												
			2B58 S			2B95		2B95		2B95	2B95		2B95	2B95	
						▽					▽		▽	SO	
			am			am		am		am	am		am	PM	
PORTISHEAD .. dep						6 44		7 53		8 18	9 15		11 15	12 15	
Portbury ..	390 F					6 49		7 58		8 23				12 20	
Portbury Shipyard ..	610 R														
Pill ..	103 R														
Ham Green Halt .. dep						6 54		8 3		8X28	9 25		11 25	12 25	
Oak Wood ..	137 F										9 27		11 27	12 27	
Clifton Bridge ..	92 R														
Ashton Gate ..	100 F														
Parson Street Jn. ..	118 F					7 3 $\frac{1}{2}$		8 12 $\frac{1}{2}$		8 39	9 36		11 36	12 36	
Parson Street ..	76 R					7 5 $\frac{1}{2}$		8 14 $\frac{1}{2}$		8 41	9 38		11 38	12 38	
Bedminster ..	350 F					7 9		8 18		8 44 $\frac{1}{2}$	9 42		11 42	12 42	
Bristol West ..	312 F					7 11		8 20		9 44			11 44		
BRISTOL (T.M.) ..	172 F					7 12		8 21		8 47 $\frac{1}{2}$	9 45		11 45	12 45	
	172 F					6 45		7 15		8 51	9 49		11 48	12 48	

WEEKDAYS

UP

	B	B	B	C	B	C	B	B	B	B	B	B	B		G
				EC St to Keynsham and Somerdale		EC St to Keynsham and Somerdale									
	2B95	2B95	2B95	3B70	2B95	3B70	2B95	2B95	2B95	2B95	2B95	2B95	2B95		0Z30
	▽	SO		FO	▽	FSX			▽	SX		▽		SO	SO
PORTISHEAD .. dep	PM 1 15	PM 1 45	PM 2 15	PM ..	PM 3 15	PM ..	PM 4 15	PM 5 15	PM 5 47	PM 6 15	PM 7 15	PM 8 15	PM 10 15	PM ..	PM 11 40
Portbury ..		1 50	2 20		3 20						7 20				
Portbury Shipyard ..		1X57					4X22		5cX56						
Pill ..															
Ham Green Halt .. dep	1X25	2 1	2 25		3 25		4 26	5 25	6 0	6X25	7 25	8 25	10 25		
Oak Wood ..		2 3	2 27				4 28								
Clifton Bridge ..															
Ashton Gate ..	1 34 $\frac{1}{2}$	2 12	2 36	3 $\frac{1}{2}$ 0	3 34 $\frac{1}{2}$	4 $\frac{1}{2}$ 20	4 37	5 34 $\frac{1}{2}$	6 9 $\frac{1}{2}$	6 34 $\frac{1}{2}$	7 34 $\frac{1}{2}$	8 34 $\frac{1}{2}$	10 34 $\frac{1}{2}$		11 30
Parson Street Jn. ..	1 36 $\frac{1}{2}$	2 14	2 38	3 3 $\frac{1}{2}$	3 36 $\frac{1}{2}$	4 25	4 39	5 36 $\frac{1}{2}$	6 11 $\frac{1}{2}$	6 36 $\frac{1}{2}$	7 36 $\frac{1}{2}$	8 36 $\frac{1}{2}$	10 36 $\frac{1}{2}$		12 3
Parson Street ..	1 38 $\frac{1}{2}$	2 16	2 40 $\frac{1}{2}$	3 5	3 39		4 41	5 39	6 14	6 39	7 39	8 39	10 39		
Bedminster ..	1 40	2 17	2 42		3 40		4 42	5 40	6 15	6 40	7 40	8 40	10 40		
Bristol West ..	1 42	2 19	2 44		3 42		4 44	5 42	6 17	6 42	7 42	8 42	10 42		
BRISTOL (T.M.) ..	1 43	2 20	2 45		3 43		4 45	5 43	6 18	6 43	7 43	8 43	10 43		
	1 46	2 23	2 48	3 $\frac{1}{2}$ 10	3 46	4 $\frac{1}{2}$ 30	4 48	5 46	6 21	6 46	7 46	8 46	10 46		12 12

UP	B		B			B				B			B		
	2B95		2B95			2B95				2B95			2B95		
	▽		▽			▽				▽			▽		
	am		PM			PM				PM			PM		
PORTISHEAD .. dep	11 15	..	1 15	..	..	4 40	..	..	..	7 15	..	..	9 30	..	..
Portbury	11 20	..	1 20	..	..	4 45	..	..	..	7 20	..	..		..	..
Portbury Shipyard		..		..	..		..	..	..		..	..		..	..
Pill	arr														
	dep	11 25	..	1 25	..	4 50	..	..	..	7 25	..	..	9 40	..	..
Ham Green Halt						4 53									
Oak Wood		..	..	..	..		..	..	..		..	..		..	..
Clifton Bridge	arr														
	dep	11 34½	..	1 34½	..	5 0	..	..	..	7 34½	..	..	9 49½	..	..
Ashton Gate		11 37		1 37		5 3				7 37			9 52		
Parson Street Jn.		11 40	..	1 40	..	5 6	..	..	..	7 40	..	..	9 55	..	..
Parson Street		11 41		1 41		5 7				7 41			9 56		
Bedminster	arr	11 43	..	1 43	..	5 9	..	..	..	7 43	..	..	9 58	..	..
	dep	11 44		1 44		5 10				7 44			9 59		
Bristol West			..	..	..		..	..	..		..	..		..	..
BRISTOL (T.M.) .. arr	11 47		1 47			5 13				7 47			10 2		

N—Calls at Bedminster commencing 7th May.

SWINDON AND HIGHWORTH

SINGLE LINE—Between Highworth Junction and Highworth, worked by Electric Token. The Token Stations are Highworth Junction, Kingsdown Road and Highworth. Intermediate Token instruments at Stratton Factory, Plessey Sidings and Stratton Station. Wooden Staff for working Kingsdown Road to South Marston Factory.

[illegible]

SPEED OF TRAINS

No train may exceed 25 miles per hour at any point in either direction.

No train may exceed the speed per hour shown between the following points:—

DOWN TRAINS			UP TRAINS		
From	To	Miles	From	To	Miles
Up Main Line	Branch at Junction	15	Highworth Station	Hannington Station	15
0 miles 44 chains	0 miles 50 chains	15	4 miles 25 chains	3 miles 70 chains	20
2 miles 6 chains	2 miles 26 chains	20	3 miles 65 chains	3 miles 45 chains	20
2 miles 60 chains	3 miles 30 chains	10	2 miles 40 chains	2 miles 26 chains	15
3 miles 45 chains	3 miles 65 chains	20	2 miles 26 chains	2 miles 6 chains	20
3 miles 70 chains	4 miles 25 chains	20	0 miles 70 chains	0 miles 44 chains	15
Hannington Station	Highworth Station	15	Branch	Down Main Line	15
			Highworth	Junction	

B166

YATTON TO CLEVEDON

SINGLE LINE—Worked by a Train Staff and one engine in steam at a time, or by Train Staff and two engines in steam coupled together, or by Train Staff and one engine coupled to Rail Motor Car or a second engine coupled to a Rail Motor. The Train Staff Stations are Yatton and Clevedon.

WEEKDAYS

		Ruling Gradients 1-in	C	B	B	B	B	B	B	B	B	B	B	B	B
			5153 am Dr. Day's Bridge Sidings ECS												
DOWN															
Mile Post Mileage				2B86	2B86	2B86	2B86	2B86	2B86		2B86	2B86	2B86	2B86	2B86
M	C		▽	▽	▽	▽	▽	▽	▽	▽	▽	▽	▽	▽	▽
3	45	YATTON .. .. .dep	am 6 23	am 6 48	am 7 25	am 7 48	am 8 18	am 8 37	am 9 2	am 9 50	am 10 52	am 11 12	am 11 33	PM 12 10	PM 12 19
		CLEVEDON .. .arr	249 R 6 30	6 55	7 32	7 55	8 25	8 44	9 9	9 57	10 59	11 19	11 40	12 17	12 26

WEEKDAYS

		Ruling Gradients 1-in	B	B	B	B	B	B	B	B	B	B	B	B	B
DOWN															
Mile Post Mileage				2B86	2B86	2B86		2B86	2B86	2B86	2B86	2B86	2B86	2B86	2B86
M	C		▽	▽	▽	▽	▽	▽	▽	▽	▽	▽	▽	▽	▽
		YATTON .. .. .dep	PM 12 32	PM 1 3	PM 1 13	PM 1 30	PM 2 0	PM 2 40	PM 3 20	PM 3 50	PM 4 19	PM 4 50	PM 5 12	PM 5 38	PM 6 12
		CLEVEDON .. .arr	12 39	1 10	1 20	1 37	2 7	2 47	3 27	3 57	4 26	4 57	5 19	5 45	6 19

WEEKDAYS

		Ruling Gradients 1-in	B	B	B	B	B	B	B	B	B	B	B	B	B
DOWN															
Mile Post Mileage				2B86	2B86	2B86		2B86		2B86		2B86		2B86	2B86
M	C		▽	▽	▽	▽	▽	▽	▽	▽	▽	▽	▽	▽	▽
		YATTON .. .. .dep	PM 6 35	PM 7 10	PM 7 49	PM 8 15	PM 8 40	PM 9 9	PM 9 33	PM 9 40	PM 10 17	PM 10 27	PM 10 34	PM 10 42	PM 11 12
		CLEVEDON .. .arr	6 42	7 17	7 56	8 22	8 47	9 16	9 40	10 24	10 34	10 42	10 49	10 56	11 12

SUNDAYS

Commencing 30th April

		Ruling Gradients 1-in	B	B	B	B	B	B	B	B	B	B	B	B	B
DOWN															
Mile Post Mileage				2B86	2B86	2B86		2B86	2B86	2B86		2B86	2B86	2B86	2B86
M	C		▽	▽	▽	▽	▽	▽	▽	▽	▽	▽	▽	▽	▽
		YATTON .. .. .dep	am 11 28	am 11 52	PM 12 57	PM 1 50	PM 2 56	PM 3 15	PM 4 16	PM 5 5	PM 6 3	PM 7 2	PM 7 50	PM 8 15	PM 9 10
		CLEVEDON .. .arr	11 35	11 59	1 4	1 57	3 3	3 22	4 23	5 12	6 10	7 9	7 57	8 22	9 17

CLEVEDON TO YATTON

B167

WEEKDAYS

UP	Ruling Gradient 1 in	B	B	B	B		B	B	B				B	B	B
		2B86	2B86	2B86	2B86		2B86	2B86	2B86				2B86	2B86	2B86
		▽	▽	▽	▽		▽	▽	▽				▽	▽	▽ SO
CLEVEDON .. ..dep		am	am	am	am	..	am	am	am				am	am	am
YATTON .. ..arr	249..F	6 35 6 42	7 0 7 7	7 35 7 42	8 0 8 7	..	8 28 8 35	8 47 8 54	9 13 9 20	..	..	..	10 25 10 34	11 2 11 9	11 22 11 29

WEEKDAYS

UP	Ruling Gradient 1 in	B		B	B	B	B	B	B	B	B	B	B	B	B
		2B86		2B86	2B86	2B86	2B86	2B86	2B86	2B86	2B86	2B86	2B86	2B86	2B86
		▽		▽ SO	▽ SX	▽ SO	▽ SO	▽	▽	▽	▽ SO	▽ SX	▽	▽	▽
CLEVEDON .. ..dep		am		PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
YATTON .. ..arr	11 45 11 52	..	12 19 12 26	12 35 12 42	12 42 12 49	1 13 1 20	1 40 1 47	2 17 2 24	2 50 2 57	3 32 3 39	4 5 4 12	4 28 4 35	5 0 5 7	5 22 5 29	5 55 6 2

WEEKDAYS

UP	Ruling Gradient 1 in	B		B	B	B		B	B		B		B		B
		2B86		2B86	2B86	2B86		2B86	2B86		2B86		2B86		2B86
		▽		▽	▽	▽		▽	▽		▽		▽		▽
CLEVEDON .. ..dep		PM		PM	PM	PM	PM	PM	PM		PM		PM		PM
YATTON .. ..arr	6 22 6 29	..	6 45 6 52	7 28 7 35	7 59 8 6	8 30 8 37	..	8 55 9 2	9 19 9 26	..	9 50 9 57	..	10 38 10 45	..	11 15 11 22

Commencing 30th April

SUNDAYS

UP	Ruling Gradient 1 in	B	B	B		B	B	B	B	B		B	B	B	B
		2B86	2B86	2B86		2B86	2B86	2B86	2B86	2B86		2B86	2B86	2B86	2B86
		▽	▽	▽		▽	▽	▽	▽	▽		▽	▽	▽	▽
CLEVEDON .. ..dep		am	PM	PM		PM	PM	PM	PM	PM		PM	PM	PM	PM
YATTON .. ..arr	11 38 11 45	12 40 12 47	1 25 1 32	..	2 44 2 51	3 5 3 12	3 58 4 5	4 50 4 57	5 25 5 32	..	6 43 6 50	7 20 7 27	8 0 8 7	8 47 8 54	9 20 9 27

BI68

CHIPPENHAM AND CALNE

SINGLE LINE—Worked by Electric Train Token

WEEKDAYS

Mileage		DOWN													
		Ruling Gradient in	B	B	B		B		B		B	B		B	B
			2B83	2B83	2B83		2B83		2B83		2B83	2B83		2B83	2B83
M	C		am	am	am		am		am		am	am		PM	PM
2	4	CHIPPENHAM dep	6 10	7 0	8 5		8 43		9 44		10 28	11 48		12 45	1 35
4	28	Stanley B. Halt	6 16	7 6	8 11				9 50		10 34			12 51	1 41
5	25	Black Dog Siding	R	R	R		R		R		R	R		R	R
		CALNE arr	6 25	7 15	8 20		8 55½		9 59		10 43	12 3		1 0	1 50

Mileage		DOWN													
		Ruling Gradient in	B	B	B	B	B	B	B	B	B	B			
			2B83	2B83	2B83	2B83	2B83	2B83	2B83	2B83	2B83	2B83			
M	C		am	am	am	am	am	am	am	am	am	am			
2	4	CHIPPENHAM dep	6 10	7 0	8 5		8 43		9 44		10 28	11 48		12 45	1 35
4	28	Stanley B. Halt	6 16	7 6	8 11				9 50		10 34			12 51	1 41
5	25	Black Dog Siding	R	R	R		R		R		R	R		R	R
		CALNE arr	6 25	7 15	8 20		8 55½		9 59		10 43	12 3		1 0	1 50

SUNDAYS

Mileage		DOWN													
		Ruling Gradient in	B	B	B	B	B	B	B	B	B	B			
			2B83	2B83	2B83	2B83	2B83	2B83	2B83	2B83	2B83	2B83			
M	C		am	am	am	am	am	am	am	am	am	am			
2	4	CHIPPENHAM dep	10 15	11 0	12 5		1 52		2 47		3 24	4 15		5 12	6 0
4	28	Stanley B. Halt	10 21	11 1	12 11				2 53		3 41			4 31	5 21
5	25	Black Dog Siding	R	R	R		R		3 0		3 49	R		4 39	5 29
		CALNE arr	10 30	11 20	12 30		1 42		2 59½		3 36½	4 27½		5 24½	6 15

CALNE AND CHIPPENHAM

B169

SINGLE LINE—Worked by Electric Train Token

WEEKDAYS

UP	Ruling Gradient 1 in	B	B	B	B		B		B	B		B	B
				To Bristol (T.M.)								To Westbury SX Bristol (T.M.) SO	To Bristol (T.M.)
		2B83	2B83	2B70	2B83		2B83		2B83	2B83		2B73 †	2B70
		∇	∇	∇	∇		∇ + 10.22 am		∇	∇		∇	∇
CALNE .. dep		am 6 30	am 7 25	am 8 25	am 9 0		am 10 4		am 10 53	PM 12 8		PM 1 7	PM 2 5
Black Dog Siding ..	109 R	R	R	R	R		R		R	R		R	R
Stanley B. Halt ..	96 F	6 39	7 34	8 34	9 9		10 13		11 2	12 17		1 16	2 14
CHIPPENHAM .. arr	60 R	6 45	7 40	8 40	9 15		10 19		11 8	12 23		1 22	2 20

UP	B	B	B	B	B	B	B	B	B	B	B		B
			To Westbury			To Westbury	To Bristol (T.M.)	To Trowbridge	To Bristol (T.M.)				To W O Chippenham Bristol (T.M.) SO
	2B83	2B83	2B83	2B73	2B83	2B83	2B73	2B70	2B94	2B70	2B83		2B83 †
	∇ SX	SO	∇ SX	∇ SO	∇	∇	∇	∇	∇	∇	∇		∇ W S O
CALNE .. dep	PM 3 10	PM 3 10	PM 4 0	PM 4 0	PM 5 0	PM 5 41	PM 7 5	PM 8 3	PM 8 55	PM 9 30	PM 10 33		PM 11 20
Black Dog Siding ..	R	R	R	R	R	R	R	R	R	R	R		R
Stanley B. Halt ..	3 19	3 19			5 9		7 14		9 4		10 42		11 29
CHIPPENHAM .. arr	3 25	3 25	4 12½	4 12½	5 15	5 53½	7 20	8 15½	9 10	9 42½	10 48		11 35

SUNDAYS

UP	B		B		B		B		B		B		B
	2B83		2B83		2B83		2B83		2B83		2B83		2B83
			∇		∇		∇		∇		∇		∇
CALNE .. dep		am 11 0		PM 5 35		PM 7 15		PM 8 4		PM 8 43		PM 9 34	PM 10 33
Black Dog Siding ..		R		R		R		R		R		R	R
Stanley B. Halt ..		11 9		5 44									
CHIPPENHAM .. arr		11 15		5 50		7 27½		8 16½		8 55½		9 46½	10 45½

BI70

KEMBLE TO CIRENCESTER TOWN

SINGLE LINE—Worked by Electric Train Token

WEEKDAYS

Mile Post Mileage from Padding- ton		DOWN	Ruling Gradient 1 in	B	B	B	B		B	B	B	B	B	B	
				2H83	2H83	2H83	2H83		2H03	2H83	2H83	2H83	2H83	2H83	
M	C			am	am	am	am		am	PM	PM	PM	PM	PM	
91	0	KEMBLE.....dep		12 5	8 30	9 18	10 10		11 20	12 45	1 22	2 16	2 35	2 45	
92	42	Park Leaze Halt ..	250 R	12a 9	8a34	9a22	10a14		11a24	12a49	1a26	2a20	2a39	2a49	
94	49	Chesterton Lane Halt ..	250 R	12a13	8a38	9a26	10a18		11a28	12a53	1a30	2a24	2a43	2a53	
95	16	CIRENCESTER TOWN .. .. .arr	350 F	12 16	8 41	9 29	10 21		11 31	12 56	1 33	2 27	2 46	2 56	

WEEKDAYS

SUNDAYS

DOWN	B	B	B	B	B	B	B	B	B	B		B	B	B
	2H83	2H83	2H83	2H83	2H83	2H83	2H83	2H83	2H83	2H83		2H83	2H83	2H83
	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM		PM	PM	PM
KEMBLE.....dep	3 24	3 55	5 5	5 38	6 43	7 12	7 15	8 0	8 42	10 35		6 43	7 55	8 47
Park Leaze Halt ..	3a28	3a59	5a 9	5a42	6a47	7a16	7a19	8a 4	8a46	10a39		6a47	7a59	8a51
Chesterton Lane Halt ..	3a32	4a 3	5a13	5a46	6a51	7a20	7a23	8a 8	8a50	10a43		6a51	8a 3	8a55
CIRENCESTER TOWN .. .. .arr	3 35	4 6	5 16	5 49	6 54	7 23	7 26	8 11	8 53	10 46		6 54	8 6	8 58

KEMBLE TO TETBURY

Worked by Train Staff: only one engine in steam at a time or two coupled together between Kemble and Tetbury.

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

WEEKDAYS ONLY

Mileage		DOWN	Ruling Gradient 1 in	B	B	B	B		B	B	B	B		B	B
				2H84	2H84	2H84	2H84		2H84	2H84	2H84	2H84		2H84	2H84
M	C			am	am	am	am		PM	PM	PM	PM		PM	PM
—	—	KEMBLE.....dep		8 35	10 10	11 30	11 55		1 20	2 40	3 55	5 5		6 55	8 42
3	3	Rodmarton Platform ..	200 R	8a43	10a18	11a38	12a 3		1a28	2a48	4a 3	5a13		7a 3	8a50
3	65	Church's Hill Halt ..	232 R	8 46	10 21	11 41	12 6		1 31	2 51	4 6	5 16		7 6	8 54
4	31	Culkerton Halt ..	70 R	8 49	10 24	11 44	12 9		1 34	2 54	4 9	5 19		7 9	8 58
5	10	Trouble House Halt ..	163 F	8a54	10a29	11a49	12a14		1a39	2a59	4a14	5a24		7a14	9 3
7	19	TETBURY .. .. .arr	163 F	8 59	10 34	11 54	12 19		1 44	3 4	4 19	5 29		7 19	9 8

CIRENCESTER TOWN TO KEMBLE

B171

SINGLE LINE—Worked by Electric Train Token

WEEKDAYS

UP

		B	B	B	B	B	B		B	B	B	B	B		
	Ruling Gradient 1 in														
		2H83	2H83	2H83	2H83	2H83	2H83		2H83	2H83	2H83	2H83	2H83		
		▽	▽	▽	▽	▽	▽ SO		▽	▽ SO	▽	▽	▽		
CIRENCESTER TOWN	dep	8 5	8 47	9 33	10 55	12 30	12 59		PM 2 0	PM 2 30	PM 3 5	PM 3 40	PM 4 45		
Chesterton Lane Halt ..	350 R	8a 8	8a50	9a36	10a58	12a33	1a 2		2a 3	2a33	3a 8	3a43	4a48		
Park Leaze Halt	250 F	8a13	8a55	9a41	11a 3	12a38	1a 7		2a 8	2a38	3a13	3a48	4a53		
KEMBLE	250 F	8 17	8 59	9 45	11 7	12 42	1 11		2 12	2 42	3 17	3 52	4 57		

WEEKDAYS

SUNDAYS

UP

		B	B	B	B	B	B			B	B	B	B		
		2H83	2H83	2H83	2H83	2H83	2H83			2H83	2H83	2H83	2H83		
		▽	▽	▽	▽	▽	▽ SO			▽	▽	▽	▽		
CIRENCESTER TOWN	dep	PM 5 20	PM 6 10	PM 6 57	PM 7 30	PM 8 20	PM 10 15			PM 6 20	PM 7 30	PM 8 25	PM 11 30		
Chesterton Lane Halt ..	5a23	6a13	7a 0	7a33	8a23	10a18				6a23	7a33	8a28	11a33		
Park Leaze Halt	5a28	6a18	7a 5	7a38	8a28	10a23				6a28	7a38	8a33	11a38		
KEMBLE	5 32	6 22	7 9	7 42	8 32	10 27				6 32	7 42	8 37	11 42		

TETBURY TO KEMBLE

Worked by Train Staff: only one engine in steam at a time or two coupled together between Tetbury and Kemble
 CULKERTON HALT—The Sidings at Culkerton are locked by a key fixed in end of the Train Staff.

WEEKDAYS ONLY

UP

		B	B	B	B		B	B	B	B		B	B		
	Ruling Gradient 1 in														
		2H84	2H84	2H84	2H84		2H84	2H84	2H84	2H84		2H84	2H84		
		▽	▽	▽ SO	▽		▽ SO	▽ SX	▽	▽		▽	▽		
TETBURY	dep	7 50	9 17	10 40	12 25		PM 1 50	PM 2 5	PM 3 10	PM 4 30		PM 6 5	PM 7 25		
Trouble House Halt ..	163 R	7 56	9 23	10 46	12 31		1a55	2 11	3 16	4 36		6 11	7 31		
Culkerton Halt	163 R	8a 0	9a27	10a50	12a35		2a 0	2a15	3a20	4a40		6a15	7a35		
Church's Hill Halt ..	70 F	8 3	9 30	10 53	12 38		2 3	2 18	3 23	4 43		6 18	7 38		
Rodmarton Platform ..	232 F	8a 6	9a33	10a56	12a41		2a 5	2a21	3a26	4a46		6a21	7a41		
KEMBLE	200 F	8 14	9 41	11 4	12 49		2 13	2 29	3 34	4 54		6 29	7 49		

B172 WEEKDAYS ONLY YATTON, WELLS AND WITHAM

SINGLE LINE—Worked by Electric Train Token Yatton to Witham. Intermediate crossing places: Cranmore, Shepton Mallet, ‡ Wells (East Somerset), Wells, Wookey, ‡ Cheddar, Axbridge, ‡ Sandford and Congresbury.

‡—Wells (East Somerset), Wookey and Sandford are only available for crossing two Freight Trains or a Freight and a Passenger Train only, but in no case may a Passenger Train be put into the siding for another train to pass.

Mileage		Ruling Gradient 1-in	DOWN											
				B	B		B	B	B		B	B	B	
M	C			2B05	2B98		2B85	2B85	2B85		2B05	2B85	2B85	2B85
							SO	SX	SO			SX		SO
				am	am		am	am	PM		PM	PM	PM	PM
1	46	YATTON .. dep	434 F	6 55	7 58	..	11 12	11 35	1 15	..	2 45	5 47	6 13	8 8
		Congresbury .. arr		6 59	8 2	..	11 15	11 38	1 18	..	2 48	5 50	6 16	8 11
4	40	Sandford and Banwell .. dep	100 R	7 0	8 3	..	11 16	11 40	1 19	..	2X51	5 51	6 17	8 12
		Winscombe .. dep	100 R	7 5	8 8	..	11 21	11 45	1 24	..	2 56	5 56	6 22	8 17
5	53	Axbridge .. arr	74 F	7 6	8 9	..	11 22	11 46	1 25	..	2 57	5 57	6 23	8 18
8	1	CHEDDAR .. dep	100 F	7 10	8 13	..	11 26	11 50	1 29	..	3 1	6 1	6 27	8 22
9	64	Draycott .. arr	286 R	7 14	8X17	..	11X30	11 54	1 33	..	3 5	6 5	6X31	8 26
		Lodge Hill .. dep	174 F	7 15	8 22	..	11 31	11 55	1 34	..	3 6	6 6	6 32	8 27
		Wookey .. arr	77 R	7X19	8 26	..	11 35	11 59	1 38	..	3 10	6X10	6 36	8X31
		WELLS .. dep	119 F	7 22	8 28	..	11 36	12 0	1 39	..	3 13	6 11	6 37	8 33
11	70	Draycott .. arr	286 R	7 26	8 32	..	11 39	12 3	1 43	..	3 16	6 14	6 41	8 36
		Lodge Hill .. dep	174 F	7 27	8 33	..	11 40	12 4	1 44	..	3 17	6 15	6 42	8 37
14	2	Wookey .. arr	77 R	7 32	8 38	..	11 45	12 9	1 49	..	3 22	6 20	6 47	8 42
16	37	WELLS .. dep	119 F	7 36	8 42	..	11 49	12 13	1 53	..	3 26	6 24	6 51	8 46
17	52	WELLS .. arr	119 F	7 37	8 43	..	11 50	12 14	1 54	..	3 27	6 25	6 52	8 47
		WELLS .. dep	119 F	7 40	8X46	..	11 53	12 17	1 57	..	3X30	6 28	6 55	8 50
17	70	Wells (East Somerset) .. dep	86 R	..	9 0	..	12 3	12 24	..	..	3 49	..	7 0	..
22	52	Shepton Mallet (High St.) .. arr	46 R	..	9 13	..	12 16	12 37	..	..	4X 2	..	7X13	..
		Cranmore .. dep	56 R	..	9 14	..	12 18	12 39	..	..	4 6	..	7 23	..
25	79	Cranmore .. arr	56 R	..	9 22	..	12 26	12 47	..	..	4 14	..	7 31	..
29	30	Wanstrow .. dep	54 F	..	9 29	..	12 33	12 54	..	..	4 21	..	7 38	..
31	55	WITHAM .. arr	47 F	..	9 34	..	12 39	12 59	..	..	4 26	..	7 43	..

WEEKDAYS ONLY WITHAM, WELLS AND YATTON

Mileage		Ruling Gradient 1-in	UP											
				B	B	B	B	B	B	B	G	B		
M	C			2B85	2B85	2B96	2B96	2B96	2B85	2B96	2B85	0C14	2B85	
							SO	SO	SO			SX	SO	
				am	am	am	am	PM	PM	PM	PM	PM	PM	
		WITHAM .. dep	47 R	..	..	8 22	10 20	1 30	..	3 28	6 53	..	..	..
		Wanstrow .. arr	54 R	..	..	8 29	10 27	1 37	..	3 36	7 1	..	..	..
		Cranmore .. dep	56 F	..	..	8 36	10 37	1 44	..	3 44	7 8	..	..	..
		Shepton Mallet (High St.) .. arr	56 F	..	..	8 43	10 44	1 51	..	3X52	7X15	..	..	..
		Wells (East Somerset) .. dep	46 F	..	..	8 46	10 45	1 54	..	4 3	7 20	..	..	..
		WELLS .. arr	86 F	..	..	8X55	10 55	2 2	..	4 12	7 29	..	..	..
		Wookey .. dep	119 R	7 5	8 0	9 5	11 10	2 11	2 53	4 20	..	7X40	8 15	..
		Draycott .. arr	119 R	7 7	8 2	9 7	11 12	2 13	2 55	4 22	..	..	8 17	..
		Lodge Hill .. dep	77 F	7 8	8 3	9 8	11 13	2 14	2 56	4 23	..	..	8 18	..
		CHEDDAR .. arr	286 F	7 13	8 8	9 13	11 18	2 19	3 1	4 28	..	..	8 23	..
		Axbridge .. dep	100 R	7 16	8 11	9 16	11 21	2 22	3 4	4 31	..	..	8 26	..
		Winscombe .. arr	74 R	7 17	8 12	9 17	11 22	2 25	3 5	4 34	..	..	8 27	..
		Sandford and Banwell .. dep	100 F	7X20	8 15	9 20	11 25	2 28	3 8	4 38	..	..	8X30	..
		Congresbury .. dep	100 F	7 21	8 16	9 21	11 26	2 31	3X11	4 41	..	7 55	8 32	..
		YATTON .. arr	434 R	7 24	8X19	9 25	11X29	2 34	3 15	4 44	..	..	8 35	..
		Wookey .. dep	119 R	7 25	8 21	9 26	11 32	2 37	3 18	4 47	..	..	8 36	..
		Lodge Hill .. arr	77 F	7 30	8 26	9 31	11 37	2 42	3 23	4 52	..	..	8 41	..
		CHEDDAR .. dep	286 F	7 32	8 29	9 34	11 39	2 44	3 25	4 54	..	..	8 43	..
		Axbridge .. arr	100 R	7 33	8 30	9 34	11 40	2 45	3 26	4 55	..	..	8 44	..
		Winscombe .. dep	74 R	7 37	8 34	9 39	11 45	2 49	3 30	5 0	..	..	8 49	..
		Sandford and Banwell .. arr	100 F	7 38	8 35	9 40	11 46	2X50	3 31	5 1	..	..	8 50	..
		Congresbury .. dep	100 F	7 42	8 39	9 44	11 53	2 54	3 35	5 5	..	8W15	8 54	..

LIST OF SIGNAL BOXES

Distance Box to Box		NAME OF BOX	TIMES DURING WHICH BOXES ARE OPEN					Whether provided with Switch	
			Week Days			Sundays			
			Opened at		Closed at	Opened at	Closed at		
			Monday	Other Days					
M	C								
—	—	Milton	6. 0 a.m.	—	—	—	6. 0 a.m.	Yes	
1	50	Steventon	—	Continuously	—	—	—	No	
1	41	Lockinge	6. 0 a.m.	—	—	—	5.50 a.m.	Yes	
2	6	Wantage Road	—	Continuously	—	—	—	Yes B	
1	76	Circourt I.B. Signals	—	—	—	—	—	—	
1	56	Challow	—	Continuously	—	—	—	Yes	
2	46	Uffington	6. 0 a.m.	—	—	{ 2. 0 p.m.	5.50 a.m. 9.50 p.m. }	Yes	
2	38	Knighton Crossing	—	Continuously	—	—	—	No	
2	5	Ashbury Crossing	—	Continuously	—	—	—	No	
—	51	Shrivenham	—	Continuously	—	—	—	Yes B	
2	5	Marston Crossing East	6. 0 a.m.	—	—	—	5.50 a.m.	Yes	
—	34	Marston Crossing West	—	Continuously	—	—	—	Yes	
2	14	Swindon Highworth Junction	—	Continuously	—	—	—	Yes B	
V 2	10	Kingsdown Road	6. 0 a.m.	{ 6. 0 a.m.SX	8. 0 p.m.SX }	—	—	No	
3	38	Highworth Station	6. 0 a.m.	—	—	—	—	No	
—	36	Swindon Goods Yard	—	Continuously	—	—	—	Yes	
—	27	Swindon Station East	—	Continuously	—	—	—	No	
—	21	Swindon Station West	—	Continuously	—	—	—	No	
—	55	Swindon Loco Yard	6. 0 a.m.	—	—	—	1.50 p.m.	Yes	
2	33	Bremell Sidings	—	As required	—	—	—	Yes	
1	27	Purton	6. 0 a.m.	6. 0 a.m.	10. 0 p.m.	—	—	Yes	
3	79	Minety and A. Keynes	—	—	—	7. 0 p.m.	8. 0 a.m.	Yes	
5	42	Kemble	—	Continuously	—	—	—	No	
—	67	Coates	—	As required	M	—	—	Yes	
N 4	2	Cirencester Town	6.40 a.m.	6.40 a.m.	After last train	5.45 p.m.	12.20 a.m. MO	No	
—	48	Rodbourne Lane	8.30 a.m.	{ 8.30 a.m. SX 6. 0 a.m. SO }	{ 4.30 p.m. SX 2. 0 p.m. SO }	—	—	Yes	
—	41	Rushey Platt Junction	—	Continuously	—	—	—	Yes B	
1	20	Hay Lane	—	—	—	6. 0 p.m.	5.50 a.m.	—	
1	60	Studley I.B. Signals	—	—	—	—	—	Yes	
1	41	Wootton Bassett East	—	Continuously	—	—	—	No	
—	19	Wootton Bassett West	6. 0 a.m.	—	—	{ 2. 0 p.m.	5.50 a.m. 9.50 p.m. }	Yes	
3	63	Brinkworth I.B.S.	—	—	—	—	—	—	
2	52	Little Somerford	—	—	—	2. 0 p.m. Z	5.50 a.m. Z	Yes	
4	40	Hullavington	6. 0 a.m.	—	—	{ 2. 0 p.m.	5.50 a.m. 9.50 p.m. }	Yes	
5	60	Badminton	—	Continuously	—	—	—	No	
4	45	Chipping Sodbury	6. 0 a.m.	—	—	{ 4.20 p.m.	5.50 a.m. 7.10 p.m. }	Yes	
1	37	Wapley Common	6.30 a.m.	6.30 a.m.	2.20 p.m. SX 10.20 a.m. SO	—	—	Yes	
W	30	Westerleigh East Junction	—	Open as required	—	—	—	Yes	
A	57	Westerleigh West Junction	—	Continuously	—	—	—	Yes G	
C	28	Coalpit Heath	6. 0 a.m.	—	—	—	5.50 a.m.	Yes	
1	38	Winterbourne	7. 0 a.m.	7.0 a.m.	1.10 p.m.	—	—	Yes	
1	50	Stoke Gifford East	—	—	—	10. 0 p.m.	5.50 a.m.	Yes	
—	32	Stoke Gifford West	—	Continuously	—	—	—	No	
2	0	Wootton Bassett Incline I.B.S.	—	—	—	—	—	—	
2	44	Dauntsey	—	—	—	11. 0 a.m. 6. 0 p.m.	7. 0 a.m. 3. 0 p.m. }	Yes	
4	67	Langley Crossing	—	Continuously	—	—	—	Yes	
1	6	Chippenham East	—	Continuously	—	—	—	Yes	
5	15	Calne	5.45 a.m.	5.45 a.m.	{ 10.40 p.m.WSX 11.30 p.m.WSO }	10.5 a.m. 4.45 p.m.	11.20 a.m. 10.45 p.m.	No	

A — From Westerleigh East

B — When Box out of circuit, Junction set for Main Line.

C — From Westerleigh North.

G — When Box out of circuit, Junction set Stoke Gifford to Swindon.

M — Open to deal with 8.20 a.m. Swindon to Gloucester Freight when traffic to attach or detach.

N — From Kemble.

R — Or until 11.40 p.m. Paddington is signalled.

V — From Highworth Junction.

W — Mileage from Westerleigh East to Westerleigh North Jn., 48 chains, and from Westerleigh North Jn. to Yate South Jn., 79 chains, Down Line and 1 mile 4 chains Up Line.

Z — 30th October to 11th December, and 8th January to 5th March (inclusive).

LIST OF SIGNAL BOXES—continued

Distance Box to Box		NAME OF BOX	TIMES DURING WHICH BOXES ARE OPEN					Whether provided with Switch		
			Week Days		Sundays					
			Opened at		Closed at	Opened at	Closed at			
M	C	Monday	Other Days							
—	26	Chippenham West	6. 0 a.m.	—	—	{	5. 0 p.m.	2.30 p.m. 12.50 a.m. Mon.	Yes	
2	4	Thingley Junction	—	Continuously	—		—	—	No	
—	42	Thingley West	—	Closed	—		—	—	Yes	
1	54	Corsham	6. 0 a.m.	—	—	{	11.30 a.m. 6.50 p.m.	5.50 a.m. 2.20 p.m. 1.45 a.m. Mons. R	Yes	
3	27	Box	—	—	—		9. 0 p.m.	6. 0 a.m.	Yes	
2	54	Bathampton	—	Continuously	—		—	—	Yes	
2	24	Bath Spa Passenger	—	Continuously	—	—	—	Yes		
—	41	Bath Goods	—	Continuously	—	—	—	Yes		
2	1	Twerton Tunnel	{	5.30 a.m.	—	—	3. 0 p.m.	5.50 a.m. 11. 0 p.m. ‡	Yes	
1	79	Saltford		6. 0 a.m.	—	—		—	5.50 a.m.	Yes
—	68	Keynsham East	—	Continuously	—	—	—	Yes		
—	37	Keynsham West	6. 0 a.m.	—	—	—	—	1.50 p.m.	Yes	
—	52	Keynsham West I.B. Signals Y	—	—	—	—	—	—	—	
—	63	Fox's Wood	5. 0 a.m.	—	—	—	—	5.50 a.m.	Yes	
1	68	East Depot Main Line	—	Continuously	—	—	—	—	Yes B	
—	21	East Depot Down Yard	4. 0 a.m.	—	—	—	—	1.50 p.m.	Yes D	
—	26	Marsh Junction	—	Continuously	—	—	—	—	Yes A	
—	20	St. Philip's Marsh	—	Continuously	—	—	—	—	Yes	
G	27	{	—	—	Continuously	—	—	—	No	
—	21									North Somerset Junction
—	37									Bristol (T.M.) East
—	—	Bath Road Loco Yard	—	Continuously	—	—	—	—	No	
—	—	Temple Meads Old Station	—	Continuously	—	—	—	—	No	
H	28	{	—	—	Continuously	—	—	5.50 a.m. 9.50 p.m.	No	
—	22									Dr. Day's Bridge Junction
—	33									Lawrence Hill
—	63	Stapleton Road	{	5. 0 a.m.	—	—	2. 0 p.m.	—	Yes	
—	74	Ashley Hill								
—	34	Filton Incline	5.30 a.m.	—	—	—	—	5.50 a.m.	Yes	
V	1	Filton Junction	—	Continuously	—	—	10. 0 p.m.	5.50 a.m.	Yes	
—	40	{	—	—	Continuously	—	—	—	Yes	
V	2									Patchway
U	16									Patchway Tunnel
—	44	Cattybrook Siding	6. 0 a.m.	—	—	—	—	5.50 a.m.	Yes	
—	58	—	6. 0 a.m.	—	—	{	4.45 p.m.	5.50 a.m. 7.35 p.m.	Yes	
1	1	Pilning Junction	—	Continuously	—		—	—	Yes	
—	27½	Pilning Station Box	—	Continuously	—		—	—	Yes	
—	17½	Severn Tunnel East	—	Continuously	—	—	—	No		
4	72½	Severn Tunnel West	—	Continuously	—	—	—	No		
—	50	Severn Tunnel Jn. East	—	Continuously	—	—	—	No		
—	31	Severn Tunnel Jn. Middle	—	Continuously	—	—	2. 0 p.m. C	6. 0 a.m. C	Yes	
H	46	{	—	—	Continuously	—	—	—	No	
—	42									Bristol (T.M.) West
—	35									Bedminster Station
—	58	Malago Vale	—	Continuously	—	—	—	—	Yes	
—	46	Parson Street Junction	—	Continuously	—	—	—	—	No	
—	35	West Depot	—	Continuously	—	—	—	—	Yes B	
—	20	South Liberty Junction	5.15 a.m.	—	—	—	10. 0 p.m.	1.50 p.m.	Yes	
—	48	South Liberty Jn. I.B. Signals	—	—	—	—	—	9.50 p.m.	Yes	
1	48	Flax Bourton	—	Continuously	—	—	—	—	—	
2	13	Nailsea and Backwell	5. 0 a.m.	—	—	—	—	6. 0 a.m.	Yes	
—	36	Claverham	—	Continuously	—	—	—	—	Yes	
2	74	Yatton East	6. 0 a.m.	6. 0 a.m.	9.50 p.m.	—	—	—	Yes	
—	48	Yatton West	—	Continuously	—	—	—	—	Yes	
E	29	Clevedon	—	Closed	—	(Worked as Ground Frame)			No	
1	56	Huish Crossing	—	Continuously	—	—	—	—	Yes	
1	68	Puxton and Worle	—	Continuously	—	—	—	—	Yes	
1	18	Worle Junction	—	Continuously	—	—	—	—	Yes	
1	59	Hutton	6.30 a.m.	6.30 a.m.SX	1.50 p.m.SX	—	—	—	Yes	

A — When Box out of circuit, Junction set North Somerset Junction to St. Philip's Marsh.

B — When Box out of circuit, Junction set for Main Line.

C — Closed 6.0 a.m. to 2.0 p.m. during Engineer's occupation of Severn Tunnel only.

D — When Box out of circuit, Junction set East Depot to Marsh Junction.

E — From Yatton West Junction.

G — From East Depot Down Yard.

H — From Bristol East.

M — From St. Philip's Marsh.

N — From North Somerset Junction.

Q — From Marsh Junction.

U — From Filton Junction.

V — From Stoke Gifford West.

Y — Down Line only.

‡ — Or after last Down Express Train.

LIST OF SIGNAL BOXES—continued

Distance Box to Box		NAME OF BOX	TIMES DURING WHICH BOXES ARE OPEN					Whether provided with Switch
			Week Days			Sundays		
			Opened at		Closed at	Opened at	Closed at	
			Mondays	Other Days				
M	C							
#2	6	Weston-super-Mare ...	—	Continuously	—	—	—	Yes
C T 1 2 2 2 1	9	Uphill Junction ...	—	—	—	10. 0 p.m. S	6. 0 a.m. S	Yes
	64	Lymsham I.B.S. ...	—	—	—	—	—	—
	32	Brent Knoll ...	6. 0 a.m.	—	—	—	6. 0 a.m.	Yes
	2	Highbridge North ...	6. 0 a.m.	—	—	—	6. 0 a.m.	Yes
	44	Highbridge Crossing ...	—	Continuously	—	—	—	No
18	Huntspill ...	9. 0 a.m.	9. 0 a.m.	4.20 p.m.	—	—	Yes	
F	47	Ashley Hill Junction ...	6. 0 a.m.	6. 0 a.m.	{ 12.50 a.m. TS 11.50 p.m. SO }	9. 0 a.m.	5.50 p.m.	Yes
1	41½	Clifton Down... ..	5. 0 a.m.	—	—	—	11.50 p.m.	No
—	—	Sea Mills I.B.S. ...	—	—	—	—	—	—
3	52½	Shirehampton ...	6.40 a.m.	6.40 a.m.	10.30 p.m.	—	—	Yes
—	60½	Avonmouth Dock Junction ...	5.15 a.m.	—	—	—	11.45 p.m.	No
—	30½	Avonmouth Sidings ...	6. 0 a.m.	—	—	—	5.50 a.m.	Yes
—	19½	Avonmouth Dock Passenger ...	5.15 a.m.	5.15 a.m.	11.40 p.m. Z	5.15 a.m.	11.35 p.m.	No
—	34½	St. Andrew's Junction ...	5.30 a.m.	—	—	—	10.25 p.m. H	No
G	77	Filton West ...	6. 0 a.m.	—	—	—	9.50 p.m.	No
K	62	Henbury ...	6.30 a.m.	6.30 a.m.	9. 0 p.m.	—	—	Yes
2	34	Blaise ...	—	Open as required	—	—	—	Yes
D	24	Pilning (Low Level) ...	6. 0 a.m.	—	9.50 p.m. SO	2. 0 p.m. A	8.30 p.m. A	—
2	44	Severn Beach ...	{ 6.10 a.m.	6.10 a.m.	11. 0 p.m.	{ 1. 0 p.m. 11.15 a.m.	{ 7.15 p.m. 10.10 p.m. A }	Yes
J3	18	Hallen Marsh Junction ...	{ 6. 0 a.m.	—	—	—	{ 5.50 a.m. 7.15 p.m. B }	Yes
E2	41	Holesmouth Junction ...	{ 6. 0 a.m.	—	—	1. 0 p.m. B	{ 5.50 a.m. 1.50 p.m.	Yes
—	65	Avonmouth Goods Yard ...	{ 5.30 a.m.	—	—	—	{ 10.25 p.m. HL 10.25 p.m. H }	Yes
—	29	St. Andrew's Junction ...	5.30 a.m.	—	—	9.15 p.m. L	5.50 a.m.	No
—	31	Gloucester Road ...	6. 0 a.m.	—	—	—	—	No
M	65	Ashton Junction ...	4.30 a.m.	—	—	—	10.20 p.m.	No
—	44	Ashton Bridge ...	6. 0 a.m.	—	—	—	5.50 a.m.	No
—	7	Avon Crescent ...	6. 0 a.m.	—	10.0 p.m. QSO	—	—	No
—	54	Canons Marsh Crossing ...	6. 0 a.m.	—	10.0 p.m. QSO	—	—	No
N	41	Clifton Bridge ...	5. 0 a.m.	5. 0 a.m.	{ After last train SX 12.15 a.m. Sun. Q }	10.30 a.m.	After last train	No
2	63	Oak Wood ...	7.40 a.m.	7.40 a.m.	2. 0 p.m.	—	—	Yes
1	50	Pill ...	7.40 a.m.	7.40 a.m.	10.20 p.m.	—	—	Yes
1	14	Shipyards Sidings ...	{ 1.30 p.m.	12.15 p.m. SO 1.30 p.m. SX	6.15 p.m.	—	—	Yes
2	45	Portishead ...	5. 0 a.m.	5. 0 a.m.	{ 11. 0 p.m. SX After last train SO }	10.30 a.m.	After last train	No
P	44	Congresbury ...	4.40 a.m.	4.40 a.m.	{ 8.30 p.m. SX 9. 0 p.m. SO }	—	—	No
2	74	Sandford and Banwell ...	4.55 a.m.	4.55 a.m.	{ 8.20 p.m. SX 8.55 p.m. SO }	—	—	No
3	39	Axbridge ...	5.25 a.m.	5.25 a.m.	{ 8.10 p.m. SX 8.50 p.m. SO }	—	—	No
1	57	Cheddar ...	5.30 a.m.	5.30 a.m.	{ 8. 5 p.m. SX 8.50 p.m. SO }	—	—	No
6	58	Wookey ...	—	—	Closed	(Worked as a Ground Frame)		No
1	4	Wells ...	6. 0 a.m.	6. 0 a.m.	{ 18. 0 p.m. SX 9. 0 p.m. SO }	—	—	No
—	7	Wells (Priory Road) ...	—	—	Closed	(Worked as a Ground Frame)		—
—	—	Wells E. Somerset ...	6.30 a.m.	6.30 a.m.	7.50 p.m. Q	—	—	No
4	68	Shepton Mallet ...	7. 5 a.m.	7. 5 a.m.	8. 5 p.m. Q	—	—	No
3	28	Cranmore ...	8.15 a.m.	8.15 a.m.	8.15 p.m. Q	—	—	No
5	47	Witham ...	6. 0 a.m.	—	—	—	9.50 p.m. W	Yes

A — Until 2nd October (inclusive) and commencing 7th May.

B — Until 2nd October (inclusive) and commencing 7th May, opens 11.15 a.m., closes 10.15 p.m.

C — From Hutton M.L.

D — From Cattybrook Sidings.

E — From Severn Beach.

F — From Stapleton Road.

G — From Stoke Gifford West.

H — Or after 10.15 p.m. St. Andrew's Road has cleared.

J — From Henbury.

K — From Filton Junction.

L — Applies 9th October to 30th April (inclusive).

M — From Parson Street Junction.

N — From Ashton Junction.

P — From Yatton West.

Q — Or until last train has cleared.

S — Applies until 30th April (inclusive).

T — From Weston-super-Mare.

TS — Tuesday to Saturday mornings, inclusive.

W — Or until 8.10 p.m. Bristol (T.M.) clears.

Z — Or after 11.35 p.m. Avonmouth Dock clears.

± — From Worle Junction.

LIST OF SIGNAL BOXES—continued

Distance Box to Box		NAME OF BOX	TIMES DURING WHICH BOXES ARE OPEN					Whether provided with Switch
			Week Days			Sundays		
			Opened at		Closed at	Opened at	Closed at	
M	C	Mondays	Other Days					
—	—	Bedwyn	5.40 a.m.	—	—	{ 5.40 p.m.	5.50 a.m. 8.30 p.m. }	Yes
1	56	§Crofton Crossing	—	Crossing Keeper always in attendance			—	—
—	44	Grafton East	—	As required			—	—
—	58	Wolffhall Junction	7.20 a.m.	7.20 a.m.	5.40 p.m.	{ 10. 5 a.m. 6.15 p.m.	1.30 p.m. 9.30 p.m. }	Yes D
—	50	Savernake L. L. East	—	—	—	{ 9.50 p.m.	5.50 a.m.	Yes
H4	60	Savernake L.L. West	6.45 a.m.	6.45 a.m.	10.35 p.m.	6. 0 a.m.	9.50 p.m.	Yes D
—	21	—	—	—	—	—	—	—
2	28	Wootton Rivers	—	—	Open as required	—	—	Yes
2	63	Pewsey	6. 0 a.m.	—	—	{ 11.15 a.m.	5.50 a.m. 7. 5 p.m.	Yes
3	42	Woodborough	6. 0 a.m.	—	—	{ 6.20 p.m.	1.50 p.m. 9.10 p.m.C	Yes D
2	25	Patney and Chirton	—	Continuously			—	—
K4	55	Devizes	5.10 a.m.	5.10 a.m.	9.10 p.m.	{ 7.10 a.m. 11.30 a.m. 4.30 p.m.	8. 0 a.m. 12.30 p.m. 9.30 p.m. }	No
2	44	Crookwood	—	Open as required			—	—
3	15	Lavington	6. 0 a.m.	—	—	{ 5.25 p.m.	5.50 a.m. 8. 5 p.m. }	Yes
4	41	Edington and Bratton I.B.S.	—	—	—	—	—	—
3	12	†Heywood Road Junction	{ 6. 0 a.m.	—	—	11.30 a.m.	5.50 a.m. 7.20 p.m. }	Yes D
—	—	Thingley Junction	—	Continuously			—	—
—	61	Lacock	{ 8. 0 a.m.	8. 0 a.m.	11.50 a.m.SX 3.50 p.m.SX	—	—	No
3	16	Melksham	6. 0 a.m.	6. 0 a.m.	9.50 p.m.	3.30 p.m.	4.30 p.m.A	Yes
R3	45	—	—	—	—	—	—	—
2	48	Holt Junction	—	Continuously			—	—
P8	13	—	—	—	—	—	—	Yes
—	—	Bathampton	—	Continuously			—	—
4	27	Limpley Stoke	6.10 a.m.	6.10 a.m.	8.45 p.m.	—	—	Yes D
—	42	Freshford	6. 0 a.m.	—	—	—	5.50 a.m.	Yes
2	15	Bradford-on-Avon	6.10 a.m.	6.10 a.m.	8.40 p.m.	—	—	Yes
Q1	49	Bradford Junctions	—	Continuously			—	—
R3	20	Trowbridge	5. 0 a.m.	—	—	—	10. 0 p.m.	Yes D
—	26	—	—	—	—	—	—	—
—	70	Yarnbrook I.B. Signals	—	—	—	—	—	—
—	61	Hawkeridge	{ 6. 0 a.m.	—	—	—	5.50 a.m.	Yes
—	65	—	—	—	—	—	—	—
—	37	Westbury North	—	Continuously			—	—
—	72	—	—	—	—	—	—	No
—	13	Westbury Middle	6. 0 a.m.	—	—	—	9.50 p.m.	Yes
—	22	Westbury South	—	Continuously			—	Yes
F2	32	Fairwood Junction	{ 6. 0 a.m.	—	—	—	5.50 a.m. 7.20 p.m.	Yes D
1	4	—	—	—	—	11.30 a.m.	7.20 p.m.	—
3	23	Clink Road Junction	7.30 a.m.	7.30 a.m.	11.30 p.m.	12. 0 noon	7.50 p.m.	Yes D
—	58	Frome North	5.15 a.m.	5.15 a.m.	9.15 p.m.	—	—	Yes
—	25	Frome South	—	Continuously			—	—
Z1	15	Blatchbridge Junction	7.30 a.m.	7.30 a.m.	11.30 p.m.	12. 0 noon	7.50 p.m.	Yes D
2	3	—	—	—	—	—	—	—
2	3	Woodlands I.B. Signals	—	—	—	—	—	—
2	16	Witham	6. 0 a.m.	—	—	—	9.50 p.m. G	Yes
2	50	Brewham	8. 0 a.m.	8. 0 a.m.	11.50 p.m.	—	—	Yes
2	47	Bruton	6. 0 a.m.	—	—	—	5.50 a.m.	Yes
—	43	Castle Cary	—	Continuously			11. 0 a.m.	7. 0 p.m.
—	—	Alford	—	As required			—	—

A — Or until 3.30 p.m. Swindon has cleared.

C — Or after clearance of 4.20 p.m. Exeter Milk.

D — When Box is out of circuit, Junction is set for Main Line.

F — From Heywood Road Junction via Avoiding Line.

G — Or after clearance of 8.10 p.m. Bristol (T.M.).

H — From Marlborough.

K — From Patney and Chirton.

N — From Heywood Road Junction.

P — From Devizes.

Q — From Holt Junction.

R — From Bradford-on-Avon.

Z — From Frome South.

§ — No Block Telegraph.

† — Distance from Heywood Road Junction to Hawkeridge Junction is 65 chains.

LIST OF SIGNAL BOXES—continued

Distance Box to Box		NAME OF BOX	TIMES DURING WHICH BOXES ARE OPEN					Whether provided with Switch
			Week Days			Sundays		
			Opened at		Closed at	Opened at	Closed at	
M	C	Monday	Other Days					
—	—	Charfield	—	Continuously	—	—	—	Yes
2	0	Wickwar	6. 0 a.m.	—	—	—	5.50 a.m.	Yes
1	72	Rangeworthy	6. 0 a.m.	—	—	—	5.50 a.m.	Yes
2	46	Yate M.L. Junction	—	Continuously	—	—	—	Yes
20	20	Yate South Junction	—	Continuously	—	—	—	Yes
2	23	Westerleigh North Junction	3. 0 a.m.	—	—	—	1.50 p.m.	Yes
42	42	Westerleigh South Junction	5. 0 a.m.	—	—	—	6. 0 a.m.	Yes
—	73	Shortwood Siding	10. 0 a.m.	10. 0 a.m.	{ 1.30 p.m. SX 2.40 p.m. SO }	—	—	Yes
—	68	Mangotsfield North Junction	4.40 a.m.	—	—	{ 10.30 a.m.	5.50 a.m. 12.40 p.m. }	Yes
—	45	Mangotsfield Station Junction	—	Continuously	—	—	—	No
—	—	Staple Hill I.B.S.	—	—	—	—	—	—
2	3	Fishponds	—	Continuously	—	—	—	Yes
—	63	Kingswood Junction	5. 0 a.m.	—	—	—	5.50 a.m.	Yes
1	31	Lawrence Hill Junction	—	Continuously	—	—	—	No
—	24	Engine Shed Sidings	—	Continuously	—	—	—	No
A	26	Warmley	4.40 a.m.	—	—	{ 7.50 a.m. 6.55 p.m.	5.50 a.m. 12. 0 noon 9.20 p.m. }	No
2	12	Bitton	6.10 a.m.	6.10 a.m.	8.30 p.m.	—	5.50 a.m. 10.30 a.m. 9.20 p.m.	Yes
5	37	Weston	4.40 a.m.	—	—	{ 7.50 a.m. 6.55 p.m.	5.50 a.m. 10.30 a.m. 9.20 p.m.	No
—	39	Bath Junction	2. 0 a.m.	—	—	—	5.50 a.m. 5.50 a.m.	Yes
—	21	Bath Green Park	2. 0 a.m.	—	—	{ 7.25 a.m. 6.40 p.m.	11.20 a.m. 9.30 p.m. 5. 0 a.m. B	No
3	72	Midford	2.35 a.m.	—	—	—	—	No
2	23	Wellow	6.10 a.m.	6.10 a.m.	8.40 p.m.	—	—	Yes
2	74	Wrixlington	8. 0 a.m.	6.30 a.m.	{ 3.10 p.m. MO 1.40 p.m. MX }	—	—	Yes
—	64	Radstock North 'A'	6.40 a.m.	6.40 a.m.	9.10 p.m.	—	—	Yes
—	22	Radstock North 'B'	2.40 a.m.	—	—	—	4.50 a.m. B	No
1	66	Midsomer Norton Station	6.40 a.m.	6.40 a.m.	9.10 p.m.	—	—	Yes
2	1	Chilcompton	6.40 a.m.	6.40 a.m.	9.10 p.m.	—	—	Yes
1	12	Moorewood	7.20 a.m.	7.20 a.m.	1.15 p.m.	—	—	Yes
1	29	Binegar	3. 0 a.m.	—	—	—	4.40 a.m. B	Yes
1	45	Masbury	9. 0 a.m.	9. 0 a.m.	4.10 p.m.	—	—	Yes
3	17	Shepton Mallet C. Road	3.45 a.m.	—	—	—	4.15 a.m. B	No
3	5	Evercreech New	7.15 a.m.	7.15 a.m.	9.45 p.m.	—	—	Yes
1	13	Evercreech Junction North	3.55 a.m.	—	—	—	3.45 a.m. B	No
5	6	West Pennard	{ 6. 0 a.m. 2.40 p.m.	6. 0 a.m. 2.40 p.m.	{ 1.40 p.m. 9.50 p.m.	—	—	No
5	24	Glastonbury & S.	6. 5 a.m.	6. 5 a.m.	10. 5 p.m.	—	—	No
4	43	Shapwick	6.55 a.m.	6.55 a.m.	10.20 p.m.	3. 5 p.m.	5. 0 p.m.	No
6	46	Highbridge 'C'	6.15 a.m.	6.15 a.m.	10.30 p.m.	3. 0 p.m.	5. 0 p.m.	No
—	17	Highbridge 'B'	6.15 a.m.	6.15 a.m.	5. 0 p.m.	As required		No
—	14	Highbridge 'A'	6.15 a.m.	6.15 a.m.	5. 0 p.m.	—	—	No
—	32	Evercreech Junction South	4.10 a.m.	—	—	—	3.45 a.m. B	No
2	60	Cole	6.50 a.m.	6.50 a.m.	9.20 p.m.	—	—	Yes
4	20	Wincanton	6. 0 a.m.	6. 0 a.m.	9.50 p.m.	—	—	Yes
3	14	Templecombe Junction	1.45 a.m.	—	—	{ 2.25 p.m.	4. 0 a.m. B 6.40 p.m. }	No

A — From Mangotsfield Station Junction.

B — Or after last train clears.

Distance Box to Box		NAME OF BOX	TIMES DURING WHICH BOXES ARE OPEN					Whether provided with Switch
			Week Days		Closed at	Sundays		
			Opened at			Opened at	Closed at	
M	C		Mondays	Other Days				
C 7	43	Foss Cross	6.45 a.m.	6.45 a.m.	5. 0 p.m. A	—	—	No
6	15	Cirencester (Watermoor) ..	5.50 a.m.	{ 5.50 a.m. MSX 7.20 a.m. SO	{ 7.30 p.m. SX A 4.50 p.m. SO A }	—	—	No
3	5	South Cerney	5.40 a.m.	{ 5.40 a.m. MSX 7.40 a.m. SO	{ 7.40 p.m. SX A 5. 0 p.m. SO A }	—	—	No
3	38	Cricklade	5.35 a.m.	{ 5.35 a.m. MSX 7.50 a.m. SO	{ 7.50 p.m. SX A 5.10 p.m. SO A }	—	—	No
B	36 16	{ Rushey Platt	{ 5. 0 a.m. — —	{ 5. 0 a.m. SX 5.15 a.m. SO —	{ 9. 0 p.m. A — —	{ 9.30 a.m. 1.35 p.m. 5.35 p.m. 9.45 p.m.	{ 9.50 a.m. G 2.15 p.m. K 6. 5 p.m. N 10.10 p.m. P }	No
I	52	Swindon Town 'A'	{ 5.15 a.m. — —	{ 5.15 a.m. — —	{ 9. 0 p.m. A — —	{ 9.30 a.m. 1.35 p.m. 5.35 p.m. 9.45 p.m.	{ 9.50 a.m. G 2.15 p.m. K 6.10 p.m. N 10.10 p.m. P }	No
—	21	Swindon Town 'B'	{ 5.15 a.m. — —	{ 5.15 a.m. — —	{ 9. 0 p.m. A — —	{ 9.30 a.m. 1.15 p.m. 5.40 p.m. 9.20 p.m.	{ 10.20 a.m. G 2.10 p.m. K 6.30 p.m. N 10. 0 p.m. P }	No
2	74	Chiseldon	6.15 a.m.	6.15 a.m.	8.40 p.m. Z	Closed		Yes
3	45	Ogbourne	6.15 a.m.	7. 0 a.m.	8.30 p.m. Z	Closed		Yes
4	55	Marlborough	{ 6.15 a.m. — —	{ 7. 0 a.m. — —	{ 8.30 p.m. A — —	{ 9.35 a.m. 12.50 p.m. 5.50 p.m. 9. 0 p.m.	{ 10.35 a.m. G 2. 0 p.m. K 6.45 p.m. N 10. 0 p.m. P }	No
4	60	Savernake L.L. West	6.45 a.m.	6.45 a.m.	10.35 p.m.	6. 0 a.m.	9.50 p.m.	Yes
—	21	Savernake L.L. East	—	—	—	9.50 p.m.	5.50 a.m.	Yes
—	50	Wolfhall Junction	7.20 a.m.	7.20 a.m.	5.40 p.m.	{ 10. 5 a.m. 6.15 p.m.	{ 1.30 p.m. K 9.30 p.m. P }	Yes
—	36	Grafton South Junction ..	{ 7. 0 a.m. — —	{ 7. 0 a.m. — —	{ 8.15 p.m. A — —	{ 10. 5 a.m. 6.15 p.m.	{ 1.25 p.m. K 9.30 p.m. P }	No
—	74	Grafton Station	—	Open as required		—	—	Yes
4	20	Collingbourne	—	Open as required		—	—	Yes
2	36	Ludgershall	{ 6.45 a.m. — —	{ 6.45 a.m. — —	{ 8.30 p.m. A — —	{ 10.15 a.m. 6.25 p.m.	{ 1.15 p.m. K 9.15 p.m. P }	No
3	70	Weyhill	—	Open as required		—	—	Yes
2	8	Red Post Junction	{ 6.35 a.m. —	{ 6.35 a.m. —	{ 10.35 p.m. —	{ 10.40 a.m. 6.15 p.m.	{ 1.50 p.m. 8.55 p.m.	—

A — Or after the last train clears.

B — From Rushey Platt Junction.

C — From Andoversford Junction.

G — Or after clearance of 9.35 a.m. Swindon Junction.

K — Or after clearance of 12.40 p.m. Andover Junction.

N — Or after clearance of 5.50 p.m. Swindon Junction.

P — Or after clearance of 8.35 p.m. Andover Junction.

Z — Or until 7.56 p.m. Savernake (L.L.) clears Swindon Town 'B' Box.

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

The loads of all Passenger, Parcels, Milk and Fish Trains will be calculated on the tonnage system and the table given hereunder shows the standard loads for the various classes of engines on the different routes.

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

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

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

In the case of a vehicle of another region not marked with the tare weight, being formed in a train, the weight of the vehicle must be counted as 10 tons for a Horse Box, Carriage Truck, or other such small vehicle, 20 tons for a four or six-wheeled passenger carrying vehicle or Brake Van, 30 tons for an eight-wheeled passenger carrying vehicle or Brake Van other than 70-ft. stock, and 40 tons for a Dining Car, Sleeping Car, or 70-ft. passenger carrying vehicle or Brake Van.

PARCELS AND FISH TRAINS.—Owing to the difference in the weights of loaded and unloaded Parcels Vans and Fish Trucks, it will be necessary in the case of Parcels and Fish Trains to add to the total of the tare weights shown on the vehicles an agreed figure representing the weight of the average load, for every loaded truck formed in the train. It has been decided that this fixed figure shall be one ton per vehicle for Parcels and 3 tons per vehicle for Fish, and therefore, a guard, in calculating the load of his train, must multiply the number of loaded trucks by these figures and add the resulting figure to the total of the tare weights marked upon the trucks.

MILK TRAINS.—The weight of vehicles containing Milk Traffic to be computed as follows, whether the vehicles are working on Passenger, Milk, Fish or Perishable Trains:—

Milk Tanks			Siphons F., G., H. and BG Vehicles		
	Empty	Loaded	Empty		Tare weight
Fixed Milk Tanks (Miltas)	14 tons	28 tons	Loaded (Empty Churns)		Tare weight plus 5 tons
Road/Rail Milk Tanks (Rotanks)	18 tons	28 tons	Loaded (Full Churns)		Tare weight plus 8 tons
Siphons J. and B Vehicles			Other Vehicles		
	Empty	Tare weight		Tare weight	
	Loaded (Empty Churns)	Tare weight plus 5 tons		Tare weight plus 3 tons	
	Loaded (Full Churns)	Tare weight plus 10 tons		Tare weight plus 5 tons	
6.0 p.m. (Milk) Taunton to Kensington (Olympia)					Gross maximum load allowed Swindon to West Ealing: 510 tons for 49XX engines; 550 tons for 'Castle' class (4037, 4073-99, 50XX, 70XX) and B.R. Standard Class 9F (92XXX) engines.
3.50 p.m. (Milk) Whitland to Kensington (and other Milk Trains)					Gross maximum load allowed for 'Castle' class and B.R. Standard Class 9F (92XXX) engines: Cardiff to Swindon (17 Milk Tanks and Van), 505 tons;
3.35 p.m. (Parcels) Neyland to Paddington (SX)					Gross maximum load allowed for 'Castle' class and B.R. Standard Class 9F (92XXX) engines: Cardiff to Swindon, 500 tons.
5.20 p.m. (Fish) Milford Haven to Paddington					
Gross maximum load allowed for all Milk, Fish, Perishable and Parcels Trains: Swindon to destination:—					
	'Castle' class				530 tons
	49XX and 68XX				485 tons
	78XX				455 tons

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

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

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

Tonnage of Passenger stock. Tare weight of Goods Brake Van (where provided).

Tonnage of Freight vehicles to be calculated:—Class 1 traffic=16 tons per wagon. Class 2 traffic=13 tons per wagon.

Class 3 traffic=10 tons per wagon. Empties (4-wheel stock)=6 tons per wagon.

NOTES.

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

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

Empty Stock Trains must not exceed 20 eight-wheeled vehicles or their equivalent.

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

Stations will, in wiring particulars of trains, give the information as shown in the following example:—

Train 1C43 five late; four Penzance 136; two Plymouth 75; three Kingswear 102; engine 5058; loading moderate.

The following maximum single engine loads (including Brake Van) are specially authorised for Parcels, Perishables and Empty and Loaded Milk Trains in either direction between Paddington or Wood Lane and Newton Abbot via Lavington and Castle Cary or via Swindon and Box:—

'King' Class Engines	550 tons
'Castle,' 10XX, B.R. Standard Class 7 (70XXX) and Class 9F (92XXX) Engines	*500 tons
47XX Class Engines	485 tons
49XX, 59XX, 69XX, 79XX, 68XX, and B.R. Standard Class 5 (73XXX) Engines	465 tons
78XX and B.R. Standard Class 4 (75XXX and 76XXX) Engines	450 tons

*—Load for Up loaded milk trains—505 tons.

When the load exceeds the normal single engine load shown, the running time Taunton 'start' to Castle Cary 'pass' will be 42 minutes and Heywood Road Jn. 'pass' to Bedwyn 'pass' 45 minutes.

The following loads are authorised for Milk Empties and Parcels trains between Heywood Road Junction and Cardiff via Hawkeridge, and between Swindon and Cardiff:—

'Castle,' B.R. Standard Class 7 (70XXX), 'County' Class Engines	500 tons §
49XX, 68XX Class Engines	450 tons §

§ Assisted Stapleton Road to Filton.

W—Only on local services at speeds not exceeding 60 m.p.h.

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

MAIN LINE TRAINS—continued

SECTION		CLASS OF ENGINE									
		60XX	B.R. Standard Class 7 (70XXX)	B.R. Standard Class 9F (2-10-0) (92XXX) R	B.R. Standard Class 5 (73XXX)	B.R. Standard Class 4 (75XXX) (76XXX)	B.R. Standard Class 3 (82XXX)				
From	To	10XX	4037 4073- 4099 50XX 70XX	47XX (Only on Local Ser- vices at speeds not ex- ceed- ing 60 mph)	49XX 59XX 69XX 79XX	41XX 51XX 61XX 81XX	78XX 53XX 63XX 73XX	45XX 55XX 36XX 37XX 46XX 57XX 77XX 87XX 96XX 97XX	D63XX	90XX	0-4-2T 14XX 58XX
					68XX	56XX 66XX	84XX 94XX	22XX 32XX	0-6-0T	'A' Group	
		Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons

NORTH WARWICKSHIRE—BRISTOL AND BIRMINGHAM (via Yate and Standish Junction)

Bristol	Filton†	—	420	—	385	364	308	280	252	—
Bristol	Filton*	—	392	—	364	336	280	252	224	168
Filton	Cheltenham (Malvern Road)	—	455	—	420	420	364	336	322	—
Cheltenham .. (Malvern Road)	Stratford-upon-Avon ..	—	455	—	420	420	364	336	322	—
Stratford-upon-Avon ..	Birmingham‡	—	420	—	392	364	308	280	266	—
Stratford-upon-Avon ..	Birmingham ¶	—	364	—	336	308	252	224	210	—
Birmingham	Stratford-upon-Avon ..	—	455	—	420	420	392	364	350	—
Stratford-upon-Avon ..	Cheltenham	—	455	—	420	420	364	336	322	—
	(Malvern Road)									
Cheltenham	Bristol	—	455	—	420	420	364	336	322	—
(Malvern Road)										

*—Stopping at Ashley Hill. †—Through Trains. ‡—Running through Stratford-upon-Avon.
¶—Stopping at Stratford-upon-Avon.

CHIPPENHAM AND WESTBURY TO WEYMOUTH

Chippenham	Westbury	—	455	455	420	392	336	308	280	198
Westbury	Yeovil	—	455	455	420	392	336	308	280	198
Yetminster	Evershot C	—	315	315	288	260	204	180	152	132
Yeovil	Yetminster	—	440	440	420	400	345	320	300	250
Yetminster	Evershot D	—	278	278	260	232	175	152	134	110
Evershot	Weymouth	—	455	455	420	392	336	308	280	176

WEYMOUTH TO WESTBURY AND CHIPPENHAM

Weymouth	Dorchester West	—	315	315	270	260	204	180	152	132
Dorchester West ..	Yeovil	—	455	455	420	392	336	308	280	176
Yeovil	Westbury	—	455	455	420	392	336	308	280	198
Westbury	Chippenham	—	455	455	420	392	336	308	280	198

C—Through Loads.

D—When calling at Chetnole Halt.

CHELTENHAM, SWINDON TOWN, ANDOVER JUNCTION AND SOUTHAMPTON

Cheltenham	Cirencester W. ..	—	—	—	—	320	252	230	196	130
(St. James') ..										
Cirencester W. ..	Swindon Town ..	—	—	—	—	320	280	252	220	154
Swindon Junction ..	Savernake L.L. ..	—	—	—	—	336	280	252	220	154
Savernake L.L. ..	Andover Junction ..	—	—	—	—	314	252	230	198	132
Andover Junction ..	Southampton ..	—	—	—	—	420	—	260	242	176
Southampton	Andover Town ..	—	—	—	—	392	—	260	242	176
Andover Town	Andover Junction ..	—	—	—	—	364F	—	260F	176	110
Andover Junction ..	Savernake L.L. ..	—	—	—	—	392	336	260	220	154
Savernake L.L. ..	Swindon Town ..	—	—	—	—	320	252	238	198	132
Swindon Town	Swindon Junction ..	—	—	—	—	420	420	420	364	308
Swindon	Cirencester W. ..	—	—	—	—	392	364	336	308	280
Cirencester W. ..	Cheltenham	—	—	—	—	336	308	277	242	176
(St. James')										

F—With a clear run through Andover Town.

R—Speed not to exceed 60 m.p.h.

V—These loads are also applicable to Southern Region (2-6-0) 'N' and 'U' class engines.

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

MAIN LINE TRAINS—continued

BARNT GREEN AND BRISTOL AND BRANCHES

SECTION		CLASS OF ENGINE						
		4037 4073-4099 50XX 70XX		49XX 59XX 69XX 79XX	78XX	45XX 55XX 36XX 37XX 46XX 57XX 77XX 87XX 96XX 97XX		
From	To	10XX	B.R. Std. Cl. 6	B.R. Std. Cl. 5	B.R. Std. Cl. 4	84XX 94XX	22XX 32XX	90XX
		B.R. Std. Cl. 7 Ex L.M.R. Cl. 7P	Ex L.M.R. Std. Cl. 6P	Ex L.M.R. Std. Cl. 5	Ex L.M.R. Cl. 4	B.R. Std. Cl. 3 Ex L.M.R. Cl. 3	Ex L.M.R. Cl. 2	0-6-0T 'A' Group
		Tons	Tons	Tons	Tons	Tons	Tons	Tons
Birmingham (N. St.)	Bristol (T.M.)	455	420	385	350	325	270	—
Bristol (T.M.)	Fishponds	415	380	345*	300	270	225	—
Fishponds	Bromsgrove	455	420	385	350	325	270	—
Bromsgrove	Blackwell	230	200	190	90	90	90	—
Blackwell	Birmingham (N. St.)	455	420	385	350	325	270	—
Mangotsfield	Bath Green Park	455	420	385	350	325	270	200
Bath Green Park	Mangotsfield	420	405	355	310	280	230	170
Abbotts Wood	Worcester S.H.	455	420	385	350	325	270	—
Worcester S.H.	Stoke Works	455	420	385	350	325	270	—
Stoke Works	Worcester S.H.	455	420	385	350	325	270	—
Worcester S.H.	Abbotts Wood	455	420	385	350	325	270	—

—315 tons for Class 5 engines fitted with Caprotti Valve Gear.

STANDARD LOADS FOR EX-L.M.R. ENGINES WORKING BETWEEN BRISTOL (T.M.) AND YATE SOUTH JUNCTION VIA STAPLETON ROAD AND STOKE GIFFORD

SECTION	CLASS OF EX-L.M.R. PASSENGER ENGINE						
	7.	6. (former 5X)	5.	4.	3.	2.	1.
	Tons	Tons	Tons	Tons	Tons	Tons	Tons
Bristol (T.M.) to Yate South Junction (via Stapleton Road and Stoke Gifford)	450	390	385	300	270	225	165

In the event of the load exceeding the tonnages shown and the train not being assisted in front, the normal arrangements for Western Region Banking engine to be provided from Stapleton Road must apply.

MAXIMUM LOADS FOR RAIL MOTORS

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

Gradient	AUTO ENGINES	
	0-4-2T	0-6-0T
1 in 40	Tons 72	Tons 90
1 in 50	96	120
1 in 60	120	150
1 in 80	144	180
1 in 100	168	210

ENGINE LOADS FOR PASSENGER TRAINS FOR ENGINE WORKING PURPOSES—continued

BATH GREEN PARK AND BOURNEMOUTH WEST

SECTION		CLASS OF ENGINE								
		B.R. Standard Cl. 9 (2-10-0)	B.R. Standard Cl. 6 (4-6-2)	B.R. Standard Cl. 5 (4-6-0)	B.R. Standard Cl. 4 (2-6-4T) (2-6-0)	B.R. Standard Cl. 3 (2-6-2T) (2-6-0)	B.R. Standard Cl. 2 (2-6-2T)	S.R. 'West Country'	S.R. Cl. U1, N1, U, N, (4MT)	S.R. Cl. T9, (3P)
From	To	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons
Bath Green Park	Masbury	385	290	270	240	220	150	270	240	170
Masbury	Corfe Mullen N	385	—	405	365	335	310	405	365	255
Corfe Mullen	Bournemouth West	385	—	360	300	260	200	385	300	225
Bournemouth West	Corfe Mullen	385	—	360	300	260	200	385	300	225
Corfe Mullen	Evercreech Junction N	385	—	405	365	335	310	405	365	255
Evercreech Junction	Binegar	385	290	270	240	220	150	270	240	170
Binegar	Bath Green Park	415	400	380	320	300	150	380	320	220
Templecombe Upper	Templecombe Junction	450	450	450	450	450	450	450	450	400
Masbury	Templecombe Upper	450	425	—	—	—	—	—	—	—
Templecombe Upper	Evercreech Junction	450	425	—	—	—	—	—	—	—

SECTION		CLASS OF L.M.R. PASSENGER ENGINE					CLASS OF L.M.R. FREIGHT ENGINE			
		Cl. 1	Cl. 2 Type 600	Cl. 3 (2-6-2T)	Cl. 4	Cl. 5 MT (4-6-0)	Cl. 3	Cl. 4	Cl. 5 (2-6-0)	Cl. 7 Cl. 8
From	To	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons
Bath Green Park	Masbury	110	150	220	225	270	190	240	240	310
Masbury	Corfe Mullen N	200	310	335	340	405	290	365	365	450
Corfe Mullen	Bournemouth West	175	200	260	300	360	260	320	320	415
Bournemouth West	Corfe Mullen	175	200	260	300	360	260	320	320	415
Corfe Mullen	Evercreech Jct. N	200	310	335	340	405	290	365	365	450
Evercreech Junction	Binegar	110	150	220	225	270	190	240	240	310
Binegar	Bath Green Park	110	150	300	310	380	260	320	320	415
Templecombe Upper	Templecombe Junction	300	450	450	450	450	450	450	450	450

N—Including Templecombe Upper

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

BRANCH LINES

SECTION		CLASS OF ENGINE							
		B.R. Standard Class 7 (70XXX)	B.R. Standard Class 9F (2-10-0) (92XXX) R	B.R. Standard Class 5 (73XXX)	B.R. Standard Class 4 (75XXX) (76XXX)	B.R. Standard (2-6-2T) Class 3 (82XXX)		B.R. Standard (2-6-0) Class 2 (78XXX)	
From	To	10XX 4037 4073- 4099 50XX 70XX	47XX (Only on Local Services at speeds not exceed- ing 60 m.p.h.)	49XX 59XX 69XX 79XX 68XX	53XX 63XX 73XX 41XX 51XX 61XX 81XX 56XX 66XX	45XX 55XX 36XX 37XX 46XX 57XX 77XX 87XX 96XX 97XX 84XX 94XX	D63XX 22XX 32XX	Ex L.M.R. Class 2 (465XX) 90XX 0-6-0T 'A' Group	0-4-2T 14XX 58XX
		Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons
Avonmouth Dock	Filton Junction or Stoke Gifford	455	—	420	392	286	242	242	198
Filton Junction or Stoke Gifford	Avonmouth Dock	455	—	420	420	420	397	364	336
Kemble	Cirencester Town ..	—	—	—	—	350A 350A	—	280 300	252 270
Kemble	Tetbury	—	—	—	—	260B 270B	—	190C 200C	160 170
Chippenham ..	Calne	—	—	—	—	274 252	—	242 220	—
Parson Street Jn.	Clifton Bridge ..	455	—	420	420	392	364	336	220
Clifton Bridge ..	Portishead	—	—	—	—	308	280	280	242
Portishead	Clifton Bridge ..	—	—	—	—	308	280	280	242
Clifton Bridge ..	Parson Street Jn.	455	—	420	392	336	336	308	198
Stapleton Road ..	Clifton Down ..	382	—	353	330	242	220	220	176
Clifton Down ..	Avonmouth Dock ..	455	—	420	392	270	242	242	198
Avonmouth Dock ..	Pilning L.L.	—	—	420	420	420	392	364	312
Pilning L.L.	Pilning Junction ..	—	—	420	392	286	242	242	198
Pilning Junction ..	Avonmouth Dock ..	—	—	420	420	420	392	364	336
Avonmouth Dock ..	Clifton Down ..	360	—	330	308	220	198	198	154
Clifton Down ..	Stapleton Road ..	455	—	420	420	420	392	364	336
Yatton	Clevedon ‡	—	—	420	420	420	392	364	336
Clevedon	Yatton ‡	—	—	420	420	420	392	364	336
Yatton	Wells	—	—	—	330	264	242	242	180
Wells	Shepton Mallet ..	—	—	—	220	176	140	140	112
Shepton Mallet ..	Cranmore	—	—	—	264	220	168	168	140
Cranmore	Witham	—	—	—	420	420	392	392	336
Witham	Cranmore	—	—	—	220	176	140	140	112
Cranmore	Wells	—	—	—	364	308	264	264	220
Wells	Yatton	—	—	—	330	264	242	242	180
Bathampton ..	Holt Junction or Trowbridge	455	455	420	392	338	308	280	216
Trowbridge or Holt Junction	Bathampton ..	455	455	420	420	420	392	364	336
Holt Junction ..	Seend	360	360	336	312	264	240	240	192
Seend	Devizes	316	316	286	264	198	176	176	132
Devizes	Patney	382	382	352	330	264	242	242	198
Patney	Holt Junction ..	382	382	353	330	264	242	242	198
Savernake L.L. ..	Marlborough H.L. ..	—	—	—	312	264	220	198	154
Marlborough H.L. ..	Savernake L.L. ..	—	—	—	312	264	220	198	154
Westbury	Warminster (b) ..	364	364	336	312	264	240	240	192
Warminster	Salisbury	445	445	408	384	336	288	288	240
Salisbury	Warminster	420	420	384	360	288	264	264	216
Warminster	Westbury	455	455	420	420	420	392	392	336
Salisbury	Portsmouth via Netley	—	—	—	364§	—	—	—	—
Portsmouth	Southampton via Netley	—	—	—	308§	—	—	—	—
Southampton ..	Salisbury via Eastleigh or Redbridge	—	—	—	364§	—	—	—	—

§—53XX class engines.

b—28 tons less if calling at Dilton Marsh Halt.

‡—The load on this Branch will be subject to sufficient clearances between the Crossover Roads

A—45XX and 55XX only.

B—45XX only.

C—16XX class only.

R—Speed restricted to 60 m.p.h.

STANDARD SPEED RESTRICTIONS

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

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

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

Subject to
any lower
maximum
speed
laid down

Notes

- 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.
- Where two or more locomotives are coupled together, the speed must not exceed that laid down for the locomotive with the most severe restriction.

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

SPEED OF TRAINS THROUGH JUNCTIONS AND AT SPECIFIED PLACES

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

- Paddington to Plymouth via Lavington.
- Reading to Cogload via Swindon and Bristol.
- Swindon to London end of the Severn Tunnel via Badminton.
- Swindon to Chepstow via Gloucester.

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

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 the speed limits shown below, and full particulars must be forwarded at once to the District Traffic Superintendent.

NOTE.—The speed of all Light Engines or Trains **ENTERING** or **LEAVING** all Bay, Engine, Carriage and Avoiding Lines must be restricted to 10 miles per hour except where restricted to a lower speed on 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 Paddington and Penzance via Bath and via Lavington, Wootton Bassett and Severn Tunnel and 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.

The following L.M.R. General Instruction applies to the ex-L.M.R. sections of line shewn herein:—

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

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

Name of Place	Direction of Trains		Miles per Hour
	From	To	
STEVENTON TO HIGHBRIDGE			
DOWN LINE			
Wantage Road	Down Main	Down Relief	20
Wantage Road	Down Relief	Down Main	20
Challow	Down Main	Down Relief	20
Challow	Down Relief	Down Main	20
Shrivenham	Down Main	Down Relief	20
Shrivenham	Down Relief	Down Main	20
Swindon Station, East Box	Down Main	Down Main Platform	15
Swindon Station, East Box	Down Main	Down Gloucester Platform	15
Swindon West	Down Through Line	Down Gloucester Line	10
Swindon Station, West Box	Down Platform Line or Down Gloucester Platform Line	Down Main or to 77m. 40ch. on the Down Gloucester Line	15
Swindon (Gloucester Line)	77m. 40ch.	77m. 60ch.	30
Rushey Platt Junction	Down Main	Swindon Town Line	10
Wootton Bassett	Down Main	South Wales Line	50
Thingley Junction	Down Main	Down Branch	15
Box and Bathampton	101m. 40ch.	103m. 40ch.	75
Approaching Bath Spa Station	105m. 40ch.	106m. 20ch.	65
Bath Spa Station	106m. 63ch.	107m. 2ch.	30*
Between Keynsham and St. Anne's Park Stations	Down Main .. .. .	.. .. .	75
Bristol East Depot, Main Line Box, 116m. 79ch.	Down Main	No. 4 Down Relief Line	15
Bristol East Depot, Down Yard Box, 117m. 28ch.	Down Relief	Marsh Junction	10
North Somerset Junction, 117m. 40ch.	All trains over any line or crossover to	Dr. Day's Bridge Junction	10
Between 117m. 69ch. and Bristol East Signal Box	All Trains .. .. .	.. .. .	15
Between Bristol East Signal Box and Bristol (T.M.) West, 118m. 62ch.	All Trains .. .. .	.. .. .	10
Bristol West	Down Avoiding Line, 118m. 58ch.	Down Main or Down Relief	10
Bristol West	Down St. Philip's Marsh Line, 118m. 56ch.	Down Avoiding Line, 118m. 60ch.	20
Bedminster	Down Avoiding	Down Relief	25
Bedminster	Down Relief	Up Avoiding (over slip road)	10
Bedminster	Down Relief	Down Main	25
Bedminster	Down Main	Down Relief	25
Bedminster	Down Relief, 119m. 25ch.	119m. 35ch.	30
Malago Vale	Down Main	Down Relief	30
Malago Vale	Down Relief	Down Main	25
Parson Street Junction	Down Relief, 120m. 21ch.	Down Main, 120m. 25ch.	25
Parson Street Junction	Down Main	Portishead Branch	25
Parson Street Junction	Down Relief, 120m. 25ch.	Down Main, 120m. 30ch.	40
Claverham	Down Main	Down Relief	15
Claverham	Down Relief	Yatton East	30
Yatton East	Down Relief	Down Main	15
Yatton West	Down Main	Wells Branch	15
Yatton West	Down Main	Clevedon Branch	10
Yatton West	Down Main	Down Relief	15
Yatton West	Down Bay Line or Sidings	Down Relief	10
Yatton West	Down Relief	Huish Crossing	30
Huish Crossing	Down Relief	Down Main	15
Worle Junction	Main Line	Weston-super-Mare Loop	20
Weston-super-Mare General	Main Line	Goods Yard or Locking Road Station	10
Weston-super-Mare General	Through Station .. .. .	.. .. .	15
Uphill Junction	Weston-super-Mare Loop	Main Line	20

*—Permanent Speed Restrictions Indicator provided

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

Name of Place	Direction of Trains		Miles per Hour
	From	To	

HIGHBRIDGE TO STEVENTON

UP LINE

Uphill Junction	Main Line	Weston-super-Mare Loop	20
Weston-super-Mare General	Through Station .. .. .	.. .. .	15
Weston-super-Mare (Locking Road)	Goods Yard or Locking Road	Main Line	10
Worle Junction	Weston-super-Mare Loop	Main Line	20
Huish Crossing	Up Main	Up Relief	15
Huish Crossing	Over Relief Line	Yatton West	30
Yatton West	Up Relief	Up Main	15
Yatton East	Up Main	Up Relief	15
Yatton East	Up Relief Line	Claverham	30
Claverham	Up Relief	Up Main	15
Parson Street Junction	Up Main	Up Relief	40
Malago Vale	Up Main	Up Relief	30
Malago Vale	Up Relief	Up Main	25
Bedminster	Up Main	Up Avoiding	25
Bedminster	Up Relief	Up Main	15
Bedminster	Up Main	Up Relief	15
Bristol West	Up Main, 118m. 63ch.	Up St. Philip's Marsh Line	10
Bristol West	Up Avoiding Line, 118m. 57ch.	Up St. Philip's Marsh Line	10
Between Bristol West and Bristol East Signal Box	All Trains .. .. .	.. .. .	10
Between Bristol East Signal Box and 117m. 69ch.	All Trains .. .. .	.. .. .	15
Between Bristol East Signal Box and Dr. Day's Bridge Junction	All Trains .. .. .	.. .. .	15
Bristol East	To Gloucester Line .. .. .	.. .. .	15
North Somerset Junction, 117m. 56ch.	Up Relief	Up Main	10
North Somerset Junction	Main Line	Marsh Junction	10
Bristol East Depot Main Line Box, 117m. 6ch.	No. 3 Up Relief	Up Main Line	15
Between St. Anne's Park and Keynsham & S.	All Up Trains .. .. .	.. .. .	75
Bath Spa Station	107m. 2ch.	106m. 63ch.	30*
Bath Spa and Bathampton	106m. 20ch.	105m. 40ch.	65
Bathampton Junction	Main Line	Branch Line	15
Bathampton and Box	103m. 40ch.	101m. 40ch.	75
Chippenham East	Main Line	Calne Branch	15
Swindon (Gloucester Line)	77m. 60ch.	77m. 40ch.	30
Swindon (Gloucester Line)	77m. 40ch.	Up Gloucester Platform	20
Swindon Station West Box	Up Gloucester Line	Up Main and Up Main Platform	15
Swindon Station West Box	Up Main Line	Up Gloucester Platform	15
Swindon Station West Box	Up Main	Up Main Platform	20
Swindon Loop (Rear of Up Platform Line)	Up Loop	Up Main	15
Swindon Station East Box	Up Gloucester Platform	Up Main	20
Swindon Station East Box	Up Main Platform	Up Main	20
Highworth Junction	Up Main	Highworth Branch	15
Shrivenham	Up Main	Up Relief	20
Ashbury Crossing	Up Main	Up Loop	20
Ashbury Crossing	Up Relief	Up Main	20
Challow	Up Main	Up Relief	20
Challow	Up Relief	Up Main	20
Wantage Road	Up Main	Up Relief	20
Wantage Road	Up Relief	Up Main	20

WOOTTON BASSETT TO SEVERN TUNNEL WEST

DOWN LINE

Wootton Bassett	Main Line	South Wales Line	50
Little Somerford	Down Main	Down Platform	10
Little Somerford	Down Platform	Down Main	10
Badminton	Down Main	Down Platform	20
Badminton	Down Platform	Down Main	20
Chipping Sodbury	Down Main	Down Platform	20
Chipping Sodbury	Down Platform	Down Main	20
Coalpit Heath	Down Main	Down Platform	20
Coalpit Heath	Down Platform	Down Main	20
Stoke Gifford West	Main Line	Avonmouth Line	25
Stoke Gifford West, 111m. 75ch. to 112m. 10ch.	Down Main Through Junctions .. .. .	.. .. .	50
Stoke Gifford West (over Junction)	Down Main	Down Filton Loop	35
Patchway Junction	Badminton Line	South Wales Line	40
Pilning Junction	Through Crossover	Down Main to Up Main	10
Pilning Junction	Up Main	Pilning Low Level	10
Severn Tunnel	The speed of Passenger Trains when passing through the Severn Tunnel must not exceed 75 m.p.h. at any point. In the case of Passenger Trains assisted in front by a 2-6-2 tank engine the speed must not exceed 60 m.p.h. at any point when passing through the Tunnel.		

*—Permanent Speed Restriction Indicator provided

SPEED OF TRAINS THROUGH JUNCTIONS
AND AT SPECIFIED PLACES—continued

Name of Place	Direction of Trains		Miles per Hour
	From	To	
SEVERN TUNNEL WEST TO WOOTTON BASSETT			
UP LINE			
Severn Tunnel	The speed of Passenger Trains when passing through the Severn Tunnel must not exceed 75 m.p.h. at any point. In the case of Passenger Trains assisted in front by a 2-6-2 tank engine the speed must not exceed 60 m.p.h. at any point when passing through the Tunnel.		
Patchway Junction	South Wales Line	Badminton Line	40
Stoke Gifford West	Up Main through Junction		50
Coalpit Heath	Up Main	Up Platform	20
Coalpit Heath	Up Platform	Up Main	20
Westerleigh West Junction	Up Main	Up Branch	20
Chipping Sodbury	Up Main	Up Platform	20
Chipping Sodbury	Up Platform	Up Main	20
Badminton	Up Main	Up Platform	20
Badminton	Up Platform	Up Main	20
Little Somerford	Up Main	Up Platform	20
Little Somerford	Up Platform	Up Main	20
Wootton Bassett Junction	South Wales Line	Main Line	60*
*—Permanent Speed Restriction Indicator provided			

SWINDON AND HIGHWORTH

Swindon, Highworth Junction	Speed in either direction not to exceed 25 miles per hour.		
Swindon, Highworth Junction	Highworth Branch	Down Main	15
	Up Main	Highworth Branch	15
For instructions applicable to working over Branch, see page 165			

LITTLE SOMERFORD AND MALMESBURY

Little Somerford—Kingsmead Crossing	Trains in either direction to reduce speed to 15 miles per hour.		
Kingsmead Crossing—Malmesbury	Trains in either direction to reduce speed to 10 miles per hour when approaching Caution Boards placed 300 yards from Crossing until passing over Crossing.		

STOKE GIFFORD WEST TO DR. DAY'S BRIDGE JUNCTION

DOWN LINE			
Stoke Gifford West (Through Junction)	Badminton Line	Filton Loop (112m. 3ch.)	35
Stoke Gifford West	Filton Loop (112m. 3ch.)	Filton Junction (112m. 65ch.)	45
Filton Junction	Down Main	Down Relief	15
Filton Junction	Down Relief	Down Main	15
Horfield to Lawrence Hill	Down Main and Relief Lines		60
2m. 60ch. to 1m. 40ch.			
Narrowways Hill Junction	Down Relief	Down Main	20
Stapleton Road Junction	Down Main	Down Relief	15
Between Lawrence Hill and Dr. Day's			
Bridge Junction	Down Main	Down Relief	15
Between Lawrence Hill and Dr. Day's			
Bridge Junction	Down Relief	Down Main	15

DR. DAY'S BRIDGE JUNCTION TO STOKE GIFFORD WEST

UP LINE			
Between Dr. Day's Bridge Junction and			
Lawrence Hill	Up Main	Up Relief	15
Between Dr. Day's Bridge Junction and			
Lawrence Hill	Up Relief	Up Main	15
Lawrence Hill to Horfield	Up Main and Relief Lines		60
1m. 40ch. to 2m. 60ch.			
Stapleton Road Junction	Up Relief	Up Main	15
Narrowways Hill Junction	Up Main	Up Relief	20
Narrowways Hill Junction	To Ashley Hill Junction		20
Filton Incline, 4m. 2ch.	Up Main	Up Relief	15
Filton Junction	Up Main	Up Relief	15
Filton Junction	Up Relief	Up Main	15
Filton Junction	112m. 65ch.	Stoke Gifford West, 112m. 3ch.	45
Stoke Gifford West (Through Junction)	Filton Loop (112m. 3ch.)	Badminton Line	35

DR. DAY'S BRIDGE JUNCTION TO BRISTOL EAST SIGNAL BOX

All Trains	15
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DR. DAY'S BRIDGE JUNCTION TO NORTH SOMERSET JUNCTION (117m. 40ch.)

All Trains	10
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SPEED OF TRAINS THROUGH JUNCTIONS AND AT SPECIFIED PLACES—continued

Name of Place	Direction of Trains		Miles per Hour
	From	To	

STOKE GIFFORD WEST AND FILTON JUNCTION TO AVONMOUTH VIA HENBURY

DOWN LINE

Stoke Gifford West	Main Line	Avonmouth Line	25
Filton Junction	Filton Junction	Filton West Junction	40
Filton West Junction	Through Junction from Filton Junction .. .. .	.. .. .	15
Hallen Marsh Junction	Through Junction from Henbury Line .. .. .	.. .. .	20
Between Hallen Marsh Junction and St. Andrews Junction	All Trains .. .. .	.. .. .	40
Holesmouth Junction and St. Andrews Junction	Heavy engines or trains worked by heavy engines running on all Corporation Lines and Sidings, including Royal Edward Yard .. .. .	.. .. .	5
St. Andrews Junction	To Avonmouth Dock (Passenger Station) and Gloucester Road Signal Box .. .. .	.. .. .	15

AVONMOUTH TO STOKE GIFFORD WEST AND FILTON JUNCTION VIA HENBURY

UP LINE

St. Andrews Junction	From Gloucester Road Signal Box and Avonmouth Dock (Passenger Station) .. .. .	.. .. .	15
St. Andrews Junction and Holesmouth Junction	Heavy engines or trains worked by heavy engines running on all Corporation Lines and Sidings, including Royal Edward Yard .. .. .	.. .. .	5
Between St. Andrews Junction and Hallen Marsh Junction	All Trains .. .. .	.. .. .	40
Hallen Marsh Junction	Through Junction to Pilning Line .. .. .	.. .. .	10
Hallen Marsh Junction	Through Junction to Henbury Line .. .. .	.. .. .	20
Filton West Junction	Through Junction to Filton Junction .. .. .	.. .. .	15
Filton West Junction	Filton West Junction	Filton Junction	25
Stoke Gifford West	Avonmouth Line	Main Line	25

PILNING JUNCTION AND HALLEN MARSH JUNCTION

The speed of trains between Pilning Junction and Hallen Marsh Junction must not exceed 40 m.p.h. in either direction, and must be further reduced as follows:—

Pilning Junction	Main Line	Pilning L.L.	10
Pilning Junction	Pilning L.L.	Main Line	10
Between Pilning Junction and Hallen Marsh Junction	10m. 40ch.	11m. 0ch.	25
Severn Beach	11m. 76ch.	12m. 0ch.	15
Between Hallen Marsh Junction and Pilning Junction	11m. 0ch.	10m. 40ch.	25
Hallen Marsh Junction	Through connections to and from Henbury Line .. .. .	.. .. .	10

UFFINGTON AND FARINGDON

Between Uffington and Faringdon, 66m. 43ch. and 70m. 4ch.	Either direction .. .. .	.. .. .	35
Uffington	Faringdon	Up Main	15

BRISTOL (T.M.) AVOIDING LINE

Marsh Junction	All Trains		10
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CLIFTON EXTENSION LINE

Between Narrowways Hill Junction and Ashley Hill Junction (Clifton Extension), 2m. 0ch. and 2m. 35ch.	All Up and Down Trains		20
Between Clifton Down and Sea Mills	Up and Down Trains between 3 m.p. and 3m. 40ch. .. .. .	.. .. .	40
Horse Shoe Curve	Between Sea Mills and Shirehampton, in either direction .. .. .	.. .. .	20
St. Andrew's Junction, Avonmouth	To and from Avonmouth Dock (Passenger) and Gloucester Road Signal Box .. .. .	.. .. .	15

BRISTOL AND PORTISHEAD

Portishead Branch	Speed at any point not to exceed .. .. .	.. .. .	35
Clifton Bridge	Bristol	Portishead	10
Oak Wood	At either end of Loop .. .. .	.. .. .	20
Pill	Bristol	Portishead	10
Portbury Shipyard	Single Line	Up Loop	10
Portbury Shipyard	Up Loop	Single Line	10
Bristol West Depot	West Depot	West Loop North Junction	10
(Goods Running Loop)	West Loop North Junction	West Depot	10

YATTON AND CLEVEDON

Between Yatton and Clevedon	Either direction .. .. .	.. .. .	45
Yatton Junction	When passing to or from Single Line at Single Line Junction on Clevedon Branch .. .. .	.. .. .	10
Yatton Junction	Down Main	Clevedon Branch	10
Yatton Junction	Clevedon Branch	Up Main	10

SPEED OF TRAINS THROUGH JUNCTIONS AND AT SPECIFIED PLACES—continued

Name of Place	Direction of Trains		Miles per Hour
	From	To	
YATTON, WELLS AND WITHAM			
Wells Branch between Witham and Wells	Speed at any point in either direction not to exceed		35
Witham	To or from Wells Line		10
Cranmore	Through Up and Down Loop Trailing Junctions		20
Shepton Mallet	Through Down Loop Facing and Trailing Junctions		15
Wells S.R.	All Trains		5
Cheddar	Through Up Loop Facing Junction		20
Cheddar	Through Up Loop Trailing Junction		15
Axbridge	Through Up Loop Facing Junction		20
Axbridge	Through Up Loop Trailing Junction		15
Congresbury	Through Up Loop Trailing Junction		15
Congresbury	Through Down Loop Trailing Junction		20
Yatton Junction	Main Line Wells Branch		15
Yatton Junction	When passing from Cheddar Valley Single Line to Up Cheddar Valley Line at the Single Line Junction near 31½ m.p.		15
Yatton Junction	When passing from Up Wells Branch to Main Line		15
BRISTOL HARBOUR LINE			
Temple Meads to Wapping Wharf Junction	Either direction		5
Over Bathurst Basin Bascule Bridge			
WAPPING WHARF JUNCTION TO ASHTON BRIDGE			
From Wapping Wharf Junction to New Cut side of Cumberland Road Bridge	Either direction		5
From New Cut side of Cumberland Road Bridge to Level Crossing opposite Underfall Yard			
From Level Crossing opposite Underfall Yard to Ashton Bridge	Either direction		5
ASHTON JUNCTION TO CANONS MARSH			
Over Ashton Swing Bridge	Either direction		5
Over Junction Lock Swing Bridge	Either direction		5
Over all Level Crossings	Either direction		5
Any other point between Ashton Junction and Canons Marsh	Either direction		10
CHIPPENHAM AND CALNE			
Chippenham and Calne	Speed in either direction not to exceed		30
Calne Branch Junction	Branch Line from ¼ m.p.	Main Line end vice versa	15
BEDWYN TO CASTLE CARY			
DOWN LINE			
Bedwyn to Savernake (L.L.) 68m. 50ch. to 70m. 0ch.	Main Line		65
Grafton East	All Down Trains, 68m. 10ch. to 68m. 50ch.		60
Patney and Chirton	Down Main	Devizes Branch	15
Patney and Chirton	Bay Platform	Down Main	10
Patney & C. to Lavington 82m. 40ch. to 85m. 40ch.	Main Line		80
Heywood Road East Junction and Westbury North, 94m. 44ch. and 94m. 65ch.	Main Line		40*
Heywood Road West Junction and Hawkeridge Junction	All Trains		15
Heywood Road Junction and Fairwood Junction 94m. 45ch. to 97m. 17ch.	All trains via Avoiding Line		80*
Westbury North	Patney and Chirton	Frome	30*
Westbury North	Patney and Chirton	Salisbury Line	15
Westbury North	Trowbridge	Frome	50
Westbury North	Trowbridge	Salisbury Line	15
Westbury Middle	Frome Line (Down Main)	Salisbury Line	15
Westbury South	Frome Line (Down Main)	Salisbury Line	15
Westbury South	Salisbury Line (Down)	Frome (Down Main)	10
From 110m. 10ch. to 110m. 35ch.	All Down Trains over curve		40*
Westbury South and Fairwood Junction between 110m. 60ch. and 111m. 20ch.	Main Line		40*
Westbury and Frome (at Clink Road Junction) 114m. 38ch. and 114m. 45ch.	Main Line		50*
Clink Road Junction and Witham 115m. 60ch. to 117m. 40ch.	All trains via Avoiding Line		80
Frome	Down Trains between River and Frome Station		30*
Frome Station	Radstock Branch	Main Line	10
Between Frome and Witham at Blatchbridge Junction, 116m. 51ch. and 116m. 58ch.	Main Line		50
Witham	Main Line	Wells Branch	10
Between Witham and Bruton, 124m. 20ch. and 125m. 50ch.	Main Line		70
Castle Cary	All Down Weymouth Line Trains between Station and Overbridge, 129m. 50ch. to 129m. 65ch.		30*
Castle Cary	Down Main Line Trains through Station		60*

*—Permanent Speed Restriction Indicator provided

SPEED OF TRAINS THROUGH JUNCTIONS AND AT SPECIFIED PLACES—continued

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Name of Place	Direction of Trains		Miles per Hour
	From	To	
CASTLE CARY TO BEDWYN			
UP LINE			
Castle Cary Junction	All Up Weymouth Line Trains between Overbridge and Signal Box, 129m. 65ch. to 129m. 55ch.		35
At Castle Cary	Up Main Line between 115m. 50ch. and 115m. 32ch.		60
Between Bruton and Witham, 125m. 40ch. and 125m. 0ch.	Main Line		65
Witham	Wells Branch	Main Line	10
Witham and Clink Road Junction 117m. 40ch. to 115m. 60ch.	All trains via Avoiding Line		80
Between Frome and Witham at Blatchbridge Junction, 116m. 58ch. and 116m. 51ch.	Main Line		50*
Frome Station	Main Line	Radstock Branch	10
Frome	Up Trains through Station and Middle Junction		30*
Frome and Westbury (at Clink Road Junction) 114m. 45ch. and 114m. 38ch.	Main Line		50
Fairwood Junction and Westbury South between 111m. 20ch. and 110m. 60ch.	Main Line		40*
Fairwood Junction and Heywood Road Junction 97m. 17ch. to 94m. 45ch.	All trains via Avoiding Line		80
From 110m. 35ch. to 110m. 10ch.	All Up Trains over curve		45
Westbury South	Frome (Up Main)	Salisbury Line	15
Westbury South	Salisbury Line (Up)	Frome Line (Up Main)	15
Westbury North	Salisbury Line	Trowbridge	15
Westbury North	Frome	Patney and Chirton	30*
Westbury North	Salisbury Line	Patney and Chirton	15
Westbury North	Frome	Trowbridge	30
Westbury North and Heywood Road East Junction, 94m. 65ch. and 94m. 44ch.	Main Line		40
Hawkeridge Junction and Heywood Road West Junction	All Trains		15
Lavington to Patney and Chirton, 85m. 40ch. to 82m. 40ch.	Main Line		80
Patney and Chirton	Devizes Branch	Up Main	15
Patney and Chirton	Up Main	Bay Platform	10
Patney and Chirton	Devizes Branch	Bay Platform	10
Patney and Chirton	Bay Platform	Up Main	10
Savernake (L.L.) to Bedwyn, 70m. 0ch. to 68m. 50ch.	Main Line		65
Grafton East	All Up Trains, 68m. 50ch. to 68m. 10ch.		60
SAVERNAKE AND MARLBOROUGH			
All Up and Down Trains between 16m. 20ch. and 16m. 35ch.			40
All Up and Down Trains between 18m. 50ch. and 18m. 40ch.			45
All Up and Down Trains between 19m. 20ch. and 19 m.p.			40
HOLT JUNCTION AND PATNEY AND CHIRTON			
Holt Junction	To or from Devizes Line		15
Devizes	Up and Down Lines through Loop Junction at each end of Station		10
Seend	Single Line facing Junction to Down Sidings (Devizes end of Station)		10
All 'Red' Group Engines to reduce speed as specified when passing over the following bridges:—			
Mileage of Bridge	Maximum Speed	Mileage of Bridge	Maximum Speed
87m. 35ch.	40 m.p.h.	89m. 14ch.	30 m.p.h.
88m. 17ch.	40 m.p.h.	93m. 40ch.	30 m.p.h.
FOSS CROSS, SWINDON TOWN AND ANDOVER JUNCTION			
DOWN LINE			
The speed of trains between Foss Cross and Andover Junction over the Single and Double Lines must not exceed 50 m.p.h. and must be further restricted to lower speeds as shown:—			
Foss Cross	All Trains		15
Cirencester (Watermoor)	All Trains		15
South Cerney	All Trains		15
Cricklade T	All Trains		15
Rushey Platt (Andover Line) T	All Trains		15
Rushey Platt Junction (Main Line)	Swindon Junction	Swindon Town	10
Swindon Town	All Trains 31 m.p. and 30m. 45ch.		15
Swindon Town and Chiseldon	Between 29m. 30ch. and 28 m.p.		35
Chiseldon	All Trains		15
Ogbourne and Marlborough	Between 22½m. and 21½m.		45
Ogbourne and Marlborough	Between 21½m. and 19½m.		35
Marlborough	Between 19m. 53ch. and 19m. 20ch. and all crossover roads		15
Marlborough Branch	Between 16m. 35ch. and 16m. 20ch.		40
Marlborough and Savernake (L.L.)	Between 19m. 0ch. and 19m. 20ch.		40
Marlborough and Savernake (L.L.)	Between 18m. 50ch. and 18m. 40ch.		45
Savernake (Low Level) Station	Main B. and H. Line as far as Single Line 14m. 69ch.		15
Savernake (Low Level)	Savernake Station Bay Branch Line		5
Grafton South Junction and Grafton Station	Between 13m. 45ch. and 13m. 5ch.		40
Wolfhall Junction and Grafton South Junction	All Trains over Branch between 69m. 28ch. Main Line and 13m. 43ch. Andover Line		15
Ludgershall	Between 6 m.p. and 5m. 60ch.		20

*—Permanent Speed Restriction Indicator provided

SPEED OF TRAINS THROUGH JUNCTIONS AND AT SPECIFIED PLACES—continued

Name of Place	Direction of Trains		Miles per Hour
	From	To	

ANDOVER JUNCTION, SWINDON TOWN AND FOSS CROSS

UP LINE

The speed of trains between Andover Junction and Foss Cross over the Single and Double Lines must not exceed 50 m.p.h. and must be further restricted to lower speeds as shewn:—

Ludgershall	All Trains between 6 m.p. and 5m. 60ch.	.. .. .	20
Grafton Station and Grafton South Junction	Between 13m. 5ch. and 13m. 45ch.	.. .. .	40
Wolffhall Junction and Grafton South Junction	All Trains 13m. 43ch. Andover Line and 69m. 28ch. Main Line	.. .. .	15
Savernake (L.L.) and Marlborough ..	Between 18m. 40ch. and 18m. 50ch.	.. .. .	45
Savernake (L.L.) and Marlborough ..	Between 19m. and 19m. 20ch.	.. .. .	40
Savernake (Low Level) Station ..	Main B. and H. Line as far as Single Line 14m. 69ch.	Marlborough Branch Branch Line	15
Savernake (Low Level) Station ..	Savernake Station Bay	.. .. .	5
Marlborough Branch	Between 16m. 20ch. and 16m. 35ch.	.. .. .	40
Marlborough	Between 19m. 20ch. and 19m. 53ch. and crossover roads	.. .. .	15
Marlborough and Ogbourne	Between 19m. 60ch. and 21m. 20ch.	.. .. .	35
Marlborough and Ogbourne	Between 21m. 20ch. and 22m. 20ch.	.. .. .	45
Ogbourne	Entering or leaving Platform Lines	.. .. .	25
Chiseldon	All Trains	.. .. .	15
Chiseldon and Swindon Town	Between 28 m.p. and 29m. 30ch.	.. .. .	35
Swindon Town	All Trains 30m. 45ch. and 31 m.p.	.. .. .	15
Rushey Platt, Andover Line † ..	All Trains	.. .. .	15
Rushey Platt Junction (Main Line) ..	Swindon Town	Swindon Junction	10
Cricklade †	All Trains	.. .. .	15
South Corney	All Trains	.. .. .	15
Cirencester (Watermoor)	All Trains	.. .. .	15
Foss Cross	All Trains	.. .. .	15

KEMBLE AND CIRENCESTER TOWN

The speed of trains over this Branch must not exceed 40 m.p.h.

KEMBLE AND TETBURY

The speed of trains over this Branch must not exceed 40 m.p.h. and must be further restricted to lower speeds as shewn:—

Between Kemble and Culkerton between 1½ m.p. and 1½ m.p. ..	All Down and Up Trains	.. .. .	20
Kemble and Culkerton, between 0.0ch. and 0.20ch.	All Down and Up Trains	.. .. .	15
Kemble and Culkerton, between 0.20ch. and 0.40ch.	All Down and Up Trains	.. .. .	25
Culkerton and Tetbury, between 5m. 50ch. and 6m. 75ch.	All Down and Up Trains	.. .. .	25
Culkerton and Tetbury, between 6m. 75ch. and 7m. 14ch.	All Down and Up Trains	.. .. .	15

THINGLEY JUNCTION AND WESTBURY

Thingley Junction	Main Line	Branch Line	15
Thingley Junction	Branch Line	Main Line	15
Melksham	All Trains (Up and Down) between 100 and 100½ m.p.	.. .. .	30*
Bradford North Junction	To or from Loop Line .. .. .	.. .. .	15
Bradford North Junction	Staverton	Trowbridge	40
(104m. to 104m. 30ch.)	Trowbridge	Staverton	40
Trowbridge	All Down Trains	.. .. .	30
Trowbridge	All Up Trains	.. .. .	20
Heywood Road West Junction and Hawkeridge Junction	All Down and Up Trains	.. .. .	15
Westbury North	Down Trains from Trowbridge to Frome direction	.. .. .	50
Westbury North	Down Trains from Trowbridge to Salisbury Line direction	.. .. .	15
Westbury North	Up Trains from Salisbury Line to Trowbridge direction	.. .. .	15
Westbury North	Up Trains from Frome to Trowbridge direction	.. .. .	30

BATHAMPTON AND TROWBRIDGE

Bathampton Junction	Main Line	Branch Line	15
Bathampton Junction	Branch Line	Main Line	20
Bradford Branch, Trains between the points shown in either direction	Bathampton Junction and 1½ m.p. Dundas Aqueduct, 3m. 12ch. and 3m. 19ch. Limpley Stoke, 3m. 70ch. and 4½ m.p. Freshford Viaduct, 5m. 15ch. and 5½ m.p. Bradford Tunnel, 7m. 30ch. and 7m. 43ch.	.. .. .	40*
Bradford Junction West	To or from Loop Line .. .. .	.. .. .	15
Bradford Junction South	Weymouth Line	Bradford Line	30
Bradford Junction South	Bradford Line	Weymouth Line	15
Trowbridge	All Down Trains	.. .. .	30
Trowbridge	All Up Trains	.. .. .	20

†—In addition to the observance of the lesser speed restrictions, the speed of 'Blue' Group Engines and S.R. 2-6-0 'N' and 'U' class engines must not exceed 30 m.p.h. when passing in either direction over the undermentioned bridges between Withington and Wolffhall Junction:—

Near Savernake (H.L.) Bridge at	M. Ch. 16 20½	Near Rushey Platt Bridge over W.R. Main Lines at	M. Ch. 32 55
Bridge at	15 59½	Near Cricklade Bridge at	40 32½

*—Permanent Speed Restriction Indicator provided

SPEED OF TRAINS THROUGH JUNCTIONS AND AT SPECIFIED PLACES—continued

Name of Place	Direction of Trains		Miles per Hour
	From	To	
BRISTOL (T.M.) EAST TO CHARFIELD. (Also see note on page B186)			
UP LINE			
	Maximum permissible speed on Main and Fast Lines		75
Lawrence Hill Junction	Through Junction from Bristol (T.M.)		30
Kingswood Junction and Fishponds	127m. 50ch.	127m. 20ch.	50*
Mangotsfield Station Junction	Through Junction to Bath Green Park		20
Mangotsfield Station Junction	Through Junction to Gloucester		30
Mangotsfield North Junction	Through Junction from Bristol (T.M.)		30
Mangotsfield North Junction and Westerleigh North Junction	Over curves between 124½ and 122 m.p.		70
Yate M.L. Junction	Through Junction and over curve to Thornbury		15
CHARFIELD TO BRISTOL (T.M.) EAST. (Also see note on page B186)			
DOWN LINE			
	Maximum permissible speed on Main and Fast Lines		75
Yate South Junction	Through Junction and over curve to Westerleigh West Junction		15
Westerleigh North Junction and Man- gotsfield North Junction	Over curves between 122 and 124½ m.p.		70
Mangotsfield North Junction	Through Junction to Bristol (T.M.)		30
Mangotsfield North Junction	Through Junction to Bath Green Park		20
Mangotsfield Station Junction	Through Junction from Gloucester		30
Fishponds Station	Through Station		50
Fishponds and Kingswood Junction	127m. 20ch.	127m. 50ch.	50*
Kingswood Junction	Through Junction to Avonmouth Dock		15
Lawrence Hill Junction	Through Junction to Bristol (T.M.)		30
Lawrence Hill Junction	Through Junction to St. Philips		20
Bristol (T.M.) East	Through Junction		15
YATE M.L. JUNCTION AND THORNBURY. (Also see note on page B186)			
	Maximum permissible speed in each direction		30
Yate M.L. Junction	Through Junction and over curve to and from Thornbury		15
YATE SOUTH JUNCTION AND WESTERLEIGH WEST JUNCTION			
	Maximum permissible speed in each direction		25
Yate South Junction	Over curve and through Junction to Yate		15
Westerleigh West Junction	Through Junction		20
MANGOTSFIELD NORTH JUNCTION AND STATION JUNCTION AND BATH GREEN PARK. (Also see note on Page B.186).			
The speed of trains in both directions between Mangotsfield North Junction and Mangotsfield South Junction must not exceed 20 m.p.h.			
Mangotsfield North Junction	Through North Junction to and from Bath Green Park		20
Mangotsfield Station Junction	Through Station Junction to and from Bath Green Park		20
Mangotsfield South Junction	Through South Junction to and from North Junction		20
Mangotsfield South Junction	Through South Junction to and from Station Junction		30
The speed of trains in both directions between Mangotsfield South Junction and Bath Green Park must not exceed 65 m.p.h. and must be further restricted to lower speeds as shewn below:—			
Bath Green Park	Down Sidings to Up Main Line		5
Bath Green Park	Arrival Line to Departure Line (through Crossover on Mangotsfield side of Station Signal Box).		10
BATH JUNCTION TO TEMPLECOMBE JUNCTION			
DOWN LINE			
The speed of trains between:—			
Bath and Radstock North must not exceed			55
Radstock North and Masbury must not exceed			50
Masbury and Cole must not exceed			60
Cole and Templecombe Junction must not exceed			70
And must be further restricted as shewn below:—			
Bath Junction	Through Junction towards Templecombe		20
Midford	Through Junction Single Line to Down Line		35
Radstock North	Through station between 9½ m.p. and 10½ m.p.		40
Masbury	Over Curve between 19m. 42ch. and 19m. 70ch.		40
Evercreech Junction North	Over Curve between 25½ m. and Evercreech Junction		45
Evercreech Junction North	Through Junction		25
Evercreech Junction	Over Curve between 28 m.p. and 28½ m.p.		45
Cole	Over Curves between 32m. 10ch. and 32m. 70ch.		40
TEMPLECOMBE JUNCTION TO BATH JUNCTION			
UP LINE			
The speed of trains between:—			
Templecombe Junction and Cole must not exceed			70
Cole and Evercreech Junction must not exceed			60
Evercreech Junction (25½ m.p.) and Shepton Mallet must not exceed			50
Shepton Mallet and Masbury must not exceed			55
Masbury and Midsomer Norton must not exceed			60
Midsomer Norton and Bath must not exceed			55
And must be further restricted as shewn below:—			
Cole	Over Curves between 32m. 70ch. and 32m. 10ch.		40
Evercreech Junction	Over Curve between 28½ and 28 m.p.		45
Evercreech Junction North	Through Junction		25
Evercreech Junction North	Over Curve between Evercreech Junction and 25½ m.p.		45
Masbury	Over Curve between 19m. 70ch. and 19m. 42ch.		40
Midsomer Norton South	Through Station		40
Radstock North	Through Station between 10½ m.p. and 9½ m.p.		40
Midford	Through Junction Up Line to Single Line		40
Bath Junction	Through Junction		20
HIGHBRIDGE FOR BURNHAM-ON-SEA AND EVERCREECH JUNCTION			
	Maximum permissible speed in each direction		40

*—Permanent Speed Restriction Indicator provided

STEVENTON TO WOOTTON BASSETT JUNCTION. Route Colour—'Double Red'.

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

60XX ('King'), B.R. Standard Class 8 (4-6-2) (71XXX) engines and Gas Turbine Locomotive No. 18000, may work only over Main and Relief Lines. They must not use any Sidings, except in Locomotive Yards, but they may work over Crossover Roads between Main Lines and Relief Lines and Sidings adjacent to Main or Relief Lines as far as Catchpoints only for the purpose of putting off vehicles, etc., in cases of emergency.

The following Goods Running Loops may also be utilised by these engines, subject to a speed restriction of 5 m.p.h. When using these loops, 60XX ('King'), B.R. Standard Class 8 (4-6-2) engines and Gas Turbine Locomotive No. 18000 must not be coupled to any other engine except that in the event of one of these engines being unable to move under its own power it may be drawn or propelled into the authorised Goods Running Loop by an engine of other than these classes in order to clear the Main line. In such cases the speed should not exceed 5 m.p.h. and 2 steam engines should not be coupled chimney to chimney.

Ashbury Crossing and Knighton Crossing.

Up Loop 71m. 10ch. to 69 m.p.

Ashbury Crossing and Shrivenham.

Down Loop 71m. 7ch. to 71m. 33ch.

Marston Crossing.

Up Loop 74m. 19ch. to 73m. 53ch.

Down Loop 73m. 59ch. to 74m. 21ch.

Swindon East and Highworth Junction.

Up Loop 77m. 6ch. to 76m. 29ch.

Rushey Platt Junction and Swindon West.

Up Loop 78m. 40ch. to 77m. 38ch.

Hay Lane.

Up Loop 80m. 1ch. to 79m. 37ch.

Down Loop 79m. 37ch. to 80m. 1ch.

Trigger Cock Gear Lever to be removed from 61XX class engines.

LOCAL RESTRICTIONS

Stations	Connections and Sidings	Engines Prohibited
Steventon	Loading Dock and Cattle Pens	47XX class.
Wantage Road	Goods Shed Platform on Crossover from Down Relief Line	47XX class.
Challow	Goods Shed Platform (on Scissors Crossover)	47XX class.
Uffington	Loading Bank	47XX class.
	Branch Platform	
	Milk Platform	
	Back of Up Main Platform	
	Goods Dock, Up Platform	61XX class not to pass Milk Platform on Branch.
	Milk Platform on Branch	
Shrivenham	Goods Shed Platform	47XX class.
	Loading Bank, Up Side	
Swindon Junction	Highworth Bay	47XX class.
	Badminton Bay	
	Short Loading Bank	
	Adjoining Down Gloucester Line (from No. 4 Siding)	
	Milk Loading Bank (adjoining Down Gloucester Line)	47XX class.
Wootton Bassett	Cattle Pens	
	Loading Bank at Back of Up Platform	
	United Dairy Siding	B.R. Standard, classes 6 and 7 (4-6-2), class 4 (4-6-0) and class 5 (4-6-0), 49XX, 59XX, 69XX, 79XX, 47XX, 4073-4099, 50XX, 70XX, 68XX, 78XX, 10XX classes. B.R. Standard class 9F(2-10-0), 61XX, 82XX, 45XX, 55XX prohibited from Top Crossover.

WOOTTON BASSETT JUNCTION TO PATCHWAY AND FILTON JUNCTIONS (via Badminton). Route Colour—'Double Red.'

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

60XX ('King'), B.R. Standard Class 8 (4-6-2) (71XXX) engines, and Gas Turbine Locomotive No. 18000 may work only over Main and Relief Lines. They must not use any Sidings, except in Locomotive Yards, but they may work over Crossover Roads between Main Lines and Relief Lines and Sidings adjacent to Main or Relief Lines as far as Catchpoints only for the purpose of putting off vehicles, etc., in cases of emergency.

The following Goods Running Loops may also be utilised by these engines, subject to a speed restriction of 5 m.p.h. When using these loops, 60XX ('King'), B.R. Standard Class 8 (4-6-2) engines and Gas Turbine Locomotive No. 18000 must not be coupled to any other engine except that in the event of one of these engines being unable to move under its own power it may be drawn or propelled into the authorised Goods Running Loop by an engine of other than these classes in order to clear the Main line. In such cases the speed should not exceed 5 m.p.h. and 2 steam engines should not be coupled chimney to chimney.

Wootton Bassett West to Wootton Bassett East.

Up Loop 83m. 28ch. to 83m. 4ch.

Hullavington.

Up Loop 94m. 61ch. to 94m. 28ch.

Down Loop 93m. 70ch. to 94m. 27ch.

Stoke Gifford.

Up Loop 111m. 73ch. to 111m. 35ch.

Down Loop 111m. 35ch. to 111m. 79ch.

Trigger Cock Gear Lever to be removed from 61XX class engines.

LOCAL RESTRICTIONS

Stations	Connections and Sidings	Engines Prohibited
Brinkworth	Cattle Pens and Loading Bank	47XX class.
Little Somerford	Lead to Mileage Siding	B.R. Standard classes 6 and 7 (4-6-2), class 4 (4-6-0) and class 5 (4-6-0), 49XX, 59XX, 69XX, 79XX, 47XX, 4073-4099, 50XX, 70XX, 68XX, 78XX, 10XX classes.
Little Somerford	Goods Dock, Up Platform	47XX class.
Hullavington	Cattle Pens	47XX class.
Badminton	Cattle Pens	47XX class.
	Crossover to Down Platform	
Chipping Sodbury	High Loading Bank	47XX class.
	Goods Shed on Crossover Road	
	Crossover to Down Platform	
Wapley Common Depot .. .. .	.. .. .	All 4-6-0, 2-8-0 and 2-8-2T classes prohibited from entering the Depot.
Coalpit Heath	Goods Dock, Up Platform	47XX class.
Winterbourne	Goods Shed Platform	47XX class.
Stoke Gifford	Pugsley's Sidings	'Red' and 'Blue' Engines not to go beyond gate.

ENGINE RESTRICTIONS—continued

WOOTTON BASSETT JUNCTION TO BRISTOL (TEMPLE MEADS) (via Box). Route Colour—'Double Red.'

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

60XX ('King'), B.R. Standard Class 8 (4-6-2) (71XXX) engines and Gas Turbine Locomotive No. 18000 may work only over Main and Relief Lines. They must not use any Sidings except in Locomotive Yards, but they may work over Crossover Roads between Main Lines and Relief Lines and Sidings adjacent to Main or Relief Lines as far as Catchpoints only for the purpose of putting off vehicles, etc., in cases of emergency. They may also run up to the Up Bay Line, London end of Bath Station, but the speed must not exceed 10 m.p.h.

Trigger Cock Gear Lever to be removed from 61XX class engines.

The following Goods Running Loops may also be utilised by these engines, subject to a speed restriction of 5 m.p.h. When using these loops, 60XX ('King'), B.R. Standard Class 8 (4-6-2) engines and Gas Turbine Locomotive No. 18000 must not be coupled to any other engine except that in the event of one of these engines being unable to move under its own power it may be drawn or propelled into the authorised Goods Running Loop by an engine of other than these classes in order to clear the Main line. In such cases the speed should not exceed 5 m.p.h. and 2 steam engines should not be coupled chimney to chimney.

Between Wootton Bassett East and Wootton Bassett West.

Down Loop 82m. 77ch. to 83m. 30ch.

Bathampton.

Up Loop 105m. 29ch. to 104m. 53ch.

Down Loop 104m. 58ch. to 105m. 6ch.

Bath Goods.

Down Loop 107m. 20ch. to 107m. 45ch.

Keynsham East and Keynsham West.

Down Loop 113m. 7ch. to 113m. 49ch.

East Depot.

No. 2 Up Loop 117m. 41ch. to 116m. 77ch.

Kingsland Road.

No. 1 Down Siding 117m. 53ch. to 118m. 1ch.

Southern Region 'West Country' or 'King Arthur' class engines may work between Bathampton and Bristol (T.M.) or St. Philips Marsh, subject to observance of service restrictions. These engines may work coupled together (either class) or coupled to any other permitted engine.

LOCAL RESTRICTIONS

Stations	Connections and Sidings	Engines Prohibited
Dauntsey	Bay Platform	47XX class.
Chippenham	Down Sidings to Loading Bank East	B.R. Standard classes 6 and 7 (4-6-2), class 4 (4-6-0) and class 5 (4-6-0), 49XX, 59XX, 69XX, 79XX, 47XX, 4073-4099, 50XX, 70XX, 68XX, 78XX, 10XX classes.
Chippenham	Crossover between Loading Bank and Up Platform	47XX class.
	Loading Bank, Down Side (on Weighbridge Road)	
	Goods Shed Platform on Crossover (London end)	47XX, D8XX, D50XX, D53XX, D59XX, D65XX classes.
Corsham	Crossover to Up Platform	
	Loading Bank, Up Side	47XX class.
	Loading Bank, and Stone Wharf (Down Side)	
Box	Goods Shed Platform	47XX class.
	Pictor's Wharf	
Bath Goods	Bath Stone Firm's Wharf (on Crossover Bristol end)	All except 0-4-2T 14XX and 58XX, 0-6-0T Types, 0-6-0T Diesel Electric Shunting Engines, 0-6-0 22XX and 32XX.
	Cattle Pens and Grain Shed	
Keynsham and Somerdale	Loading Bank (Up Side)	47XX class.
	Goods Shed Platform	
	Messrs. Fry & Sons' Siding	Diesel Cars.
Bristol East Depot	Curved Loading Bank	
	Nos. 10 to 15 Up Sidings	B.R. Standard classes 6 and 7 (4-6-2), class 4 (4-6-0) and class 5 (4-6-0), 49XX, 59XX, 69XX, 79XX, 47XX, 4073-4099, 50XX, 70XX, 68XX, 78XX, 10XX classes.
	Lysaght's and I.C.I. Sidings	
	Through Slip Roads of double compound leading to Sidings Nos. 9 to 17 Down Side Bristol end.	All 4-6-0 and 2-8-0 classes to use the Slip Roads at 'dead slow' speed.
Kingsland Road, Bristol	Coal Road and Back of Coal Road	
	No. 4 Inside Section of Silverthorne Lane	B.R. Standard, classes 6 and 7 (4-6-2), class 4 (4-6-0) and class 5 (4-6-0), 49XX, 59XX, 69XX, 79XX, 47XX, 4073-4099, 50XX, 70XX, 68XX, 78XX, 10XX classes.
Bristol (Temple Meads)	Old Station	
Bristol (Temple Meads) Goods	All Waterside and Shed Roads	47XX class.
	No. 1 Harbour Road (High Level)	
	Over and beyond Balance Bridges into Goods	All except 0-6-0T, 36XX, 37XX, 46XX, 57XX, 67XX, 77XX, 87XX, 96XX, 9711-9799 Classes and W.R. and B.R. Diesel Electric Shunting Locomotives.

BRISTOL TO HIGHBRIDGE WEST. Route Colour—'Double Red.'

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

60XX ('King'), B.R. Standard Class 8 (4-6-2) (71XXX) engines and Gas Turbine Locomotive No. 18000 may work only over Main and Relief Lines. They must not use any Sidings except in Locomotive Yards, but they may work over Crossover Roads between Main Lines and Relief Lines and Sidings adjacent to Main or Relief Lines as far as Catchpoints only, for the purpose of putting off vehicles, etc., in cases of emergency.

These engines may also work into any of the platforms or other lines in Temple Meads Station and over the Engine Siding between Bath Road Shed and Bristol West, and also into Malago Vale Sidings for the normal purpose of picking up coaches.

They may also use the following Goods Running Loops, subject to a speed restriction of 5 m.p.h. When using these Loops, 60XX ('King'), B.R. Standard Class 8 (4-6-2) engines and Gas Turbine Locomotive No. 18000 must not be coupled to any other engine except that in the event of one of these engines being unable to move under its own power it may be drawn or propelled into the authorised Goods Running Loop by an engine of other than these classes in order to clear the Main line. In such cases the speed should not exceed 5 m.p.h. and 2 Steam engines should not be coupled chimney to chimney.

BRISTOL TO HIGHBRIDGE WEST. Route Colour—'Double Red'—continued**Parson Street Junction and West Depot.**

Up Loop 120m. 66ch. to 120m. 30ch.
Down Loop 120m. 30ch. to 120m. 66ch.

Claverham.

Up Loop 129m. 8½ch. to 128m. 58½ch.

Yatton East.

Down Loop 129m. 56ch. to 130m. 20ch.

Yatton West

Up Loop 130m. 52ch. to 130m. 35ch.

Huish Crossing.

Down Loop 131m. 75ch. to 132m. 10½ch.

The speed of these engines must not exceed 20 m.p.h. at any point on Weston-super-Mare Loop.

Trigger Cock Gear Lever to be removed from 61XX class engines.

B.R. Standard Class 9F (2-10-0) (92XXX) Tender Locomotives, including those fitted with Franco-Crosti boilers may work between Bristol Temple Meads East and West Depot, subject to the observance of all service restrictions.

Ex L.M.R. Class 2 (4-4-0) (40396-40700) may work between Bristol (T.M.) and Highbridge and over the connection to the former S. & D. line.

S.R. modified 'West Country' and 'V' (Schools) locomotives may work between Bristol (T.M.) and Weston-super-Mare subject to the observance of all service restrictions.

LOCAL RESTRICTIONS

Stations	Connections and Sidings	Engines Prohibited
Bristol (Pylle Hill)	Junction to Shed Road and No. 1 Dingle Junction to Provision Road	B.R. Standard, classes 6 and 7 (4-6-2), class 4 (4-6-0) and class 5 (4-5-0). 49XX, 59XX, 69XX, 79XX, 47XX, 4073-4099, 50XX, 70XX, 68XX, 78XX, 10XX classes.
Yatton	Clevedon Bay Line Down Platform (from Clevedon Branch) Cheddar Valley Platform and Crossover in Platform	47XX class.
Weston-super-Mare	Loading Bank near Permanent Way Inspector's Office (Taunton Side)	47XX class.
Highbridge	Goods Shed Platforms, Up and Down Connections to ex S. & D. from Down Western Region Main Line	All engines except 36XX, 37XX, 46XX, 77XX, 87XX, 96XX, 9711-9799, 14XX, 58XX classes.

BRISTOL (TEMPLE MEADS) TO PATCHWAY. Route Colour—'Double Red.'**Permitted Engines.**—All classes subject to the following restrictions:—

60XX ('King'), B.R. Standard Class 8 (4-6-2) (71XXX) engines and Gas Turbine Locomotive No. 18000 may work only over Main and Relief Lines. They must not use any Sidings except in Locomotive Yards, but they may work over Crossover Roads between Main Lines and Relief Lines and Sidings adjacent to Main or Relief Lines as far as Catchpoints only, for the purpose of putting off vehicles, etc., in case of emergency.

The following Goods Running Loop may also be utilised by these engines at a speed not exceeding 5 m.p.h.:—

Filton Incline to Filton Junction.

Up Loop 4m. 21ch. to 4m. 55ch.

When using this Loop, 60XX ('King'), B.R. Standard Class 8 (4-6-2) engines and Gas Turbine Locomotive No. 18000 must not be coupled to any other engine except that in the event of one of these engines being unable to move under its own power it may be drawn or propelled into the authorised Goods Running Loop by an engine of other than these classes in order to clear the Main line. In such cases the speed should not exceed 5 m.p.h. and 2 Steam engines should not be coupled chimney to chimney.

These engines may also work into any of the platforms or other lines in Temple Meads Station and over the Engine Siding between Bath Road Shed and Bristol West. They may also work into Dr. Day's Bridge Sidings for the normal purpose of picking up coaches.

Trigger Cock Gear Lever to be removed from 61XX class engines.

LOCAL RESTRICTIONS

Stations	Connections and Sidings	Engines Prohibited
Dr. Day's Bridge Siding	No. 2 Siding	B.R. Standard, classes 6 and 7 (4-6-2), class 4 (4-6-0) and class 5 (4-6-0), 49XX, 59XX, 69XX, 79XX, 47XX, 4073-4099, 50XX, 70XX, 68XX, 78XX, 10XX classes. Gas Turbine Locomotive No. 18000.
Lawrence Hill	Nos. 2, 3 and 6 to 11 Sidings No. 4 Siding past Clearance Point	B.R. Standard, classes 6 and 7 (4-6-2), class 4 (4-6-0) and class 5 (4-6-0), 49XX, 59XX, 69XX, 79XX, 47XX, 4073-4099, 50XX, 70XX, 68XX, 78XX, 10XX classes.
Lawrence Hill	Two Sidings to Goods Shed	47XX.
Stapleton Road	Back Road and No. 4 Road	B.R. Standard, classes 6 and 7 (4-6-2), class 4 (4-6-0) and class 5 (4-6-0), 49XX, 59XX, 69XX, 79XX, 47XX, 4073-4099, 50XX, 70XX, 68XX, 78XX, 10XX classes.
Stapleton Road	Up and Down Clifton Lines	47XX. B.R. Standard class 9F(2-10-0) prohibited from all sidings except Nos. 1, 2 and 3 Roads.
Ashley Hill	Goods Yard	B.R. Standard class 9F(2-10-0) prohibited from all sidings except Nos. 1 and 2 Roads.
Filton Junction	No. 1 Shed Road No. 3 Mileage Road	B.R. Standard, classes 6 and 7 (4-6-2), class 4 (4-6-0) and class 5 (4-6-0), 49XX, 59XX, 69XX, 79XX, 47XX, 4073-4099, 50XX, 70XX, 68XX, 78XX, 10XX classes.

PATCHWAY TO SEVERN TUNNEL JUNCTION. Route Colour—'Double Red.'**Permitted Engines.**—All classes except 47XX class and Gas Turbine Locomotive No. 18000.

60XX ('King') and B.R. Standard Class 8 (4-6-2) (71XXX) engines may use the following Goods Running Loop at a speed not exceeding 5 m.p.h.

Pathway Junction.

Down Loop 5m. 62ch. to 6m. 6ch.

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

Trigger Cock Gear Lever to be removed from 61XX class engines.

YATE BRANCH AND WESTERLEIGH LOOP. Route Colour—'Dotted Red'

Permitted Engines.—All classes except 60XX ('King'), B.R. Standard Class 8 (4-6-2) (71XXX), 47XX and Gas Turbine Locomotive No. 18000, subject to a speed restriction of twenty miles per hour for all 'Red' Group engines.

Diesel Locomotives D53XX and D56XX must not exceed 25 m.p.h.

Trigger Cock Gear Lever to be removed from 61XX class engines.

ENGINE RESTRICTIONS—continued

STAPLETON ROAD TO AVONMOUTH DOCK (via Clifton Down). Route Colour—'Red.'

Permitted Engines (Western Region).—All classes except 60XX ('King'), 47XX classes, Gas Turbine Locomotive No. 18000, and B.R. Standard Class 8 (4-6-2) (71XXX), subject to the following restrictions:—
 10XX class engines not to exceed a speed of sixty miles per hour.
 Trigger Cock Gear Lever to be removed from 61XX class engines.
 B.R. Standard Class 9F (2-10-0) are prohibited from No. 7 Road in Avonmouth Old Yard.

Permitted Engines (London Midland Region)

Class 4 (0-6-0) Freight Tender (Diagram No. 167).
 Class 5 (2-6-0) Mixed Traffic Tender (Diagram No. 180).
 Class 5 (4-6-0) Mixed Traffic Tender (Diagram No. 178).

Permitted Engines (Southern Region).—S.R. modified 'West Country', N15 and 'V' (Schools) class engines (includes permission to work to St. Andrew's Road Station and into Avonmouth Town Goods Loop), subject to the observance of service restrictions.

LOCAL RESTRICTIONS

Station	Connections and Sidings	Engines Prohibited
Montpelier	Coal Yard over Bridge No. 5	Permitted Engines to proceed at 'dead slow' speed.

FILTON JUNCTION AND STOKE GIFFORD JUNCTION TO FILTON WEST JUNCTION. Route Colour—'Double Red.'

Permitted Engines.—All classes except Gas Turbine Locomotive No. 18000.

60XX ('King'), also B.R. Standard Class 8 (4-6-2) (71XXX) engines, may work only over Main Lines. They must not use any Sidings, but they may work over Crossover Roads between Main Lines and Sidings adjacent to Main Lines as far as Catchpoints only, for the purpose of putting off vehicles, etc., in cases of emergency.

Trigger Cock Gear Lever to be removed from 61XX class engines.

FILTON WEST JUNCTION TO AVONMOUTH DOCK (via Henbury). Route Colour—'Red.'

Permitted Engines.—All classes except 60XX ('King'), 47XX, B.R. Standard Class 8 (4-6-2) (71XXX) and Gas Turbine Locomotive No. 18000.

Trigger Cock Gear Lever to be removed from 61XX class engines.

LOCAL RESTRICTIONS

Stations	Connections and Sidings	Engines Prohibited
Henbury	Sidings and Back Road	78XX, 28XX, 49XX, 59XX, 69XX, 79XX, 4073-4099, 50XX, 70XX, 68XX, 10XX classes, B.R. Standard Classes 6 and 7 (4-6-2) and 5 (4-6-0).
Henbury	Cattle Pen and Mileage Sidings	Diesel Cars.
Hallen Marsh Junction	National Smelting Works Sidings	Diesel Cars.
Holesmouth Junction	Crossover Road from Down Goods Line to Up Goods Line	B.R. Standard Class 9F (2-10-0).
Royal Edward Yard	Outwards Sidings through Crossover to Down Goods Line	B.R. Standard Class 9F (2-10-0).
Town Goods	Messrs. Hill Leigh's Private Timber Siding	B.R. Standard Class 9F (2-10-0).
Old Yard	No. 7 Road	B.R. Standard Class 9F (2-10-0).

HALLEN MARSH JUNCTION TO PILNING JUNCTION. Route Colour—'Red.'

Permitted Engines.—All classes except 60XX ('King'), 47XX, B.R. Standard Class 8 (4-6-2) (71XXX) and Gas Turbine Locomotive No. 18000, subject to the following restrictions:—

All 'Red' Group engines must not exceed a speed of fifteen miles per hour.

Trigger Cock Gear Lever to be removed from 61XX class engines.

BRISTOL EAST DEPOT AND NORTH SOMERSET JUNCTION TO BRISTOL WEST (via St. Philip's Marsh) (BRISTOL RELIEF LINE). Route Colour—'Double Red.'

Permitted Engines.—All classes except Gas Turbine Locomotive No. 18000, subject to the following restrictions:—

60XX ('King') and B.R. Standard Class 8 (4-6-2) (71XXX) engines must not exceed a speed of 20 m.p.h.

These engines may work only over Main and Relief Lines. They must not use Sidings except in Locomotive Yards, but they may work over Crossover Roads between Main Lines and Relief Lines and Sidings adjacent to Main or Relief Lines as far as Catchpoints only, for the purpose of putting off vehicles, etc., in cases of emergency.

The following Goods Running Loops may also be utilised, subject to a speed restriction of 5 m.p.h. When using these Loops, 60XX ('King') and B.R. Standard Class 8 (4-6-2) engines must not be coupled to any other engine except that in the event of one of these engines being unable to move under its own power it may be drawn or propelled into the authorised Goods Running Loop by an engine of other than these classes in order to clear the Main line. In such cases the speed should not exceed 5 m.p.h. and 2 Steam engines should not be coupled chimney to chimney.

East Depot.

No. 2 Up Loop .. 117m. 41ch. to 116m. 77ch.

Kingsland Road.

No. 1 Down Siding .. 117m. 53ch. to 118m. 1ch.

Trigger Cock Gear Lever to be removed from 61XX class engines.

LOCAL RESTRICTIONS

Stations	Connections and Sidings	Engines Prohibited
Bristol West	Siding at rear of Bath Road Loco. to Turntable	60XX, B.R. Standard Class 8 (4-6-2)
St. Philip's Marsh Goods	All Mileage and Goods Sidings	B.R. Standard, classes 6 and 7 (4-6-2), class 4 (4-6-0) and class 5 (4-6-0), 49XX, 59XX, 69XX, 79XX, 47XX, 4073-4099, 50XX, 70XX, 68XX, 78XX, 10XX classes.
	Junctions to Nos. 6 and 7 and Robinson's Siding.	

NORTH SOMERSET JUNCTION TO DR. DAY'S BRIDGE JUNCTION (Bristol Loop). Route Colour—'Double Red.'

Permitted Engines.—All classes.

Trigger Cock Gear Lever to be removed from 61XX class engines.

RELIEF LINES NORTH SOMERSET JUNCTION TO BRISTOL EAST DEPOT. Route Colour—'Red.'

Permitted Engines.—All classes except 60XX ('King') B.R. Standard Class 8 (4-6-2) (71XXX) and Gas Turbine Locomotive No. 18000.

The following Goods Running Loop may be utilised, subject to a speed restriction of 5 m.p.h. When using this Loop, 60XX ('King') and B.R. Standard Class 8 (4-6-2) engines must not be coupled to any other engine except that in the event of one of these engines being unable to move under its own power it may be drawn or propelled into the authorised Goods Running Loop by an engine of other than these classes in order to clear the Main line. In such cases the speed should not exceed 5 m.p.h. and 2 Steam engines should not be coupled chimney to chimney.

East Depot.

No. 2, Up Loop .. 117m. 41ch. to 116m. 77ch.

Trigger Cock Gear Lever to be removed from 61XX class engines.

ENGINE RESTRICTIONS—continued

BRISTOL (TEMPLE MEADS) TO WAPPING WHARF, Route Colour—'Red.'

Permitted Engines.—All classes except 60XX ('King'), 47XX class, D50XX, D53XX, B.R. Standard Class 8 (4-6-2) (71XXX) and Gas Turbine Locomotive No. 18000.

Speed of B.R. Standard Class 9F(2-10-0) not to exceed 5 m.p.h.

Trigger Cock Gear Lever to be removed from 61XX class engines.

LOCAL RESTRICTIONS

Stations	Connections and Sidings	Engines Prohibited
Bristol (Temple Meads) Goods	All Waterside and Shod Roads .. No. 1 Harbour Road High Level ..	All except 36XX, 37XX, 46XX, 57XX, 67XX, 77XX, 87XX, 96XX, 9711-9799 and 0-6-0 Diesel Electric Shunting Engines.
Redcliff Wharf	Nos. 3, 4 and 5 Sidings	
Wapping Wharf	No. 5 Siding to Chard's Junction opposite St. Raphael's Church Junction to Coal Road Junction to Quayside Warehouses ..	B.R. Standard, classes 6 and 7 (4-6-2), class 4 (4-6-0) and class 5 (4-6-0), 49XX, 59XX, 69XX, 79XX, 47XX, 4073-4099, 50XX, 70XX, 68XX, 78XX, 10XX classes.
Wapping Wharf	Line adjoining the Quayside	
		B.R. Standard, classes 6 and 7 (4-6-2), class 4 (4-6-0) and class 5 (4-6-0), 49XX, 59XX, 69XX, 79XX, 47XX, 4073-4099, 50XX, 70XX, 68XX, 78XX, 10XX classes.
		All engines.

WAPPING WHARF JUNCTION TO ASHTON BRIDGE JUNCTION, Route Colour—'Uncoloured'

Permitted Engines.—All uncoloured engines, 22XX, 32XX, 45XX, 55XX, 36XX, 37XX, 46XX, 57XX, 67XX, 77XX, 87XX, 96XX, 9711-9799, B.R. Standard Class 2 (2-6-0) (78XXX) and B.R. Standard Class 2 (2-6-0T) (412XX).

LOCAL RESTRICTIONS

Stations	Connections and Sidings	Engines Prohibited
Cumberland Sidings	All Sidings	22XX, 32XX, 36XX, 37XX, 46XX, 57XX, 67XX, 77XX, 87XX, 96XX and 9711-9799.
Ashton Swingbridge	Corporation Cattle Pens	Engines with Outside Cylinders.

ASHTON JUNCTION TO CANONS MARSH, Route Colour—'Uncoloured.'

Permitted Engines.—All uncoloured engines, 22XX, 32XX, 45XX, 55XX, 36XX, 37XX, 46XX, 57XX, 67XX, 77XX, 87XX, 96XX, 9711-9799, and B.R. Standard Class 2 (2-6-0) (78XXX) 84XX and 94XX (single, coupled together, or coupled to any other permitted engine).

BRISTOL CANONS MARSH DOCK SIDE

57XX (0-6-0T) Class engines are permitted to work into Bristol Canons Marsh Dock Side subject to the following stipulations:—

1. To work with A.T.C. apparatus clipped up.
2. Not to negotiate the curved track at the stopblock ends of "A" Shed, "Shute Road" and "Oil Road".

READING GENERAL TO CASTLE CARY, Route Colour—'Double Red.'

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

60XX ('King'), B.R. Standard Class 8 (4-6-2) (71XXX) and Gas Turbine Locomotive No. 18000 may work only over Main and Relief Lines. They must not use any Siding, except in Locomotive Yards, but they may work over Crossover Roads between Main Lines and Relief Lines and Sidings adjacent to Main or Relief Lines as far as Catchpoints only, for the purpose of putting off vehicles, etc., in cases of emergency.

These engines may utilise the following Goods Running Loops at a speed not exceeding 5 m.p.h. When using these Loops, 60XX ('King'), B.R. Standard Class 8 (4-6-2) engines and Gas Turbine Locomotive No. 18000 must not be coupled to any other engine except that in the event of one of these engines being unable to move under its own power it may be drawn or propelled into the authorised Goods Running Loop by an engine of other than these classes in order to clear the Main line. In such cases the speed should not exceed 5 m.p.h. and 2 Steam engines should not be coupled chimney to chimney.

Westbury North and Westbury South.

Up Loop 110m. 19ch. to 109m. 28ch.

Down Loop 109m. 51ch. to 110m. 16ch.

Witham.

Up Loop 121m. 35½ch. to 121m. 0ch.

Down Loop 121m. 7½ch. to 121m. 43½ch.

In an emergency, Gas Turbine Locomotive No. 18000 may proceed through Frome Down Platform at a speed not exceeding 5 m.p.h.

Trigger Cock Gear Lever to be removed from 61XX class engines when working beyond Westbury.

Castle Cary.

Up Loop 129m. 41½ch. to 129m. 5½ch.

Down Loop 129m. 12½ch. to 129m. 54½ch.

LOCAL RESTRICTIONS

Stations	Connections and Sidings	Engines Prohibited
Savernake (Low Level)	Marlborough Bay Platform, Short length near Buffer Stops	47XX class.
Pewsey	Cattle Pen at Junction leading to Down Main Line	47XX class.
Woodborough	Crossover to Up Platform	47XX, D1, D8XX, D50XX, D53XX, D59XX and D65XX.
Patney and Chirton	Troop Platform between Buffer Stop at London end and Junction leading thereto	47XX class.
Edington and Bratton	Goods Shed Platform	47XX class.
Westbury (Upside)	Nos. 1, 2, 3 and 4 Warflat and Ambulance Sidings	'Red' Group engines.
Westbury	Goods Shed Platform	47XX class.
Frome	New Loading Dock opposite Radstock Bay Goods Shed Platform via Crossover from Up Line London end. Loading Bank Goods Shed and Station. Platform inside Goods Shed Coal Stage and Cattle Pen Sidings	47XX class.
	Dairy Siding	All engines except 20XX and 22XX and 32XX classes.
	Passenger Bay Line	Diesel Cars
Alford Depot	Loading Bank	All Engines, except 'Blue,' 'Yellow' and 'Uncoloured' Tank Engines, prohibited beyond entrance gate in B.T.C.'s boundary fence. Speed of Engines working over the main through road over the second connection also the Loop line must not exceed 5 m.p.h.

ENGINE RESTRICTIONS—continued

THINGLEY JUNCTION TO BATHAMPTON VIA BRADFORD-ON-AVON

60XX ('King') Class engines are authorised to work between Thingley Junction and Bathampton via Bradford-on-Avon in case of emergency only, subject to the observance of service restrictions and the following stipulations:—

- (i) Not to exceed 30 m.p.h. between Thingley Junction and Holt Junction.
- (ii) Not to exceed 40 m.p.h. between Holt Junction and Bradford Junction.
- (iii) Not to exceed 30 m.p.h. between Bradford Junction and Bathampton.

THINGLEY JUNCTION TO WESTBURY, Route Colour—'Red.'

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

60XX ('King'), B.R. Standard Class 8 (4-6-2) (71XXX) and Gas Turbine Locomotive No. 18000 are authorised to work in case of emergency or on occasional trains at a speed not exceeding thirty miles per hour. These engines may work only over Main and Relief Lines. They must not use any Sidings except in Locomotive Yards, but they may work over Crossover Roads between Main and Relief Lines and Sidings adjacent to Main or Relief Lines as far as Catchpoints only, for the purpose of putting off vehicles in cases of emergency. These engines must not work into any Goods Running Loop with the exception of the following, and these may be used in cases of emergency only, the speed not to exceed five miles per hour. When using these Loops, 60XX ('King'), B.R. Standard Class 8 (4-6-2) engines and Gas Turbine Locomotive No. 18000 must not be coupled to any other engine except that in the event of one of these engines being unable to move under its own power it may be drawn or propelled into the authorised Goods Running Loop by an engine of other than these classes in order to clear the Main line. In such cases the speed should not exceed 5 m.p.h. and 2 Steam engines should not be coupled chimney to chimney.

Between Bradford Junction South and Trowbridge.—Goods Loop—Down 104m. 56ch. to 105m. 41ch.

Westbury.—Down Goods Loop 109m. 51ch. to 110m. 16ch. Up Goods Loop 110m. 19ch. to 109m. 28ch.

LOCAL RESTRICTIONS

Stations	Connections and Sidings	Engines Prohibited
Melksham	Connection from Down Line to Goods Shed	60XX class, and B.R. Standard Class 8 (4-6-2) (71XXX).
Melksham	Down Platform on crossover from Goods Shed	47XX class.
Melksham	Grain Shed Platform	47XX class.
Melksham	Goods Shed Platform on crossover	47XX class.
Melksham	C.W.S. Siding	All engines with outside cylinders.
	Down Line to Up Siding near Goods Shed	
	Dairy Siding	
	Goods Shed Platform	
Holt Junction	'Back Road' Siding	47XX class.
Holt Junction		All except the following:—
		0-6-0T. 13XX, 15XX, 16XX,
		54XX, 64XX, 74XX, 34XX, 84XX,
		94XX, 36XX, 37XX, 46XX, 57XX,
		67XX, 77XX, 87XX, 96XX, 97XX
		0-4-2T. 14XX, 58XX.
		0-6-2T. 56XX, 66XX.
		2-6-2T. 45XX, 55XX.
		0-6-0. 22XX, 32XX
		0-6-0. Diesel Electric Shunting Locomotives.
		B.R. Standard classes 2-9 (inclusive).
		B.R. Standard classes 6, 7 and 8 (4-6-2).
		B.R. Standard, class 5 (4-6-0), 60XX,
		10XX, 4073-4099, 50XX, 70XX,
		49XX, 59XX, 69XX, 79XX, 47XX,
		23XX, 38XX, and 'Austerity' classes.
		60XX class and B.R. Standard Class 8 (4-6-2) classes to travel 'dead slow' through single slip connection in Up Line.
		60XX class, and B.R. Standard Class 8 (4-6-2).
		B.R. Standard Class 9F(2-10-0)
		All engines with outside cylinders.
		47XX class.
		'Red' Group engines.
Staverton	Siding	
Trowbridge	Crossover Up to Down Line at London end of Platform	
Trowbridge	Crossover Up to Down Through single slip in long crossover	60XX class, and B.R. Standard Class 8 (4-6-2).
	Up to Down Sidings at 105m. 42ch. (opposite old Locomotive Turntable)	
Trowbridge	Down Side Sidings	B.R. Standard Class 9F(2-10-0)
Trowbridge	Siding to Cattle Pens	All engines with outside cylinders.
Trowbridge	Platform outside Goods Shed	47XX class.
Westbury (Up Side)	Nos. 1, 2, 3 and 4 Warflat and Ambulance Sidings	

SWINDON TO KEMBLE, Route Colour—'Red'

Permitted Engines.—All classes except 60XX ('King'), B.R. Standard Class 8 (4-6-2) and Gas Turbine Locomotive No. 18000. Trigger Cock Gear Lever to be removed from 61XX class engines.

LOCAL RESTRICTIONS

Stations	Connections and Sidings	Engines Prohibited
Kemble	Pump House Coal Road	42XX
	Loading Dock (Up Side)	28XX, 38XX, 42XX, 47XX, 72XX.
	Tetbury Down Sidings to Pump House Road	28XX, 72XX
	Up and Down Main lines to Tetbury Branch Platform and Back Road	28XX, 38XX, 72XX.
	Leads from Tetbury Down Sidings to Pump House Road and Tetbury Branch	10XX, 49XX, 59XX, 69XX, 79XX, 4073-4099, 50XX and 70XX. (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.)

FOSS CROSS TO ANDOVER JUNCTION (including Rushey Platt Curve and Wolfhall Loop). Route Colour—'Blue'.

Permitted Engines.—All 'Yellow' uncoloured engines and 'Blue' engines, B.R. Standard class 4 (4-6-0), 9700 to 9710 inclusive, B.R. Standard Class 2 (2-6-0), 'Austerity' (2-8-0), S.R. 2-6-0 'N' and 'U' T.9 (4-4-0), 700 (0-6-0) and Q (0-6-0) classes, and ex-L.M.R. Standard Class 4 (2-6-0) Mixed Traffic.

In addition to the observance of the lesser speed restrictions, the speed of 'Blue' Group Engines, and B.R. Standard class 3 (2-6-2T) and S.R. 2-6-0 'N' and 'U' T.9 (4-4-0), 700 (0-6-0), and Q (0-6-0) class engines must not exceed thirty miles per hour when passing in either direction over the undermentioned bridges between Foss Cross and Gratton:—

Near Savernake (H.L.) Bridge at	16m. 20½ch.
Bridge at	15m. 59½ch.
Near Rushey Platt Bridge over W.R. Main Line at	32m. 55ch.
Near Cricklade Bridge at	40m. 32½ch.

The speed of S.R. Q (0-6-0) engines not to exceed 20 m.p.h. between 27m. 66½ch. and 20 m.p. near Chiseldon.

Any 'Blue' Group and S.R. 2-6-0 'N' and 'U' T.9 (4-4-0), 700 (0-6-0) and Q (0-6-0) classes authorised to work over the above sections may work double-headed, subject to strict observance of the permanent restriction of speed of 30 miles per hour when passing over the above-mentioned bridges, but the speed must not exceed 15 miles per hour when passing over the following bridge:—

At 32m. 55ch. near Rushey Platt Bridge over W.R. Main Line.

Trigger Cock Gear Lever to be removed from 61XX class engines.

LOCAL RESTRICTIONS

Stations	Connections and Sidings	Engines Prohibited
Swindon Town	Down Dock nearest Main Line	28XX, 38XX, 53XX, 63XX, 73XX, 51XX, 41XX, 61XX, 81XX, 78XX, B.R. Standard, classes 4 (2-6-0) and (2-6-4T), 'Austerity', and S.R. (2-6-0) 'N' and 'U' classes.
Swindon Town	Down Dock furthest from Main Line	53XX, 63XX, 73XX, 51XX, 41XX, 61XX, 81XX, 78XX, B.R. Standard, classes 4 (2-6-0) and (2-6-4T) and S.R. (2-6-0) 'N' and 'U' classes.
Swindon Town	Corporation Siding	78XX, B.R. Standard class 4, (4-6-0), and S.R. (2-6-0) 'N' and 'U' classes.
Chiseldon	Up Siding Loading Bank	45XX, 55XX, 78XX, B.R. Standard, class 4 (4-6-0), B.R. Standard, classes 4 (2-6-0) and (2-6-4T), B.R. Standard, class 2 (2-6-0), B.R. Standard, class 2 (2-6-2), B.R. Standard, class 3 (2-6-2) and S.R. (2-6-0) 'N' and 'U' classes.
Chiseldon	Down Siding beyond catchpoint Up Refuge Siding beyond engine length over } catchpoint	28XX, 38XX, 53XX, 63XX, 73XX, 51XX, 'Austerity', 41XX, 61XX, 81XX, 78XX, B.R. Standard class 4 (4-6-0), B.R. Standard, classes 4 (2-6-0) and (2-6-4T), and S.R. (2-6-0) 'N' and 'U' classes.
Ogbourne	Down Loading Bank	28XX, 38XX, 53XX, 63XX, 73XX, 78XX, B.R. Standard, class 4 (4-6-0), B.R. Standard, classes 4 (2-6-0) and (2-6-4T), 'Austerity' and S.R. (2-6-0) 'N' and 'U' classes.
Marlborough (Low Level)	Between Platforms	No Diesel Locomotive or Diesel train may pass or be passed by any train or vehicle. D56XX not to exceed 10 m.p.h. at this point.
Marlborough (High Level)	Dead End Siding off Goods Shed	78XX, B.R. Standard class 4 (4-6-0) and (2-6-4T), and S.R. 2-6-0 'N' and 'U' classes.
Ludgershall	Up Platform Line	28XX, 38XX, 51XX, 41XX, 61XX, 81XX, 78XX, B.R. Standard, classes 4 (4-6-0) and (2-6-4T), 'Austerity' and S.R. (2-6-0) 'N' and 'U' class engines are subject to a speed restriction of five miles per hour when passing alongside this Platform.
Ludgershall	Down Side Back Road and Spur leading therefrom	28XX, 38XX, 53XX, 63XX, 73XX, 78XX, B.R. Standard, classes 4 (4-6-0) and (2-6-4T), 'Austerity', and S.R. (2-6-0) 'N' and 'U' classes.
Weyhill	Tank Road Bank nearer Red Posts	28XX, 38XX, 53XX, 63XX, 73XX, 51XX, 41XX, 61XX, 81XX, 78XX, B.R. Standard, classes 4 (4-6-0) and (2-6-4T), 'Austerity', and S.R. (2-6-0) 'N' and 'U' classes.
Weyhill	Goods Shed Siding from Tank Road	
Weyhill	Mileage Siding from Tank Road	
Weyhill	Western Dock Siding	
Andover Junction	Siding North of Coal Stage at S.R. Engine Shed	45XX, 55XX.

HEYWOOD ROAD JUNCTION WEST AND HAWKERIDGE JUNCTION. Route Colour—'Double Red.'

Permitted Engines.—All classes except Gas Turbine Locomotive No. 18000. Trigger Cock Gear Lever to be removed from 61XX class engines.

60XX ('King') Class engines are authorised to work between Hawkeridge Junction and Heywood Road Junction in cases of emergency only, subject to the observance of service restrictions. Speed not to exceed 5 m.p.h.

BATHAMPTON TO BRADFORD JUNCTION SOUTH AND BRADFORD JUNCTION NORTH.

Route Colour—'Red.'

Permitted Engines.—All engines except 60XX ('King'), B.R. Standard, class 8 (4-6-2) (71XXX) and Gas Turbine Locomotive No. 18000. Trigger Cock Gear Lever to be removed from 61XX class engines.

Southern Region modified 'West Country', 'V' (Schools) and 'King Arthur' class engines.

In cases of emergency only, 'King' class engines may work between Thingley Jct. and Bathampton via Bradford-on-Avon, subject to the observance of service restrictions. In such cases, speed not to exceed 30 m.p. between Bradford Jct. and Bathampton.

ENGINE RESTRICTIONS—continued

LOCAL RESTRICTIONS

Stations	Connections and Sidings	Engines Prohibited
Limpley Stoke	Goods Dock, Up Platform	47XX class
Limpley Stoke	Up Goods Platform	Diesel Cars.
Bradford-on-Avon	Goods Shed	47XX class.

PATNEY AND CHIRTON TO HOLT JUNCTION. Route Colour—'Red'.

Permitted Engines.—All classes except 60XX ('King'), B.R. Standard, class 8 (4-6-2) (71XXX) and Gas Turbine Locomotive No. 18000. Trigger Cock Gear Lever to be removed from 61XX class engines.

ALL 'RED' GROUP ENGINES TO REDUCE SPEED AS SPECIFIED WHEN PASSING OVER THE FOLLOWING BRIDGES:—

Mileage of Bridge	Maximum Speed	Mileage of Bridge	Maximum Speed
87m. 35ch.	40 m.p.h.	89m. 14ch.	30 m.p.h.
88m. 17ch.	40 m.p.h.	93m. 40ch.	30 m.p.h.

LOCAL RESTRICTIONS

Stations	Connections and Sidings	Engines Prohibited
Devizes	Sidings	'Red' Engines, 78XX class and B.R. Standard class 4 (4-6-0) excepted may use Straight Siding adjoining Main Line Up Side Holt Junction end.
	Curve entering from Main Line into Mileage Sidings beyond the end of the Cattle Pens on the Up side	All except 13XX, 54XX, 36XX, 37XX, 46XX, 57XX, 67XX, 77XX, 87XX, 96XX and 9711-9799.
Bromham and Rowde	Sidings	'Red' Engines.
Seend	Sidings	'Red' Engines.

BRISTOL (T.M.) TO YATE SOUTH JUNCTION VIA MANGOTSFIELD. Route Colour—'Red'.

Permitted Engines:—

All W.R. engines except 60XX ('King') and 47XX (2-8-0) classes.

All Diesel Locomotives.

All L.M.R. Locomotives except the following:—

Type	Class
L.M.R. 4-6-2	46200-46212, 46220-46257
L.M.R. 0-6-0	2E and 3H
L.M.R. 0-4-4T	2K and 2L
L.M.R. 0-6-0T	2R and 3Y

Ex Cal.

E.R.—Class K3 (61800-61992)

W.R. Engines must not pass under old M.R. Gauges.

YATE SOUTH JUNCTION TO CHARFIELD. Route Colour—'Red'.

Permitted Engines.—All except W.R. 60XX ('King'), 47XX (2-8-0), B.R. Standard Class 8 (4-6-2) (71XXX) and the following L.M.R. Locomotives.

Type	Class
4-6-2	46200-46212
	46220-46257
0-6-0	2E and 3H
0-4-4T	2K and 2L
0-6-0T	2R and 3Y

Ex Cal.

W.R. Engines must not pass under old M.R. Gauges.

E.R.—Class K3 (61800-61922) permitted.

The following W.R. and B.R. Standard Engines only are permitted to work over connections and turntable to Goods Shed at Yate:—

Type	Class
0-4-2T	14XX, 58XX.
0-6-0T	13XX, 16XX, 54XX, 36XX, 37XX, 46XX, 57XX, 67XX, 77XX, 87XX, 96XX, and 9711-9799.
2-6-2T	45XX, 55XX.
0-6-0	22XX, 32XX.
2-6-0	B.R. Standard Class 2 (78XXX)
2-6-2T	B.R. Standard Class 2 (84XXX).

All engines are prohibited over the Coal Shutes Siding and Wagon Turntable at Charfield.

BRISTOL CARRIAGE SIDINGS

Permitted Engines.—

All B.R. Standard Classes except:—

Type	Class
4-6-2	Class 8 (71XXX).
2-6-2T	Class 3 (82XXX).
2-6-0	Class 3 (77XXX).

W.R. Engines:—

0-6-0	22XX, 32XX.
2-6-0	53XX, 63XX, 73XX.

All L.M.R. Engines except:—

L.M.R. 4-6-2	46200-46212
	46220-46257
L.M.R. 4-6-0	46170
L.M.R. 2-8-0	53801-53810
L.M.R. 2-6-2T	40001-40209
L.M.R. 0-6-0	2E and 3H
L.M.R. 0-4-4T	2K and 2L
L.M.R. 0-6-0T	2R and 3Y

Ex Cal.

All Diesel Locomotives except:—

10000 and 10001	} As single and double units.
10201, 10202 and 10203	

ENGINE RESTRICTIONS—continued

MANGOTSFIELD STATION JUNCTION AND MANGOTSFIELD NORTH JUNCTION TO BATH GREEN PARK. Route Colour—'Red'.

Engines Authorised	Prohibitions
W.R.—22XX, 32XX, 45XX, 55XX, 53XX, 63XX, 73XX, 36XX, 37XX, 46XX, 84XX, 94XX, and W.D. (2-8-0) Austerity Locomotives. Diesel Cars 19-38 B.R. Diesel Car Units B.R. Standard Locomotives—All except Class 8 (4-6-2) (71XXX) 10203 (as single and double units). L.M.R.—All except 46170 (4-6-0), 46200-46212, 46220-46257 (4-6-2), 2E, 3H, 2K, 2L, 2R and 3Y (ex Cal.).	Bath Weston 22XX, 32XX, 36XX, 37XX, 46XX, 57XX, 67XX, 77XX, 87XX, 97XX, 34XX, 84XX, 94XX and W.D. (2-8-0) Austerity prohibited from Brewery and Long Sidings. Diesel cars not to exceed 15 m.p.h. through Crossover Road at the Bath end of Weston (Bath) Station. Bath Green Park 22XX, 32XX, 36XX, 37XX, 46XX, 57XX, 67XX, 77XX, 87XX, 97XX, 34XX, 84XX, 94XX, and W.D. (2-8-0) Austerity prohibited from (a) Boat Road Siding. (b) Cattle Dock Siding. (c) Customs House Siding.

BATH GREEN PARK AND TEMPLECOMBE JUNCTION. Route Colour—'Blue'.

Engines Authorised	Prohibitions
W.R.—22XX, 32XX, 56XX (a) (d), 66XX (a) (d), 36XX, 37XX, 46XX, 57XX, 67XX, 77XX, 87XX, 96XX, 97XX, 34XX, 84XX, 94XX and W.D. (2-8-0) Austerity Locomotives. S.R.—Class L1, N(a), N1(a), U(a), U1(a), M7, O2, Q, Q1, T9, V(ab), 700, 'West Country' and 'Battle of Britain' including modified locomotives. B.R. Standard—Class 2 (78XXX, 84XXX), Class 3 (77XXX, 82XXX), Class 4 (75XXX, 76XXX(a), 80XXX(a)), Class 5 (73XXX(a)), Class 6 (72XXX(a)), Class 9F (92XXX(c)). L.M.R.—40396-40700 (4-4-0), 43000-43049(a), 43112-43121(a), (2-6-0), 43180-43629, 43800-44606, (0-6-0), 47200-47681 (0-6-0), 42050-42686(a), (2-6-4T), 44658-45499(a), (4-6-0), 53801-53810 (2-8-0), Class 8F (2-8-0).	Writhlington Colliery 22XX, 32XX, ex L.M.R. 8F (2-8-0) and W.D. (2-8-0) Austerity not to work beyond inlet gate. 36XX and 84XX not to pass under empty tram gantry over Outgoing Road. Radstock Ex-L.M.R. 8F (2-8-0) prohibited from Co-op Siding, Taylor & Sons' Siding and British Wagon Co.'s Repair Siding. 22XX, 32XX, 36XX, 37XX, 46XX, 57XX, 67XX, 77XX, 87XX, 97XX, 34XX, 84XX, 94XX, and W.D. (2-8-0) Austerity prohibited from Co-op Siding and Wagon Repair Siding. B.R. Class 9 (2-10-0) (92XXX) prohibited from Down Side Loading Dock. Midsomer Norton (Upper) B.R. Class 9 (2-10-0) (92XXX) prohibited from Cattle Pens and Goods Shed Siding. Ex-L.M.R. 8F (2-8-0) may work to Engine Stop Board only in Colliery Siding. Binegar Ex-L.M.R. 8F (2-8-0) prohibited from Old Goods Shed, Dead-end Sidings and Read & Sons' Siding. W.D. (2-8-0) Austerity prohibited from Dead-end Sidings to Loading Dock and Old Goods Shed. B.R. Class 9 (2-10-0) (92XXX) prohibited from Down Side Cattle Pens and Loading Dock. Evercreech New W.D. (2-8-0) Austerity prohibited from Goods Shed. Ex-L.M.R. 8F (2-8-0) prohibited from Lime -Works Siding and Goods Shed. 22XX, 32XX, 36XX, 37XX, 46XX, 57XX, 67XX, 77XX, 87XX, 96XX, 97XX, 9711-9759, 84XX, and 94XX Classes must not pass the stop board at the entrance to the Goods Shed. Evercreech Junction B.R. Class 9 (2-10-0) (92XXX) and W.D. (2-8-0) Austerity and ex-L.M.R. 8F (2-8-0) prohibited from short Dead-end Siding north end of Cattle pens. Cole B.R. Class 9 (2-10-0) (92XXX) prohibited from Down Side Cattle Dock.

- (a) Speed restriction of 45 m.p.h. over the following bridges:—
No. 1 at 0m. 13½ch. (Twerton Viaduct) near Bath Green Park.
No. 3 at 0m. 31ch. (over Bristol Main Line) near Bath Green Park.
No. 72 at 18m. 45ch. between Masbury Halt and Shepton Mallet, Charlton Road.
- (b) Restrictions as above with 50 m.p.h. restriction over other portions of the line except where lower speeds are in operation.
- (c) 50 m.p.h. restriction throughout except where lower speeds are in operation.
- (d) 56XX class engines also restricted to 45 m.p.h. over Bridge at 10m. 15ch. at Radstock North Station. Speed not to exceed 40 m.p.h. between Cole and Templecombe.

EVERCREECH JUNCTION TO HIGHBRIDGE FOR BURNHAM-ON-SEA

Permitted Engines:—

Western Region

22XX, 32XX, 36XX, 37XX, 46XX, 57XX, 67XX, 77XX, 87XX, 96XX and 9711-9799 subject to a speed restriction of 20 m.p.h. through the platforms at Glastonbury and Street.

Southern Region

Class M7 (a) and O2.

B.R. Standard

2-6-2T Class 3 (82XXX), Class 2 (84XXX).
2-6-0 Class 4 (76XXX), Class 2 (78XXX).

L.M.R.

4-4-0 40396-40700.
0-6-0 43174-43629, 43800-44606 (a), 52119-52526.
0-6-0T 47200-47681.
2-8-0 53801-53810 (a).

- (a) 30 m.p.h. speed restriction throughout.

ENGINE RESTRICTIONS—continued

Branches

Section of Line	Route Colour	Engines Authorised	Local Prohibitions
Wells Branch (Yatton to Witham)—continued			Woolkey. 53XX, 63XX, 73XX, 78XX, B.R. Standard, class 4 (4-6-0) and B.R. Standard, class 4 (2-6-0), must not work into Sidings. Wells (Tucker Street) 53XX, 63XX, 73XX, 78XX, B.R. Standard, class 4 (4-6-0), and B.R. Standard, class 4 (2-6-0) not to work into:— Goods Shed Road. Straight Road between Goods Shed and Main Line. Wells (Priory Road) 61XX, 53XX, 63XX, 73XX, 78XX, B.R. Standard, class 4 (4-6-0) and B.R. Standard, class 4 (2-6-0) not to work into Sidings. All engines prohibited from working into Loading Bank Siding. Wells (East Somerset). 53XX, 63XX, 73XX, 78XX, B.R. Standard, class 4 (4-6-0), and B.R. Standard, class 4 (2-6-0), not to work into any Yard Sidings except Up Loop, 61XX not to work into Petrol Dock Siding alongside Dock Wall. Dulcot. 61XX not to work into Sidings. Shepton Mallet. 53XX, 63XX, 73XX, 78XX, B.R. Standard, class 4 (4-6-0), and B.R. Standard, class 4 (2-6-0) not to work over:— Last 4 chains of Up Outer Siding. Cattle Pen Road from Main Line and past pens. Cranmore. 53XX, 63XX, 73XX, 78XX, and B.R. Standard, class 4 (4-6-0) classes not to work into Cattle Pen and No. 1 Road. 53XX, 63XX, 73XX, 45XX, 55XX, 78XX and B.R. Standard, class 4 (4-6-0), B.R. Standard, class 3 (2-6-0), class 2 (2-6-0), and class 2 (2-6-2) not to work into:— Doulting Siding. Mendip Mountain Quarries Sdg. Merehead Quarry Siding. B.R. Standard, class 4 (4-6-0) and 78XX classes not to work into this Siding. Wanstrow. 53XX, 63XX, 73XX, 45XX, 55XX, 78XX and B.R. Standard, class 4 (4-6-0), B.R. Standard, class 3 (2-6-2), class 2 (2-6-0), and class 2 (2-6-2) not to work into:— Cattle Pen Road.

Engines in Steam Coupled together. Yatton to Witham (Wells Branch).

Any two of the engines authorised to work over this Section may work in steam coupled together, subject to the speed restrictions shewn.

GENERAL STIPULATION

Engines must not enter Sidings beyond the point at which Stopboards are erected.

ENGINE RESTRICTIONS—ROUTE AVAILABILITY

B.R. STANDARD ENGINES

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

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

Class 5 (4-6-0) (73XXX) Prohibited on all 'BLUE', 'YELLOW' and 'UNCOLOURED' Routes. Restrictions—As for W.R. 4-6-0 49XX ('Hall') Class Engines.

Class 4 (4-6-0) (75XXX) As for 'Manor' Class.

Class 4 (2-6-0) (76XXX) } Prohibited on all 'YELLOW' and 'UNCOLOURED' Routes. Restrictions—As for 'BLUE' Engines.

Class 4 (2-6-4T) (80XXX) }

Class 3 (2-6-2T) (82XXX) Prohibited on all 'UNCOLOURED' Routes. Engines numbered 82030, 82035, 82036, 82037, 82038, 82039, 82040, 82041, 82042, 82043 and 82044, when working over 'YELLOW' or specially authorised 'UNCOLOURED' routes, must not be coupled to another engine of the same class.

Class 2 (2-6-0) (78XXX) 'UNCOLOURED' group for Route purposes.

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 of sidings and crossovers)

ENGINE RESTRICTIONS—continued

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

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

Permanent and temporary speed restrictions, also the instruction relating to the speed of light engines (as laid down in the General Appendix) must be observed.

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

Swindon Shed and Swindon Factory	.. .. .	Up to and including three engines may work in steam coupled together between these points.
Ashton Junction to Canons Marsh	.. .. .	22XX, 32XX, 45XX, 55XX, 35XX, 37XX, 46XX, 57XX, 67XX, 77XX, 87XX, 9711-9799, 34XX, 81XX, 94XX and B.R. Standard Class 2 (78XXX) may work in steam coupled together or coupled to any other permitted engine.
Foss Cross to Andover Junction (including Rushey Platt Curve and Wolfhall Loop)	.. .. .	See separate instructions on page B.200.
Parson Street Junction and West Depot to Clifton Bridge	.. .. .	See separate instructions for S.R. modified 'West Country', 'V' (Schools) & 'King Arthur' Class engines on page B.204
Clifton Bridge to Portishead	.. .. .	Two 34XX, 84XX or 94XX class engines or one of engines and any other permitted engine may work in steam coupled together.
Wells Branch (Yatton to Witham)	.. .. .	'Blue' engines specially authorised may work in steam coupled together, subject to the speed restrictions shown on page B.204.
Westbury to Swindon via Melksham	.. .. .	See separate instructions on page B.208.

1000 H.P. DIESEL HYDRAULIC LOCOMOTIVE—North British Co.—Type 2

D.6300 Class

Engine Route Classification 'Blue'

Permitted on 'Yellow' routes up to 40 m.p.h.

Prohibitions:—

All 'Uncoloured' routes. Bristol Avonside.

2000 H.P. DIESEL HYDRAULIC LOCOMOTIVES—North British Co.

D.600 Class

Engine Route Classification 'Red'

Prohibitions:—

All 'Blue', 'Yellow' and 'Uncoloured' routes.
Bristol (Avonside).
Bristol Harbour Lines (except Bristol (T.M.) to Wapping Wharf).
Bath (Green Park) to Templecombe.
Evercreech Junction to Highbridge for Burnham-on-Sea.
These locomotives may work coupled together or coupled to a North British Co. 1,000 h.p. Diesel Hydraulic Locomotive.

2200 H.P. DIESEL HYDRAULIC LOCOMOTIVES—Type 4

D.800 Class

Engine Route Classification 'Red'

Prohibitions:—

All 'Blue', 'Yellow' and 'Uncoloured' routes.
Bristol (Avonside).
Bristol Harbour Lines (except Bristol (T.M.) to Wapping Wharf).
Bath (Green Park) to Templecombe.
Evercreech Junction to Highbridge for Burnham-on-Sea.

DIESEL SHUNTING ENGINES

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

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

Engine Route Classification 'Yellow', if used for shunting only.
'Blue', if used for any other purpose.

Restrictions

Prohibited from all 'Uncoloured' routes and the following lines and sidings:—

Charfield	.. .. .	Not to work over turntable to Goods Shed, into Brick & Tile Coy's Siding or over 'shoots' in Coal Sidings.
Moredon Siding	.. .. .	Not to work into Power Station Sidings beyond siding gate.
Cheltenham (High Street)	.. .. .	Not to work in Ree's Siding, Electricity Works Siding or Gas Works Siding.

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

Engine Route Classification 'Uncoloured', if used for shunting only.
'Yellow', if used for any other purpose.

350 h.p. Diesel Electric Shunting Engines—Nos. 15100-15106 and 13XXX (D.3XXX)

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

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

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

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

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

Engine Route Classification 'Uncoloured'

These locomotives may work over all running lines, subject to the following prohibition:—
Bristol (Avonside).

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

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

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

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

L.M.R. ENGINES BETWEEN BRISTOL (T.M.) WEST AND WESTON-SUPER-MARE

Subject to the observance of service restrictions, the following engines may be employed for through working from Bristol (T.M.) West to Weston-super-Mare.

Standard class 5	..	4-6-0 mixed traffic engine (Diagram 178M)
Standard class 5	..	2-6-0 freight traffic engines, parallel and taper-boiler types (Diagrams 180A and *181C)
Standard class 4	..	4-4-0 passenger tender engine (Compound) (Diagram 73 B).
Standard class 4	..	0-6-0 freight tender engine (Diagram 167 B).
Standard class 2	..	4-4-0 passenger tender engine (Diagram 69 C).
Standard class 6 P	..	4-6-0 passenger tender engine (Diagram *270 B).
Standard class 6	..	4-6-0 passenger tender engine, taper boiler (Diagram *176 L).
Standard class 6	..	4-6-0 passenger tender engine, parallel boiler (Diagram *173 E).
Standard class 6 P	..	4-6-0 passenger tender engine (Diagram *269 B and *272).

Engines marked * are subject to a maximum speed of 20 miles per hour over the Weston-super-Mare Loop

WORKING OF EX-L.M.R. ENGINES—BRISTOL (T.M.) TO SEVERN BEACH VIA FILTON JUNCTION AND PILNING AND BRISTOL (T.M.) TO PORTISHEAD

The undermentioned ex-L.M.R. Engines are permitted to work over the above sections, subject to the observance of service restrictions:—

Standard class 3 (2-6-2T), M.T. Tank (Taper Boiler), except Nos. 40148, 40163, 40169 and 40203	Diagram No. 254D
Standard class 2 (2-6-2T), M.T. Tank (Taper Boiler) (16-inch diameter Cylinders), Nos. 41200-41289	Diagram No. 275
Standard class 2 (2-6-2T), M.T. Tank (Taper Boiler), (16½-inch diameter Cylinders), No. 41290 onwards	Diagram No. 275A

L.M.R. Class 5A (4-6-0) engines may work between Bristol (T.M.) and Clifton Bridge, subject to the observance of service restrictions and an overall speed restriction of 20 m.p.h. between Parson Street Jct. and Clifton Bridge.

L.M.R. ENGINES BETWEEN HIGHBRIDGE AND BRISTOL

The undermentioned engines are permitted to work between Highbridge Crossing Signal Box and Bristol East Signal Box subject to the observance of all service restrictions:—

L.M.R. Class 1 (0-4-4) Passenger Tank (Diagram ED82).
L.M.R. Class 3 (0-6-0) Freight Tender (Diagrams ED165 and ED165A)
L.M.R. Class 4 (0-6-0) Freight Tender (Diagram ED167A).

L.M.R. DIESEL ELECTRIC ENGINES

L.M.R. Diesel Electric Engines, Nos. 10,000 and 10,001 are permitted to work between Reading General and Castle Cary, subject to all service restrictions being observed and to the local prohibitions as shown on page 198 in respect of 47XX class engines and Diesel Cars.

All Sidings prohibited.

Down and Up Goods Loops at Westbury, Witham and Castle Cary may be used in an emergency subject to a speed restriction of 5 m.p.h.

ENGINE RESTRICTIONS—continued

WORKING OF ENGINES OVER THE SEVERN BRIDGE. SEVERN AND WYE SECTION

Only engines bearing the following numbers are permitted to work over the Severn Bridge:—

Western Region Engines:—

43XX (2-6-0). Yellow and Uncoloured Groups.

L.M.R. Engines:—

Class 2 (2-6-2) Tank (Standard).

Class 2 (2-6-0) Tender (Standard).

Class 2F (0-6-0) Tender (Midland) bearing numbers 58115 to 58228.

B.R. Standard Class 4 (4-6-0) (75XXX), and Class 4 (2-6-0) (76XXX) with light tenders, i.e. coal capacity 6 tons, water capacity 3,500 gallons, may work between Lydney Junction and Berkeley Road (including Berkeley Loop) on running lines only.

Trains running over the Severn Bridge must not be worked by more than one engine in front.

Two engines coupled together must not in any circumstances be run over the bridge.

In the event of the failure of an engine at either end of the bridge and it is necessary for such engine to be taken to the opposite end, or if an engine fails on the bridge, arrangements must be made for the engine to be worked specially, and four wagons must be placed between the assisting engine and the disabled engine. A competent man must in all cases ride upon the disabled engine.

SOUTHERN REGION ENGINES WORKING BETWEEN WESTBURY AND SALISBURY

All Southern Region Engines are permitted to work between Westbury and Salisbury, subject to the following restrictions:—

'Lord Nelson,' H.15, G.16, N.15 and S.15 classes must not exceed a speed of 40 miles per hour throughout.

'Merchant Navy,' D.15, 'V' Schools and B.R. Standard, class 7 (Britannia) must not exceed a speed of 55 miles per hour throughout.

ENGINE WORKING BETWEEN ENBORNE JUNCTION AND GRAFTON EAST

The following engines are authorised to work between Enborne Junction and Grafton East subject to the observance of all service restrictions:—

All Southern Region

All B.R. Standard

L.M. Region Class 2 (2-6-2)

WORKING OF S.R. ENGINES BETWEEN WESTBURY AND SWINDON VIA MELKSHAM

S.R. 'WEST COUNTRY' AND CLASS 'U' ENGINES

The above-mentioned engines are permitted to work between Westbury and Swindon via Melksham subject to the local restrictions laid down for W.R. 60XX and 47XX class engines.

If required, two of these engines may work coupled together, or one of these engines may be coupled to any W.R. engine, except 60XX ('King') and B.R. Standard 8 (4-6-2) classes subject to the instructions shown in the General Appendix.

WORKING OF S.R. LOCOMOTIVES BETWEEN SALISBURY AND YEOVIL JUNCTION VIA WESTBURY

'Merchant Navy' class engines Nos. 35001 to 35030 inclusive, Diesel Electric Locos Nos. 10201, 10202, 10203, 10000 and 10001, may be permitted to work between the above-mentioned points subject to the following:—

All sidings prohibited.

Down and Up Goods Loops at Westbury, Witham and Castle Cary may be used in an emergency, subject to a maximum speed restriction of 5 m.p.h.

These engines (except where lower speed limits are in force) must not exceed the speeds shown when running between the undermentioned points:—

Between Salisbury and Westbury	.. .. .	55 m.p.h.
Between Castle Cary and Yeovil Junction		
140½ m.p. to Yeovil (Pen Mill)	.. .. .	30 m.p.h.
Through Yeovil South Junction	.. .. .	15 m.p.h.
Yeovil Town to Yeovil Junction	.. .. .	40 m.p.h.

SOUTHERN REGION ENGINES WORKING BETWEEN WESTBURY AND BRISTOL

Southern Region modified 'West Country', 'V' (Schools) and 'King Arthur' class engines may work between Westbury and Bristol via Bradford-on-Avon subject to the observance of service restrictions.

DIESEL MULTIPLE UNIT MAIN LINE DE LUXE SETS

Pullman Diesel Sets are permitted to work over all 'Blue', 'Red' and 'Double Red' routes subject to the observance of normal service restrictions. They may also use any sidings normally used by passenger coaching stock on these routes.

ROUTE AVAILABILITY OF DIESEL CARS

Suburban type 3-car Diesel Sets may work over all lines and sidings on the Western Region which are normally used by coaching stock, subject to the observance of service restrictions and the following prohibition:—
Highworth Branch.

These Suburban type 3-car Diesel Sets will include the vehicles in the following group types:—

Motor Open Second Brake	..	..	50050-50091
			50818-50877
Trailer Open Composite	..	..	59000-59041
			59326-59379
Motor Open Second	..	..	50092-50133
			50878-50937

Before these vehicles are permitted to work into Cattle Pens, Loading Docks, etc., which are not usually used by Coaching Stock for the purpose of stabling, it will be necessary for clearance tests to be carried out.

6-car Inter City Express Diesel Sets to Drawings Nos. 140327 and 140543 and 3-car Cross Country Diesel Units to Drawing No. 140553B may work over running lines and sidings on the Western Region which are normally used by Coaching Stock, subject to the observance of service restrictions and the following prohibition:—

Highworth Branch

The vehicle numbers of the Diesel Cars forming the 6-car Inter City and 3-car Cross Country Sets are as under:—

6-car Inter City Sets	..	..	79083-79094
			79440-79441
			79470-79473
3-car Cross Country Sets	..	..	50647-50695
			50696-50744
			59255-59301

High Density Diesel Multiple Units fitted with Trip Cock gear have the same route availability as normal sets provided the Trip Cock gear is permanently clipped up.

SHUNTING ENGINES

STATION	Engine No.	Starting and Finishing Times		AUTHORISED HOURS								Total hours per Week	PARTICULARS OF WORK
		Starting	Finishing	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.	Sun.			
				H. M.	H. M.	H. M.	H. M.	H. M.	H. M.	H. M.	H. M.		
Bristol (T.M.) Station and Sidings	1	6. 0 a.m.	6. 0 a.m. next day	24 0	24 0	24 0	24 0	24 0	24 0	24 0	168 0	Down Side Pilot.	
	2	6. 0 a.m.	12.30 p.m. Second day 7. 0 a.m. Sunday	18 0	12 30	12 30	12 30	12 30	12 30	7 0	177 30	At. Dr. Day's Sidings Coach Shunting.	
	3	2.45 p.m.	2.45 p.m. next day 7. 0 a.m. Sunday	9 15	24 0	24 0	24 0	24 0	24 0	7 0	136 15	West Sidings Pilot.	
	4	7. 0 a.m. Sunday	12.30 p.m. Monday	12 30	—	—	—	—	—	17 0	29 30	Dr. Day's Sidings Coach Shunting.	
	5	7. 0 a.m. Sunday	2.45 p.m. Monday	14 45	—	—	—	—	—	17 0	31 45	West Sidings and general Shunting Pilot until relieved by No. 3 Pilot.	
	6	10. 0 p.m.	1. 0 a.m.	3 0	3 0	3 0	3 0	3 0	*	—	15 0	West Sidings Pilot. *—On occasions when Pilot Engine required for late shunt on Saturday nights in connection with theatrical traffic, Bristol (T.M.) Station Master to advise Motive Power Department specially as soon as requirements are known.	
	7	5.15 a.m. SX 5.15 a.m. SO 5.15 a.m. Suns.	3.10 a.m. MX 4. 0 a.m. Suns. 3.10 a.m. MO	21 55	21 55	21 55	21 55	21 55	21 55	22 45	154 15	Bristol Carriage Sidings. Shunting.	
Chippenham	1	6.20 p.m. SX	10. 0 p.m.	3 40	3 40	3 40	3 40	3 40	—	—	18 20	Engine off 5.55 p.m. Calne	
	2	4.30 p.m.	6.30 p.m.	2 0	2 0	2 0	2 0	2 0	2 0	—	12 0	Passenger shunting as required.	
	3	9.45 a.m.	10.30 a.m.	0 45	0 45	0 45	0 45	0 45	0 45	—	4 30	9|20 a.m. Light Engine ex Calne (arrives 9.35 a.m.).	
	4	11. 0 a.m. (Sundays)	2.30 p.m.	—	—	—	—	—	—	3 30	3 30	Passenger shunting as required.	
Malago Vale Sidings	1	7.30 a.m. SX 6.30 a.m. SO	2. 0 a.m.	16 30	2 0	2 0	2 0	2 0	2 0	—	112 0	Shunts coaches as required.	
	2	8. 0 a.m. Sunday	1. 0 a.m. Monday	1 0	—	—	—	—	—	16 0	17 0	Shunts coaches as required.	
Marsh Pond	1	9.30 a.m.	1.30 p.m.	4 0	4 0	4 0	4 0	4 0	4 0	—	24 0	Shunts coaches as required.	

STATION	Engine No.	Starting and Finishing Times		AUTHORISED HOURS								Total hours per Week	PARTICULARS OF WORK				
				Mon.		Tues.		Wed.		Thur.				Fri.		Sat.		Sun.
		Starting	Finishing	H. M.	H. M.	H. M.	H. M.	H. M.	H. M.	H. M.	H. M.			H. M.	H. M.	H. M.	H. M.
Marston Sidings	1	10.5 p.m.	2.30 a.m. MIX 4.30 a.m. Suns.	1 55	4 25	4 25	4 25	4 25	4 25	4 25	4 25	4 25	4 30			28 30	Shunting Fish and Parcels trains as required.
Swindon Jn.	1	6. 0 a.m.	6. 0 a.m. Monday	24	0 24	0 24	0 24	0 24	0 24	0 24	0 24	0 24	0 24	0		168 0	Down Side Pilot.
	2	6. 0 a.m.	6. 0 a.m. Saturdays excepted	24	0 24	0 24	0 24	0 24	0 24	0	—	—	—	—		120 0	Up Side Pilot.
		6. 0 a.m.	4. 0 a.m. Sundays	—	—	—	—	—	—	—	18 0	4 0	0			22 0	
	3	6. 0 p.m.	4.30 a.m. Saturdays excepted 9.30 p.m. Saturdays only	10 30	10 30	10 30	10 30	10 30	10 30	10 30	2 30	4 30				59 30	Shunts in Water Sidings from 6.0 p.m. (SX) and at West End of Station from approximately 9.30 p.m.
	4	12.30 p.m.	2. 0 p.m. Saturdays excepted	1 30	1 30	1 30	1 30	1 30	1 30	—	—	—	—			7 30	Engine off 10.40 a.m. Dr. Day's Bridge Sidings Milk. Shunts in Water Siding.
	5	5.30 p.m.	7.30 p.m. Saturdays excepted	2 0	2 0	2 0	2 0	2 0	2 0	—	—	—	—			17 30	Relieves No. 4 Pilot in Water Siding, Saturdays excepted. Covers West End and Water Siding Shunting Saturdays only.
	5	2. 0 p.m.	9.30 p.m. Saturdays only	—	—	—	—	—	—	—	7 30	—	—				
Westbury	6	1. 0 p.m. Sunday	1. 0 a.m. Monday	1 0	—	—	—	—	—	—	—	—	11 0			12 0	Up Side Shunting.
	7	8.40 a.m.	1. 0 p.m.	4 20	4 20	4 20	4 20	4 20	4 20	4 20	4 20	—	—			26 0	Engine off 8.2 a.m. Kemble shunts in Water Siding.
	1	5.30 a.m.	1. 0 a.m. Saturdays excepted	19 30	19 30	19 30	19 30	19 30	19 30	—	—	—	—			97 30	Shunting.
		5.30 a.m. Saturdays	2.30 a.m. Sundays	—	—	—	—	—	—	—	—	18 30	2 30			21 0	Shunting.
Weston-s-Mare (Gen.)		10.45 a.m.	1. 0 p.m. Sundays	—	—	—	—	—	—	—	—	—	2 15			2 15	Engine off 10.5 a.m. Chippenham, due 10.40 a.m.
		4. 0 p.m.	9.30 p.m.	—	—	—	—	—	—	—	—	—	5 30			5 30	Shunting.
	1	6. 0 a.m.	1.30 p.m.	7 30	7 30	7 30	7 30	7 30	7 30	7 30	7 30	—	—			45 0	Shunts as required.
	2	10.30 a.m.	12. 0 noon	1 30	1 30	1 30	1 30	1 30	1 30	1 30	1 30	—	—			9 0	Engine off 9.45 a.m. Bristol (T.M.).
	3	1.30 p.m.	3. 0 p.m. Saturdays excepted	1 30	1 30	1 30	1 30	1 30	1 30	—	—	—	—			7 30	Shunts as required.
	4	4. 0 p.m.	5. 0 p.m.	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	—	—			6 0	Engine off 1.15 p.m. Paddington.
	5	1.15 p.m.	4. 0 p.m. Saturdays only	—	—	—	—	—	—	—	—	2 45	—			2 45	Engine works 4.35 p.m. to Paddington.
	6	5.30 p.m.	6.30 p.m.	1 0	1 0	1 0	1 0	1 0	1 0	1 0	1 0	—	—			6 0	Engine off 1.40 p.m. Paddington works 6.55 p.m. Weston-s-Mare.
	7	6.30 p.m.	9.35 p.m.	3 5	3 5	3 5	3 5	3 5	3 5	3 5	3 5	—	—			18 30	Engine off 5.32 p.m. Bristol (T.M.).
	8	7. 0 p.m.	9. 0 p.m. Saturdays only	—	—	—	—	—	—	—	—	2 0	—			2 0	Engine off 2.35 p.m. Paddington.
	9	9. 0 p.m.	10. 0 p.m. Saturdays excepted	1 0	1 0	1 0	1 0	1 0	1 0	1 0	—	—	—			5 0	Engine off 5.5 p.m. Paddington.
	10	7.30 a.m.	3.30 p.m. Sundays	—	—	—	—	—	—	—	—	—	8 0			8 0	Shunts as required.

BANK ENGINES RUNNING LIGHT

POINT-TO-POINT TIMES

		No. of Minutes				No. of Minutes	
Corsham to Box	.. .. .	8		Severn Tunnel East Box to Severn Tunnel	.. .. .		
Cranmore to Witham	.. .. .	15		West Box	.. .. .	8	
Filton Junction to Dr. Day's	.. .. .	10		Severn Tunnel West Box to Severn Tunnel	.. .. .		
Filton Junction to Stapleton Road	.. .. .	8		Junction and shunting clear	.. .. .	3	
Warminster to Westbury	.. .. .	11		Patchway to Pilning Junction	.. .. .	7	
Upton Scudamore to Westbury	.. .. .	8		Trowbridge to Westbury	.. .. .	9	
Brewham to Westbury	.. .. .	28		Westbury to Trowbridge	.. .. .	9	
Brewham to Castle Cary	.. .. .	14		Savernake (Low Level) to Westbury	.. .. .	55	
Thingley Junction to Trowbridge	.. .. .	25		Devizes to Holt Junction	.. .. .	18	
Wootton Bassett Station to Trowbridge	.. .. .	47		Trowbridge to Bradford-on-Avon	.. .. .	8	
Pilning Junction to Severn Tunnel East Box	.. .. .	4		Andoversford to Charlton Kings	.. .. .	13	

REFUGE SIDINGS AND LOOPS

Station	Refuge Sidings	Running Loops	Number of Wagons Siding or Loop holds in addition to Engine and Van	Station	Refuge Sidings	Running Loops	Number of Wagons Siding or Loop holds in addition to Engine and Van
DOWN				UP			
Didcot (Foxhall)	—	I	245F	Bridgwater	—	I	60
Milton	—	I	92	Highbridge	I	—	60
Milton	—	I	261K	Brent Knoll	I	—	60
Wantage Road	—	IA	88	Worle Junction	I	—	60
Wantage Road	I	—	65	Claverham	—	I	71
Challow	—	IA	65	Nailsea	I	—	42
Uffington	I	—	42	Flax Bourton	—	I	68
Ashbury Crossing	—	I	57L	Bristol, West Depot	—	I	163
Shrivenham	—	IA	54	Pylle Hill	—	I	57
Marston	—	I	80	Bristol, East Depot	—	I	158B
Swindon, Highworth Junction	—	I	190	Bristol, East Depot	—	I	168C
Purton	I	—	50	Bristol, East Depot	—	I	172C
Minety and A.K.	—	I	70	Severn Tunnel East	—	IW	221
Coates	I	—	43	Pilning Junction	I	—	35
Swindon, Hay Lane	—	I	118	Pilning Station	—	I	63
Wootton Bassett	—	I	74	Patchway	I	—	57
Little Somerford	—	IA	92	Filton Junction	—	I	57
Hullavington	—	I	100	Keynsham (No. 1)	—	I	63
Badminton	—	IA	75	Keynsham (No. 2)	—	I	63
Chipping Sodbury	—	IA	43	Bath Goods	I	—	57
Charfield	—	I	69	Bathampton	—	I	63
Yate	I	—	65	Box	I	—	57
Mangotsfield	—	I	42	Thingley Junction	I	—	47
Coalpit Heath	—	IA	48	Langley Crossing	—	I	43
Stoke Gifford	—	I	135	Dauntsey	I	—	48
Stoke Gifford	—	I	71	Stoke Gifford	—	I	96
Dauntsey	I	—	44	Coalpit Heath	—	IA	45
Langley Crossing	—	—	58	Charfield	—	I	70
Chippenham	—	—	44	Wapley Common	—	I	79
Thingley Junction	—	—	51	Chipping Sodbury	—	IA	85
Bathampton	—	I	42	Badminton	—	IA	61
Bathampton	—	I	65	Hullavington	—	IA	86
Bath Goods	—	I	56	Little Somerford	—	I	92G
Keynsham	—	I	102	Wootton Bassett	—	I	57
Bristol, West Depot	—	3S	340	Wootton Bassett	I	—	43
Patchway	—	I	67	Swindon, Hay Lane	—	I	118
Pilning Junction	—	I	64	Swindon, Rushey Platt Junction to Rodbourne Lane	—	I	63
Pilning Junction	—	IN	325	Swindon, Rushey Platt Junction to Swindon.. West	—	I	227
Pylle Hill	—	I	43	Coates	I	—	31
Flax Bourton	—	I	66	Minety and A.K.	—	I	70
Yatton	—	I	117R	Purton	—	I	70
Huish Crossing	I	—	25	Swindon (Loco Yard)	—	I	63
Uphill Junction	I	—	58	Swindon East to Goods.. Yard	—	I	68H
Brent Knoll	—	—	46	Swindon Goods Yard to.. Highworth Junction	—	I	96
Highbridge	—	I	60	Highworth Junction	—	I	111
Bridgwater	—	I	63	Marston	—	IT	80
				Shrivenham	I	—	34
				Shrivenham	—	IA	139
				Ashbury Crossing	—	I	479M
				Uffington	I	—	60
				Challow	—	—	57
				Challow	—	IA	85
				Wantage Road	—	IA	60
				Steventon	—	I	274P
				Milton	—	I	87
				Milton	—	I	242Q

For notes see following page.

REFUGE SIDINGS AND LOOPS—continued

BEDWYN, WESTBURY AND CASTLE CARY

Station	Refuge Sidings	Running Loops	Number of Wagons Siding or Loop holds in addition to Engine and Van	Station	Refuge Sidings	Running Loops	Number of Wagons Siding or Loop holds in addition to Engine and Van
DOWN				UP			
Savernake (L.L.)	I	—	40	Castle Cary	I	—	39
Woodborough	—	I	80	Castle Cary	—	I	80
Thingley Junction	I	—	51	Witham	—	I	88
Lacock	—	IV	65	Westbury	—	I	193
Freshford	—	I	85	Freshford	—	I	95
Trowbridge	—	I	174	Lacock	—	I	62
Westbury	I	—	50	Lavington	—	I	80
Westbury	—	I	74	Woodborough	—	I	89
Frome North	I	—	68	Savernake (L.L.)	I	—	42
Witham	—	I	91				
Bruton	I	—	60				
Castle Cary	—	I	135‡				

FOSS CROSS, SWINDON AND ANDOVER JUNCTION

Ludgershall	I	—	38	Foss Cross*	—	I (a)	60
Weyhill	I	—	40	Cirencester W.*	—	I (a)	60
				South Cerney	—	I (a)	60
				Cricklade	—	I (a)	60
				Rushey Platt	—	I	60
				Swindon Town	—	I (a)	67 (b)
				Chiseldon	—	2 (d)	— (d)
				Ogbourne	—	I (a)	65
				Marlborough	—	I (a)	57
				Collingbourne	I	—	35
				Ludgershall	I	—	15

A—Platform Loop
 C—From Bristol Loop to outlet at top of yard.
 G—To outlet at disc.
 J—Up or Down Loop on Up Side
 L—Ashbury Crossing to Shrivenham.
 N—Pilning Junction to Severn Tunnel East.
 Q—Milton to Foxhall.
 S—One Down Loop on Up Side.
 V—On Up Side.
 (a)—Crossing Loops.
 (u)—Up Platform Loop 28, Up Loop 37, both Up
 Loops combined 79.
 *—Length of each Loop 400 yards.

B—From connection with Up Main to outlet at top of yard.
 F—Foxhall to Milton.
 H—From Gloucester Line.
 K—Milton to Steventon.
 M—Ashbury Crossing to Knighton Crossing.
 P—Steventon to Milton.
 R—Yatton East to Yatton West.
 T—On Down Side.
 W—Severn Tunnel East to Pilning Station.
 (b)—One Loop for Up or Down Trains.

‡—First exit—68 wagons, Intermediate exit—106 wagons,
 Final exit—135 wagons.

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

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

POINT-TO-POINT RUNNING TIMES FOR PLYMOUTH OCEAN SPECIALS

Via CASTLE CARY and FROME and WESTBURY AVOIDING LINES

'KING' CLASS ENGINES B.R. STANDARD CLASS 7 ENGINES 'CASTLE' CLASS ENGINES	Up to 260 tons	Over 260 tons	Over 360 tons	Over 400 tons
		to 360 tons	to 400 tons	to Standard Load
		Over 215 tons	Over 315 tons	Over 350 tons
	Up to 215 tons	to 315 tons	to 350 tons	to Standard Load
NON-STOP				
Telegraph Code	PLYM. A.	PLYM. B.	PLYM. C.	PLYM. D.
	arr. dep.	arr. dep.	arr. dep.	arr. dep.
Plymouth Docks	— 0 00	— 0 00	— 0 00	— 0 00
Totnes	0/40	0/40	0/40	0/43
Newton Abbot	0/53	0/54	0 54 C 0 57	0 57 C 1 0
Exeter	1/17	1/18	1/22	1/25
Taunton	1/49	1/51	1/55	1/59
Castle Cary	2/14	2/17	2/21	2/26
Heywood Road Junction	2/35	2/38½	2/42½	2/48½
Bedwyn	3/ 3	3/ 7	3/11	3/18
Reading General	3/35(A)	3/40(A)	3/44(A)	3/52(A)
Paddington	4 17 —(B)	4 22 —(B)	4 26 —(B)	4 36 —(B)

CALLING EXETER

Telegraph Code	PLYM. E.	PLYM. F.	PLYM. G.	PLYM. H.
	arr. dep.	arr. dep.	arr. dep.	arr. dep.
Plymouth Docks	— 0 00	— 0 00	— 0 00	— 0 00
Totnes	0/40	0/40	0/40	0/43
Newton Abbot	0/53	0/54	0 54 C 0 57	0 57 C 1 0
Exeter	1 18 1 21	1 19 1 22	1 23 1 26	1 26 1 29
Taunton	1/55	1/57	2/ 1	2/ 5
Castle Cary	2/20	2/23	2/27	2/32
Heywood Road Junction	2/41	2/44½	2/48½	2/54½
Bedwyn	3/ 9	3/13	3/17	3/24
Reading General	3/41(A)	3/46(A)	3/50(A)	3/58(A)
Paddington	4 23 —(B)	4 28 —(B)	4 32 —(B)	4 42 —(B)

- A—Includes 4 minutes for R.O.S. Recovery Time, Newbury to Reading General.
B—Includes 4 minutes for R.O.S. Recovery Time, Southall to Paddington.
C—Stop at Newton Abbot to detach assisting engine.

In the event of a special train being run from Taunton to Paddington off a Plymouth/Bristol Train, the point-to-point times shown above will apply, allowing an additional 3 minutes for the start from Taunton.

MAXIMUM LOADS FOR EMPTY STOCK TRAINS

The maximum permitted loads of empty stock trains are controlled by the Instruction which appears in the General Appendix under the heading 'Timing of Empty Coaching Stock Trains.'

MAXIMUM LOADS FOR SPECIAL TRAINS CONVEYING TROOPS

CHELTENHAM, SWINDON TOWN, ANDOVER JUNCTION AND SOUTHAMPTON SECTION

The loads of special troop trains running via Savernake L.L. must not exceed 352 tons in either direction.

POINT-TO-POINT RUNNING TIMES REQUIRED FOR TROOP SPECIALS WORKED BY 53XX TYPE ENGINES CONVEYING THE ABOVE MAXIMUM LOAD

Mins.				Mins.			
Cheltenham (St. James')	..	..	—	Southampton Terminus	..	..	—
Andoversford	..	..	29	Romsey	..	..	22
Cirencester (Watermoor)	..	..	28	Andover Junction	..	..	33 stop
Rushey Platt	..	..	25	Ludgershall	..	..	16
Swindon Town	..	..	6 stop	Marlborough	..	..	28
Marlborough	..	..	23	Ogbourne	..	..	9
Ludgershall	..	..	28	Swindon Town	..	..	17 stop
Andover Junction	..	..	15 stop	Cirencester (Watermoor)	..	..	28
Romsey	..	..	31	Andoversford	..	..	30
Southampton Terminus	..	..	22	Cheltenham (St. James')	..	..	17
207				200			