WEEKDAYS — OXLEY SIDINGS TO BORDESLEY JUNCTION

UP

	F	H §	C	D	D	K	F	K	D	C	F	K	C	F	E §	H	C		E §		C	D	K
	No. 9T08 Bank Train	To Paddington FSX, Banbury FSO	8.10 pm SX Oxley Sidings to Banbury	8.10 pm SO Oxley Sidings to Paddington	7.10 pm Victoria Basin to Basingstoke		No. 9T08 Bank Train	To Stourbridge Jn. SO	8.10 pm SO Oxley Sidings to Paddington	To Bristol T.M.	3.40 pm Stanlow & T. to Oldbury & L.G. Fuel Oil	No. 9T16 Bank Train SX	To Tavistock Jn. FSX	9.40 pm SO Victoria Basin to Cardiff	9.40 pm SX Victoria Basin to Cardiff	5.30 pm Cross Newydd to Worcester	To Banbury SX		To Westbury		To Banbury SX	8.5 pm Crewe to Oxley Sidings SX, Banbury SO	8.40 pm SX Solihull Iron Ore
	9T08	8A18 ‖§	4H62	5A12	5O05	9C13	9T08	9C56	5A12	4B05	7V67	9T16	4C14	7F79	6F81§	8H92	4H66		6B21§		4H65	5V25	9C06
			SX	SO				SO	SO			SX	FSX	SO	SX		SX				SX		SX
	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM		PM		PM	PM	PM
Oxley North	.....		.....	.....	.....	.....	.....	.....	.....	.....	9 10	.....	.....	.....	.....	10 38	.....	.....	.....	.....	.....	9 48	.....
OXLEY SIDINGS ... arr	..	§—F Headcode from Rowley Regis (No. 7A08 FSX, 8H67 FSO)	..	..	..	..	..	Z—Blowers Green Sdgs. arr. 9D50, dep. 10.10 p.m.	..	..	9T*15	..	..	..	..	..	..	..	..	..	..	9EL53	..
..... dep	.....		.....	.....	.....	8 40	.....		.....	9 15	9T*30	.....	9 45	.....	.....	.....	.....	.....	10 15	.....	.....	10EL20	.....
Victoria Basin ... ... arr	..		..	..	..	..	..		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Stafford Road Junction ... arr	.....		.....	.....	.....	.....	.....		.....	.....	.....	.....	.....	9 45	9 45	.....	.....	.....	.....	.....	.....	.....	.....
... ... dep	..		..	..	..	..	..		..	..	..	..	..	9 50	9 50	..	..	..	..	..	..	SO	..
Cannock Road Junction	.....		.....	.....	.....	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
WOLVERHAMPTON (L.L.) arr	..		..	..	..	..	..		..	..	9W39	..	..	..	..	..	..	..	..	..	..	10W28	..
..... dep	.....	From page 66	.....	.....	.....	8 47	.....		.....	9 20	9W44	.....	9 50	9 54	9 54	.....	.....	.....	10 22	.....	.....	10W33	From page 43
Stow Heath ... ... arr	..		..	..	..	..	..		..	..	..	..	..	..	..	..	..	..	..	..	..	..	←
..... dep	.....		.....	.....	.....	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Priestfield ... ... arr	..	←	..	..	..	..	..	..	..	..	..	..	..	9 59	9 59	Via Wom-bourn	..	..	..	..	..	..	10 35
..... dep	.....	8 45	.....	.....	.....	.....	.....		.....	.....	9 49	.....	9 53	10*45	10*50		.....	.....	10 26	.....	.....	10 36	10*57
Bilston West ... ... arr	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	11 7
..... dep	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	§—D Headcode from Hockley No. 5B21	.....	.....	.....	.....
Princes End	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..		..	..	..	..
Tipton (Five Ways)	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....		.....	.....	.....	.....
Dudley ... ... arr	..	9 3	..	..	..	..	..	9 40	..	..	10 5	..	..	11 B 3	11 B 6	..	..	..		..	..	..	..
..... dep	.....	9 30	.....	.....	.....	.....	.....	.....	.....	.....	10 25	10 40	.....	11 14	11 15	.....	.....	.....		.....	.....	.....	.....
Blowers Green ... ... arr	..	9P36	..	..	..	..	..	..	..	..	10P33	..	..	..	..	..	..	..		..	..	..	..
..... dep	.....	9 41	.....	.....	.....	.....	.....	.....	.....	.....	10 38	.....	.....	.....	.....	.....	.....	.....		.....	.....	.....	.....
Blowers Green Siding	..	..	..	..	..	..	..	N10 10	..	..	..	N11*33	..	..	..	..	..	..	..	..	..	..	..
Stop Board ... arr	.....	.....	.....	.....	.....	.....	.....	10P33	.....	.....	.....	11P43	.....	11P28	11P28	.....	.....	.....	.....	.....	.....	.....	.....
... ... dep	..	..	..	..	..	..	..	10 38	..	..	..	11 48	..	11 30	11 30	..	..	..	..	..	..	..	..
Round Oak ... arr	.....	.....	.....	.....	.....	.....	.....	10 45	.....	.....	.....	11 56¶	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
... ... dep	..	..	..	..	..	..	..	11 5	..	..	Cox's Lane arr. 10AE53, dep. 10P50 pm	N—Arr. 10.49 pm	..	..	..	..	..	..	..	..	..	..	..
KINGSWINFORD JN. arr	.....	.....	.....	.....	.....	.....	.....	11 12	.....	.....	.....		.....	.....	.....	11 22	.....	.....	.....	.....	.....	.....	.....
... ... dep	..	..	..	..	..	..	..	12* 0	..	..	.....		..	..	..	11*40	..	..	..	..	..	..	..
Brettell Lane	.....	.....	.....	.....	.....	.....	.....	→	.....	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Stourbridge E.S.S. ... arr	..	..	..	..	..	..	..	To page 72	..	..	.....		..	..	..	..	..	..	..	..	..	..	..
..... dep	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
STOURBRIDGE JN. ... arr	..	..	..	..	..	..	..	..	..	..	..		..	11 42	11 42	11 53	..	..	..	..	..	..	..
..... dep	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....		.....	1 33	1 15	1 25	.....	.....	.....	.....	.....	.....	.....
Bilston Central ... ... arr	..	..	From page 67	From page 67	..	..	..	..	..	..	..	..	..	To Page 72	To page 50	To pages 50 and 72	..	..	..	..	..	..	..
..... dep	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
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	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
Wednesbury Central ..... arr	.....	¶—FSO No. 7H67	←	←	.....	G9* 4L	.....	Round Oak North arr. 10*18 pm, dep. 10*30 pm	.....	9 30	.....	.....	10 0	.....	.....	.....	.....	.....	10 36	.....	.....	*G1044L	.....
... ... dep	..		8 27	8 27	..	9*12	..		..	9U50	..	..	10 30	..	..	..	..	..	10U46	..	..	11* 0	..
Swan Village	.....		.....	.....	.....	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Dudley			..	..	..	..	..		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Great Bridge South.....			.....	.....	.....	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Swan Village Basin			..	..	..	..	..		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Swan Village Junction	Ex Halesowen	.....	9*15	.....	.....	G9 22L	.....		.....	G9 58L	.....	.....	.....	.....	.....	Stourbridge Jn. dep. 1.0 am Sundays	.....	.....	.....	.....	.....	.....	.....
West Bromwich ... ... arr		..	..	..	..	9*32	..		..	10* 8	..	..	..	..	..		..	..	..	..	..	..	..
..... dep			.....	.....	.....	10* 2	.....		.....	10*17	.....	.....	.....	.....	.....		.....	.....	.....	.....	.....	.....	.....
STOURBRIDGE JN. dep	..	Cox's Lane arr. 9.51 pm, dep. 9P56 pm	..	..	..	..	..	..	..	..	..	¶—E B V Round Oak dep. 12‡10 am, Stourbridge Jn. arr. 12‡30 am	..	..	‡—D Headcode from Stourbridge Jn. No. 5F81		..	..	..	..	..	..	..
Lye ..... arr	.....		.....	.....	‡—Tyseley arr. 10.23 pm SX	.....	.....		.....	.....	.....		.....	.....			.....	.....	.....	.....	.....	.....	.....
... ... dep	..		..	..	..	..	..		..	..	..		..	..			..	..	..	..	..	..	..
Cradley Heath and C. ... arr	.....		.....	.....		.....	.....		.....	.....	.....		.....	.....			.....	.....	.....	.....	.....	.....	.....
... ... dep	..		..	..		..	..		..	..	..		..	..			..	..	..	..	..	..	..
Old Hill ..... arr	.....	10*10	.....	.....		.....	Ex Halesowen		.....	.....	.....		.....	.....			.....	.....	.....	.....	.....	.....	.....
... ... dep	9 18	10*30	..	..		..			..	..	11 8		..	..			..	..	..	..	..	..	..
Rowley Regis and B. ... arr	9 26	10 40	.....	.....		.....			.....	.....	11 18		.....	.....			.....	.....	.....	.....	.....	.....	.....
... ... dep	9AE28	11 0	..	..	..	..	←	..	..	..	11*45		..	..			..	..	..	..	..	..	..
Oldbury and Langley arr	9 35	11 7	.....	.....	.....	.....	9 35	.....	.....	.....	11 54		.....	.....			.....	.....	.....	.....	.....	.....	.....
Green ... ... dep	9 55	12*15‡	..	..	..	..	9 55	..	..	..	..		..	..			N—Tyseley arr. 11.12 pm	..	..	..	11 5	..	..
Smethwick West ..... arr	→	→	.....	.....	.....	.....	.....	.....	.....	.....	.....		.....	.....			.....	.....	.....	.....	.....	.....	.....
... ... dep	..	To pages 51 and 73	..	..	..	..	..	..	..	..	..		..	..			..	..	..	..	..	..	..
Handsworth Junction	.....		M9 22L	.....	.....	M10 10L	R10 1L	.....	.....	R10 23L	.....		M10 40L	.....		.....	.....	.....	M11 1L	.....	R11 12L	M11 13L	.....
Handsworth and Smethwick arr	..		..	..	From page 67	..	10 5	..	..	10 27	..		..	..	..	..	..	..	..	..	..	..	..
..... dep	.....		.....	.....		.....	10 18			10U*46	.....		.....	.....		.....	.....	.....	.....	.....	.....	.....	.....
Queen's Head ... ... arr	..		G9 25L	G9 28L		..	10 21	..	..	→	..	..	G10 46L	..	..	..	..	..	G11 5L	..	..	..	..
..... dep	.....		10* 3	10E 5	←	.....	.....	.....	←		.....		11*16	.....		.....	.....	.....	11 45	.....	.....	.....	.....
Hockley ... ... arr	..		..	G10 12L	G9 17L	..	..	..	G10 12L	To page 71	..	..	→	..	..	..	..	..	→	..	..	..	..
..... dep	.....		.....	10 55	¶10*12	.....	.....	.....	10 55		.....		.....	.....		.....	10 55	.....	.....	.....	.....	.....	.....
Birmingham (Snow Hill)... ...	..	‡—Departs 1.0 am Sunday mornings	10 10	→	10 17	10*23	..	..	11* 3	..	..	..	To page 71	..	..	..	11* 3	..		..	T11 18L	T11 19L	..
Birmingham (Moor Street) arr	.....		.....	.....	ML	10 30											ML		No. 5B21				
... ... dep	..		..	..	..	10*45	..	..	..	..	..	..		..	..	..	..	..		..	..	..	..
Bordesley ..... arr	.....		.....	.....	.....	R	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
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BORDESLEY JN...... arr	.....	.....	.....	.....	.....	10 55	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
... ... dep	..	..	10 12	..	10 19	..	..	..	11 9	..	..	..	..	..	..	..	11 7	..	To page 71	..	11 21	11 22	..
Tyseley	.....	.....	10 14	.....	10T44‡	.....	.....	.....	11T19	.....	.....	.....	.....	.....	.....	.....	11T35	.....		.....	11 25	11 25	.....
Banbury	..	..	11 23	..	..	..	..	..	12T*41	..	..	..	..	..	..	..	12 42	..		..	12 30	N1 0	..

¶—On Sats. Hockley dep. 9.50 pm, Birmingham (S.H.) 9.55, Tyseley arr. 10T5, dep. 10T10 via Shirley

N—Sunday

WEEKDAYS — OXLEY SIDINGS TO BORDESLEY JUNCTION

UP

	C		D	G		D			C		K	D		K	E§		F		F		D		
	9.15 pm Oxley Sidings to Bristol T.M.		6.0 pm SO Saltney	E B V † to Bordesley Jn.		6.40 pm SX Saltney			9.45 pm FSX Oxley Sidings to Tavistock Jn.		To Bordesley Jn.	5.50 pm (Sats.) Birkenhead to Banbury		No. 9T15 Bank Train SX	10.15 pm Oxley Sidings to Westbury		To Swindon		To Sev. Tun. Jn. SX		8.50 pm SX Manchester (London Road)		
	4B05		5H70	0C13		5H70			4C14		9C13	5V41		9T15	6B21§		7B18		7T04§		5V27		
	PM		SO PM	SX PM		SX PM			FSX PM		PM	SO PM		SX PM	PM		PM		SX PM		SX PM		
Oxley North			10 7			10 23						11 0									11 47		
OXLEY SIDINGS ... arr	..	..	10 12	..	..	10 28	..	..	..	..	..	11 4	..	..	..	..	..	..	..	..	11 52	..	..
... dep												12 25					11 10						
Victoria Basin ... ... arr	..	..	..	..	..	..	..	..	..	..	..	→	..	..	..	..	..	..	..	..	..	..	..
Stafford Road Junction ... arr												To page 72											
... ... dep	..	..	..	..	..	..	..	..	..	..	..		..	..	..	..	..	..	10‖25	..	..	..	..
Cannock Road Junction																							
WOLVERHAMPTON (L.L.) arr	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
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Priestfield ... ... arr	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	10‖40	..	..	..	..
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Tipton (Five Ways)																							
Dudley ... ... arr	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	12 1	..	..	..	..
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Blowers Green ... ... arr	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	→	..	..	..	..
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Blowers Green Siding	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..		..	..	..	..
Stop Board ... arr																							
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Round Oak ... arr																							
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Brettell Lane																							
Stourbridge E.S.S. ... arr	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	No. 0C49 from Shed to Priestfield	..	..	..	..
... dep																							
STOURBRIDGE JN. ... arr	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..		..	..	..	..
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Bilston Central ... arr	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
... ... dep																							
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	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
Wednesbury Central ..... arr	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	11 29	..	..	..	..	..	..
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Dudley	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	To pages 51 and 73	..	..	..	..	..	..
Great Bridge South.....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..		..	..	..	..	..	..
Swan Village Basin	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..		..	..	..	..	..	..
Swan Village Junction	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
West Bromwich ... ... arr	Via Shirley	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
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Cradley Heath and C.... arr		..	..	..	..	..	..	..	From page 69	..	..	..	..	11 36	..	..	..	..	..	..	..	..	..
... ... dep	..	..	..	..	..	..	..	..		..	..	..	..	11 50	..	..	..	..	..	..	..	..	..
Old Hill ..... arr	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
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Rowley Regis and B. ... arr	..	..	..	..	..	..	..	..	..	..	..	..	..	12 10	..	..	..	..	..	..	..	..	..
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Oldbury and Langley arr	..	..	..	..	..	..	..	..	Via Shirley	..	..	..	..	12 27	Via Shirley	..	..	..	..	..	..	..	..
Green ... ... dep		..	..	11†25	..	..	..	..		..	..	..	..	..		..	..	..	..	..	..	..	..
Smethwick West ..... arr	From page 69	..	..	..	..	..	..	..		..	..	..	..	..		..	..	..	..	..	..	..	..
... ... dep		..	..	..	..	..	..	..		..	..	..	..	..		..	..	..	..	..	..	..	..
Handsworth Junction	←	..	..	11 37	..	..	..	..	..	..	B1148L	..	..	..	From page 69	..	..	..	..	..	..	..	..
Handsworth and Smethwick arr	10 27	..	..	..	..	..	..	..	..	..	..	..	..	..		..	..	..	..	..	..	..	..
..... dep	10U46	..	..	..	..	..	..	..	←	..	..	..	..	..	←	..	..	..	..	..	..	..	..
Queen's Head ... ... arr	..	..	..	..	..	..	..	..	G1046L	..	..	..	..	..	11 5	..	..	..	..	..	..	..	..
..... dep		..	..	..	..	..	..	..	11*16						11 45								
Hockley ... ... arr	G1055L	..	..	..	..	..	..	..	G1125L	..	B11*57L	..	..	..	G1154L	..	..	..	..	..	..	..	..
..... dep	11U25	..	..	..	..	..	..	..	12U 0	..	12* 5	..	..	..	12*35	..	..	..	..	..	..	..	..
Birmingham (Snow Hill)... ...	T1130L	..	..	T1147L	..	..	..	..	→	..	→	..	..	..	→	..	..	..	..	..	..	..	..
Birmingham (Moor Street) arr		..	..	..	..	..	..	..	To page 51	..	To pages 51 and 73	..	..	..	To pages 51 and 73	..	..	..	..	..	..	..	..
... ... dep	..	..	..	..	..	..	..	..		..		..	..	..		..	..	..	..	..	..	..	..
Bordesley ..... arr		..	..	..	..	..	..	..		..		..	..	..		..	..	..	..	..	..	..	..
... ... dep	..	..	..	..	..	..	..	..		..		..	..	..		..	..	..	..	..	..	..	..
BORDESLEY JN...... arr				11†55																			
... ... dep	11 32	..	..	..	..	..	..	..	..	..	..	..	..	..		..	..	..	..	..	..	..	..
Tyseley	11T45																						
Banbury	..	..	..	..	..	..	..	..	..	..	..	..	..	..		..	..	..	..	..	..	..	..

To work 12.45 am MX Bordesley Jn. to Moreton Cutting

§—D Headcode from Hockley (No. 5B21)

SUNDAYS

OXLEY SIDINGS TO BORDESLEY JUNCTION

UP	K	K	H	F	F	H	K	D	F	F	F	F	K	D	F	D	D§		F	K	H		
	9.40 pm (Sats.) Dudley	11.5 pm (Sats.) Stourbridge Jn.	5.30 pm (Sats.) Croes Newydd to Worcester	11.10 pm (Sats.) Oxley Sidings to Swindon	11.10 pm (Sats.) Round Oak Empties	10.45 pm (Sats.) Norton Jn. L.M.R.	To Stourbridge Jn.	5.50 pm (Sats.) Birkenhead to Banbury	8.45 pm (Sats.) Priestfield to Banubry	6.45 pm (Sats.) Ellesmere Port to Rowley Regis	9.40 pm (Sats.) Victoria Basin to Cardiff	7.25 pm (Sats.) Manchester	11.15 pm (Sats.) Bordesley Jn.	To Stoke Gifford	11.10 pm (Sats.) Oxley Sidings to Swindon	12.5 am Crewe to Worcester	7.45 pm (Sats.) Birkenhead		8.25 pm (Sats.) Stanlow & T. to Rowley Regis	To Banbury	3.17 am Great Bridge to Hartlebury		
	9C56	9C13	8H92	7B18	7H70	8V09	9C56	5V41	7H67	7V68	7F79	7V50	9C51	5B30	7B18	5V29	5V43§		7V69	9C02	8V01		
Oxley North	PM (Sat.)	am	PM (Sat.)	PM (Sat.)	PM (Sat.)	am	am	am From page 70	PM (Sat.)	am	PM (Sat.)	am	am	am	am	am	am		am	am	am		
OXLEY SIDINGS ... arr	..	..	..	..	..	..	..	←	..	12 14 12T*19	..	12 28 12 33	..	..	..	1 37 ..	12 52 12 57	..	1 58 2T 3	..	..	..	..
... dep							12 10	12 25		12T*30				1 25			1 40		2T 8	2 30			
Victoria Basin ... ... arr	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Stafford Road Junction ... arr																							
... ... dep	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Cannock Road Junction																							
WOLVERHAMPTON (L.L.) arr	..	..	..	..	..	..	..	..	..	12W37	..	..	..	..	..	..	..	..	2W15	..	..	..	..
... dep						SUSPENDED	12 18	12 31		12W42				1 30			1 47		2W20	2 36	SUSPENDED		
Stow Heath ... ... arr	..	..	..	..	..		..	..	..	..	..	..	..	..	..	..		..	..	..		..	..
... dep																							
Priestfield ... ... arr	..	..	..	..	..		..	..	..	..	..	..	..	..	..	..		..	..	..	..	..	..
... dep							12 23			12 49									2 27				
Bilston West ... ... arr	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	Via Wom-bourn	6—F Headcode from Oxley Sdgs. (No. 7V70)	..	..	..	Ex L.M.R.	..	..
... dep														1 33									
Princes End		..	..	..	..		..	..	..	..	..	..		..	..			..	..	..		..	..
Tipton (Five Ways)	From page 68					Ex L.M.R.							From page 47										
Dudley ... ... arr		..	..	..	..		..	..	..	..	..	..		..	..	..	..	..	..	..	..	..	..
... dep						12 5	12 38						←								3 32		
Blowers Green ... ... arr	..	..	..	..	11P25	..	..	..	..	..	..	..	1 5	..	..	..	..	..	..	..	..	..	..
... dep					11 35	12 8	12 41						1 20	1 49									
Blowers Green Siding ...	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Stop Board ... arr						12P16	12P46						1P25	1P52							3P43		
... ... dep	..	..	..	..	..	12 21	12 51	..	..	..	..	..	1 30	1 53	..	..	..	..	..	..	3 48	..	..
Round Oak ... arr							12 56						1 35										
... ... dep	←	..	..	..	..	..	1 22	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
KINGSWINFORD JN. arr	11 12															2 35							
... ... dep	12 0	..	From page 68	..	Cox's Lane arr. 11.50 pm, dep. 11P58 pm	12 31	..	..	..	..	From page 68	..	..	..	..	2 45	..	..	..	..	3 58	..	..
Brettell Lane																							
Stourbridge E.S.S. ... arr	..	..		..		12 40	1 35	..	..	..		..	..	..	..	..	..	..	..	..	4 7	..	..
... dep			←			12P45	1P40				←										4P12		
STOURBRIDGE JN. ... arr	12 13	..	11 53	..		12 50	1 45	..	..	..	11 42	..	..	..	..	2 56	..	..	..	..	4W17	..	..
... dep			1 0								1 33			2 6		3 45					4W22		
Bilston Central ... arr	..	..	..	From page 71	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
... ... dep																							
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
Wednesbury Central ..... arr				← 11 29																			
... ... dep	..	..	..	12* 0	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2 47	..	..	..
Swan Village																							
Dudley	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Great Bridge South																							
Swan Village Basin	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Swan Village Junction											F												
West Bromwich ... ... arr		..	..	..	..	..	..	..	..	..		..	..	..	..	..	2R12	..	..	..	..	..	..
..... dep											To Banbury						2R32						
STOURBRIDGE JN. dep	..	..	..	..	..	..	..	..	..	..		..	..	..	..	..	..	..	..	..	..	..	..
Lye ..... arr																							
... ... dep	..	..	..	..	..	..	D	..	..	..		..	..	..	..	..	..	..	..	..	..	..	..
Cradley Heath and C. ... arr																							
... ... dep	..	..	..	..	..	..		..	..	..		..	..	..	..	..	..	..	..	..	..	..	..
Old Hill ..... arr							10.15 pm (Sats.) Oxley Sidings to Westbury		From page 69														
... ... dep	..	..	..	..	12 11	..		..		..	7H69	..	..	..	..	..	..	..	..	..	..	..	..
Rowley Regis and B. ... arr																							
... ... dep	..	..	..	..	..	..		..	←	..		..	..	..	..	..	..	..	..	..	..	..	..
Oldbury and Langley arr									11 7		am												
Green ... ... dep	..	From page 71	..	..	..	..		..	1* 0	..	12 5	..	..	..	..	..	..	..	..	..	..	..	..
Smethwick West ..... arr																							
... ... dep	..	←	..	..	..	..	5B21	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Handsworth Junction		R1148L		M1215L	R1228L		am	M1250L	R1 6L	M1 13L	R1220L						M2 38L		M2 51L	M3 3L			
Handsworth and Smethwick arr	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
..... dep							From page 71								←								
Queen's Head ... ... arr	..	..	..	G1220L	..	..		..	..	G1 17L	..	..	..	..	G1220L	..	..	..	G2 55L	..	..	..	..
..... dep				1 0						1*45					1 0				3*20				
Hockley ... ... arr	..	..	..	→	12*37	..	←	..	..	→	G1230L	..	..	..	G1 5L	..	G2 50L	..	See page 46	..	..	..	..
..... dep					12*40		12*35			See page 46	1*15				1 40		3 30						
Birmingham (Snow Hill)	..	12* 3‡	..	..	T1246L	..	T1241L	T1*N3L	T1 14L		T1 21L	..	..	..	T1 45L	..	T3 35L	..		T3 12L	..	..	..
Birmingham (Moor Street) arr																	3 40						
... ... dep	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	4 10	..	..	..	..	..	..
Bordesley ..... arr																							
... ... dep	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
BORDESLEY JN. ..... arr		12 15			12 55												4 15						
... ... dep	..	..	..	..	..	..	12 44	1 9	1 18	..	1 25	..	..	..	1 49	..	..	..	..	3 17	..	..	..
Tyseley							12T54	1 11	1130		1T37				2T 1					3T29			
Banbury	..	..	..	..	..	..	..	2 45	3 5	..	3 25	..	..	..	..	..	..	..	..	5 40	..	..	..

‡—Arr. 12*0 mdt.

N—Arrive 12*58 am

SUNDAYS

OXLEY SIDINGS TO BORDESLEY JUNCTION

UP	F			F			K		K			F			H				C			F	
	11.5 pm (Sats.) Hereford			1.4 am Crewe			2.0 am Round Oak		Local Trip			2.30 am Crewe			3.0 am Crewe				10.30 am Holyhead to Broad St.			To Basingstoke	
	7H73			7V44			9C46		9C13			7V46			8V50				4M19			7O03	
	am			am			am		Q am			am			am				PM			PM	
Oxley North				3 32								4 53			5 32				3 49				
OXLEY SIDINGS ... arr	..	..	..	3T*37	..	..	..	..	..	..	..	4 58	..	..	5 37	..	..	..	3TW*54	..	..	..	..
..... dep				3T*44															4TW*57			8 55	
Victoria Basin ... ... arr	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Stafford Road Junction ... arr																							
... ... dep	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Cannock Road Junction																							
WOLVERHAMPTON (L.L.) arr	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
..... dep				3 52															5 2			9 1	
Stow Heath ... ... arr	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
..... dep																							
Priestfield ... ... arr	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
..... dep																			5 5			9 5	
Bilston West ... ... arr	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
..... dep																							
Princes End	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Tipton (Five Ways)																							
Dudley ... ... arr	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
..... dep																							
Blowers Green ... ... arr	..	..	..	..	..	..	2P13	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
..... dep							2 25																
Blowers Green Siding	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Stop Board ..... arr																							
... ... dep	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Round Oak..... arr																							
... ... dep	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
KINGSWINFORD JN. arr																							
... ... dep	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Brettell Lane																							
Stourbridge E.S.S. ... arr	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
..... dep																							
STOURBRIDGE JN. arr	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
..... dep																							
Bilston Central ... ... arr	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
..... dep																							
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
Wednesbury Central ..... arr																							
... ... dep	..	..	..	..	..	..		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Swan Village																							
Dudley		..	..	..	..	..		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Great Bridge South																							
Swan Village Basin		..	..	..	..	..		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Swan Village Junction																			5 17				
West Bromwich ... ... arr		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
..... dep																							
STOURBRIDGE JN. dep	3 0	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Lye ..... arr	3AE5																						
... ... dep	3 10	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Cradley Heath and C.... arr																							
... ... dep	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Old Hill ..... arr																							
... ... dep	..	..	..	..	..	..	2 55	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Rowley Regis and B. ... arr	R																						
... ... dep	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Oldbury and Langley arr	3 30						3 10																
Green ... ... dep	3 45	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Smethwick West ..... arr																							
... ... dep	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Handsworth Junction	R3 51L			R4 18L															M5 23L			M9 27L	
Handsworth and Smethwick arr	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
..... dep																							
Queen's Head ... ... arr	..	..	..	R	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
..... dep																							
Hockley ... ... arr	63 58L	..	..	4 25	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
..... dep	4 20								5 15														
Birmingham (Snow Hill)... ...	T4 25L	..	..	..	..	..	..	..	5 19	..	..	..	..	..	..	..	..	..	T5 30L	..	..	T9 38L	..
Birmingham (Moor Street) arr	4 30								5 25														
... ... dep	4 50	..	..	..	..	..	..	..	5 36	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Bordesley ..... arr																							
... ... dep	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
BORDESLEY JN...... arr	4 55								5 41														
... ... dep	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	5 34	..	..	9 42	..
Tyseley																			5 38			9 47	
Banbury	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	7T*53	..	..	11 45	..

Stourbridge Jn. arr. 2.30 am

Cox's Lane arrive 2 40 am depart 2P45 am

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

Mile Post Mileage M	Mile Post Mileage C	Mileage from Birmingham (Snow Hill) M	Mileage from Birmingham (Snow Hill) C	Mileage from Leamington Spa M	Mileage from Leamington Spa C	DOWN	Ruling Gradient I in	C	H	C	F	D	H	E	F	F	H	G	H	E	D	C	E	H
								9.15 pm Oxley Sidings to Bristol	10.25 pm Banbury O.I.C. to Cardiff	9.45 pm FSX Oxley Sidings to Tavistock Jn.	5.25 pm FO Spondon to Fawley Rail Tanks	10.15 pm Oxley Sidings to Westbury	To Swindon MO	To Moreton Cutting MX	To Swindon MSX	11.10 pm Oxley Sidings to Swindon	To Taunton MO	L E to Long Marston MO	1.35 am MO Oxley Sidings to Swindon	2.0 am MSX Oxley Sidings to Stoke Gifford	3.25 am MX Oxley Sidings to Basingstoke	9.50 pm SX Boston E.R. to Cardiff	3.40 am MO Oxley Sidings to Stoke Gifford	2.45 am SO Banbury to Severn Tunnel Jn.
								4B05	8F53	4C14	7O06	5B21	8B28	6A06	7B15	7B18	8C64	0A51	8B34	6B26	5O06	4V25	6B26	8T08
								MX	MX	MSX	SO	MX	MO	MX	MSX	MX	MO	MO	MO	MSX	MX	MX	MO	SO
								am	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am
—	—	—	—	—	—	**BIRMINGHAM** (Snow Hill)	—	.....	.....	12 5	.....	12 41	.....	.....	.....	1 51	.....	.....	2 21	3 1	3 56	.....	4 25	.....
—	—	—	—	—	—	**BIRMINGHAM** (Moor Street)	—	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
—	—	1	25	—	—	Bordesley arr	45 F	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
—	—	1	70	—	—	Bordesley Junction arr	540 F	..	..	..	..	RL	..	..	..	..	..	..	..	..	..	..	..	..
						... dep		.....	.....	12 7	.....	12 44	12 45	12 45	1 40	1 55	2 0	.....	2 25	3 5	R4 0L	.....	4 28	.....
—	—	2	27	—	—	Small Heath North ... arr	L	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
						... dep		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
—	—	—	—	—	—	Small Heath South ...	419 R	..	..	RL	..	RL	..	G1253L	..	RL	..	..	RL	..	..	..	..	..
—	—	3	26	—	—	**TYSELEY** arr	277 R	.....	.....	12T10	.....	12T49	.....	GIT 3L	.....	2T 4	.....	.....	2T32	.....	.....	.....	.....	.....
						... dep		..	..	12T15	..	12T54	12 51	1T13	1 47	2T 9	2 6	To work 3.55 am Long Marston to Bordesley Jn. MO	2T37	3 9	4 4	..	4 31	..
1	29	4	66	—	—	Hall Green arr	200 R	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
						... dep		..	..	..	From page 78	..	..	..	..	..	..		..	..	..	..	..	..
3	68	7	25	—	—	Shirley arr	183 R	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....		.....	5	.....	.....	.....	.....
						... dep		From page 78	..	..	←	..	..	..	..	..	..		..	..	..	..	..	..
6	61	10	18	—	—	Earlswood Lakes arr	230 R	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....		.....	.....	.....	.....	.....	.....
						... dep		..	..	12 29	12 15	1 10	1 13	1 31	2 4	2 29	2 28		2 59	3 32	4 17	..	4 46	..
13	40	16	77	—	—	Henley-in-Arden arr	150 F	MX	.....	.....	12 32	.....	.....	.....	.....	.....	.....		.....	.....	.....	.....	.....	.....
17	22	20	59	—	—	Bearley North Junction arr	150 R	←	..	..	..	..	..	..	..	..	..	..	..	..	..	..	10	..
						... dep		12 14	.....	12 45	12 43	1 26	1 38	1 50	2 25	2 50	2 53	.....	.....	3 56	4 33	.....	5 15	.....
—	—	—	—	—	—	**LEAMINGTON SPA (GENERAL)** arr	—	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
						... dep		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4 10	.....	4 15
—	—	—	—	1	76	Warwick arr	110 R	..	..	..	..	..	..	..	..	..	..	..	..	..	Terminates Moreton Cutting SO	..	..	..
						... dep		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....		.....	.....	.....
—	—	—	—	6	8	Hatton arr	103 R	..	..	..	..	..	..	..	..	..	..	..	..	..		..	..	4*43
						... dep		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....		4 27	.....	4 50
17	66	—	—	6	39	Hatton West Junction arr	204 F	..	..	..	..	..	..	..	..	..	..	..	..	..		..	..	..
						... dep		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....		.....	.....	5 6
16	46	—	—	7	59	Claverdon arr	103 F	..	From page 78	..	..	..	..	..	..	..	..	..	..	..		..	..	..
						... dep		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....		.....	.....	.....
13	17	21	19	11	8	Bearley arr	188 R	..		..	..	..	..	..	..	..	..	..	..	..		..	..	..
						... dep		.....	←	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....		4 37	.....	5 7
12	53	21	24	11	52	Bearley West Junction arr	—	..	12* 5	..	..	..	..	..	..	..	..	..	..	..	..	4*39	..	..
						... dep		12 15	12*20	12 46	12 45	1 27	1 40	1 51	2 27	2 52	2 55	.....	3 26	3 57	4 34	4*45	5 16	5 9
11	49	22	28	12	56	Wilmcote arr	173 F	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
						... dep		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
9	25	24	52	15	0	Stratford Goods Junction arr	—	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	5	..
						... dep		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
8	76	25	1	15	29	**STRATFORD-UPON-AVON** arr	154 F	..	12TW33	..	1W* 0	..	..	2W 2	2W37	3O 2	3W 7	..	3T37	4W 5	4W42	..	5W*32	5W*20
						... dep		12 21	1TW* 0	12 52	1W*12	1 33	1 51	2W 7	2W42	3 12	3W17	3 20	3T42	4W10	4W47	4 55	5W*42	5W*37
8	31	25	46	15	74	S. and M. Junction ...	143 F	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..

WEEKDAYS BIRMINGHAM AND LEAMINGTON SPA TO STRATFORD-UPON-AVON

DOWN

	H	H	K	H	K	H	F	K	E		E	H	H	H	C	H	H	H	H	F	F	H	
	To Taunton SX	2.55 am MX, 3.55 am MO Banbury to Honeybourne	To Hall Green	To Honeybourne FO	To Stratford-upon-Avon	5.45 am SX Banbury Jn. to Sev. Tun. Jn	To Swindon SX	To Henley-in-Arden	To Honeybourne		To Honeybourne FSX	To Stoke Gifford FO	10.45 am SX Banbury O.I.C. to Cardiff	To Stoke Gifford FX	1.55 pm SX Banbury to Cardiff	12.15 p.m. SX Banbury O.I.C. to Cardiff	12.15 pm SO Banbury O.I.C. to Cardiff	To Stoke Gifford FX	3.15 pm SX Banbury O.I.C. to Cardiff	To Honeybourne	6.50 pm Washwood Heath to Morris Cowley	7.0 pm SX Banbury O.I.C. to Cardiff	
	8C70	8H75	9C29	8H77	9C58	8T14	7B38	9C32	6H90		6H92	8B77	8F63	8B77	4F87	8F65	8F65	8B84	8F66	7H92	7V40	8F52	
	SX			FO		SX	SX		SO		FSX	FO	SX	FX	SX	SX	SO	FX	SX			SX	
	am	am	am	am	am	am	am	am	am		am	am	am	PM	PM	PM	PM	PM	PM	PM	PM	PM	
BIRMINGHAM (Snow Hill)																							
BIRMINGHAM (Moor Street)																							
Bordesley arr																							
Bordesley Junction arr																					7*33		
dep	4 40		5 30	5 50			9 10	9 40	10 25		11 15	11 15		1 0				3 10			7*40		
Small Heath North arr																							
dep																							
Small Heath South							B9 20L	B9 45L	RL					GL				B3 16L			G7 45L		
TYSELEY arr								9*50						1* 8							7*50		
dep	4 50		5 36	5 56			9 25	10* 0	10 37		11 22	11 22		1*25				3 21			8*30		
Hall Green arr			5 42					10 6															
dep								10 28															
Shirley arr	5							10 40						5									
dep								11 10															
Earlswood Lakes arr							9*45	11 25	10*55		11R45							3*46					
dep	5 17						10*10	12 5	11*12		11R55			1 52				4*22			8 48		
Henley-in-Arden								12 30													5		
Bearley North Junction arr																							
dep	5 42		K	6 43			10 34		11 33		12 17	12 12		2 18				4 50			9 14		
LEAMINGTON SPA (GENERAL) arr		3 53½											11*38			1*20			4*43				
dep		5 0			5 10	6 35							12*20		2 23	1*23	1 17		5* 3	7 30		9 26	
Warwick arr						6 42							12 30			1 34	1 25		5 13			9 34	
dep						6AE47							12AE35		5	1AE39	1AE30		5AE18			9AE39	
Hatton arr		5*27			5 38	7* 9										2* 4	1*55		5*42				
dep		6*15			6 30	7*27							12 57		2 43	2*20	2*20		6* 5	7 50		10 2	
Hatton West Junction arr																							
dep		6 19			6 34	7 31																	
Claverdon arr			9C59		6 39																		
dep					6 57																		
Bearley arr			am		7 10											2*39	2*39						
dep		6 33			7 35	7 45							1 12		2 53	2*55	2*55		6 30				
Bearley West Junction arr														2*22						8* 9			
dep	5 44	6 35		6 45	7 38	7 47	10 36		11 34		12 19	12 14	1 14	2*24	2 54	3 0	3 0	4 52	6 32	8*14	9 16	10 19	
Wilmcote arr				6R51	7 42						12R25												
dep				7R 5	8 8						12R35												
Stratford Goods Junction arr																							
dep																							
STRATFORD-UPON-AVON arr	5W*58	6 46		7 15	8 18	7TW58	10W46		11W45		12 42	12W25	1W*27	2W35	3W 1	3TW*11	3TW*11	5W* 4	6W*44	8D27	9W26	10W*31	
dep	6W*25	7TW0	7 48	7*53		8TW8	10W51		12W*15		1 10	12W35	2W*0	2W41	3W 6	3TW*25	3TW*25	5W*11	6W*54	8 45	9W31	10W*50	
S. and M. Junction			N																				

Pilot Trip to Stratford-upon-Avon (Old Town)

O M ‡—4.45 am

N—Arrive Old Town 7.58 am

SUSPENDED

WEEKDAYS BIRMINGHAM AND LEAMINGTON SPA TO STRATFORD-UPON-AVON

SUNDAYS

DOWN	H	C	D		D	F		C	F	H	H				C	H	H	D		F			
	To Moreton Cutting or Swindon SO	6.10 pm SO Oxley Sidings to Hackney	7.10 pm SO Victoria Basin to Basingstoke		9.10 pm Banbury Jn. to Severn Tunnel Jn.	5.25 pm FSX, 5.40 pm SO Spondon to Fawley Empty Tanks		9.15 pm Oxley Sidings to Bristol T.M.	5.25 pm FO Spondon to Fawley Empty Tanks	To Swindon SO	10.25 pm Banbury O.I.C. to Cardiff				9.15 pm (Sats.) Oxley Sidings to Bristol T.M.	10.25 pm (Sats.) Banbury O.I.C. to Cardiff	11.40 pm (Sats.) Bordesley Jn. to Swindon	10.15 pm (Sats.) Oxley Sidings to Westbury		11.10 pm (Sats.) Oxley Sidings to Swindon			
	8A21¶	4C55	5O05		5T18	7O06		4B05	7O06	8B08	8F53				4B05	8F53	8B08	5B21		7B18			
	SO	SO	SO			FX			FO	SO													
	PM	PM	PM		PM	PM		PM	PM	PM	PM				am	am	am	am		am			
BIRMINGHAM (Snow Hill)	.....	9 15	9 55	.....	.....	.....	.....	11 30	.....	.....	.....	.....	.....	.....	.....	.....	.....	12 41	.....	1 45	.....	.....	.....
BIRMINGHAM (Moor Street)	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Bordesley ..... arr	.....	.....	.....	.....	FO—Bearley West Jn. 11/25 pm, Stratford-upon-Avon arr. 11W30 pm	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Bordesley Junction ... ... arr	..	..	..	..		9L35	..	..	9L35	..	..	..	..	..	..	..	..	..	..	..	..	..	..
..... dep	8 35	9 18	10 2	.....		10L35	.....	11 32	11L40	11 40	.....	.....	.....	.....	.....	.....	.....	12 44	.....	1 49	.....	.....	.....
Small Heath North ... ... arr	..	..	..	..		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
..... dep	.....	.....	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Small Heath South	ML	ML	RL	..		R1040L	..	RL	..	..	..	..	..	..	..	..	..	RL	..	RL	..	..	..
TYSELEY ..... arr	8*43	9T22	10T 5	.....		.....	.....	11T35	.....	.....	.....	.....	.....	.....	.....	.....	.....	12T49	.....	1T56	.....	.....	.....
... ... dep	8*45	9T*27	10T10	..		10 47	..	11T45	11 50	11 50	..	..	..	..	..	..	..	12T54	..	2T 1	..	..	..
Hall Green ..... arr	.....	.....	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
... ... dep	..	..	..	..		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Shirley ..... arr	[5]	[8]	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
... ... dep	..	..	..	..		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Earlswood Lakes ..... arr	.....	.....	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	←	.....	.....	.....	.....	.....	.....
... ... dep	9 13	9 48	10 24	..		11 4	..	11 58	12 15	12 15	..	..	..	..	..	..	12 15	1 10	..	2 20	..	..	..
Henley-in-Arden	.....	.....	.....	.....		.....	.....	.....	→	→	.....	.....	.....	.....	.....	.....	12 33	.....	.....	.....	.....	.....	.....
Bearley North Junction ... arr	..	..	..	..		..	..	..		..	..	..	..	..	←	..	..	..	..	..	..	..	..
..... dep	9 38	10 4	10 40	.....		11 27	.....	12 14	To page 76	.....	.....	.....	.....	.....	12 14	.....	12 43	1 26	.....	2 41	.....	.....	.....
LEAMINGTON SPA (GENERAL) arr	..	..	..	..	10 4	..	..	→	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
..... dep	.....	.....	.....	.....	10*50	.....	.....	See page 76	.....	.....	11 13	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Warwick ... ... arr	..	..	..	..	..	..	..		..	..	11 20	..	..	..	..	..	..	..	..	..	..	..	..
..... dep	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	11AE25	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Hatton ... ... arr	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
..... dep	.....	.....	.....	.....	11 9	.....	.....	.....	.....	.....	11 48	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Hatton West Junction... arr	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
..... dep	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Claverdon ... ... arr	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
..... dep	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Bearley ... ... arr	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
..... dep	.....	.....	.....	.....	11 21	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	←	.....	.....	.....	.....	.....	.....	.....
¶—No. 8B21 when to Swindon																							
Bearley West Junction ... arr	..	..	..	..	..	..	..	..	..	..	12* 5	..	..	..	..	12* 5	..	..	..	..	..	..	..
..... dep	9 40	10 5	10 43	.....	11 22	11 29	.....	.....	.....	.....	12*20	.....	.....	.....	12 15	12*20	12 45	1 27	.....	2 43	.....	.....	.....
Wilmcote ... ... arr	..	..	..	..	..	..	..	..	..	..	→	..	..	..	..	..	..	..	..	..	..	..	..
..... dep	.....	[2]	.....	.....	.....	.....	.....	.....	.....	.....	To page 76	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Stratford Goods Junction arr	..	..	..	..	..	..	..	..	..	..		..	..	..	..	..	..	..	..	..	..	..	..
..... dep	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
STRATFORD-UPON-AVON arr	9W*51	..	10W54	..	11W30	11W*40	..	..	..	..	..	..	..	..	..	12TW30	1W*0	..	..	2D53	..	..	..
..... dep	10W*20	10 13	11W 5	.....	11UW50	12W*0	.....	.....	.....	.....	.....	.....	.....	.....	12 21	1TW*0	1W*12	1 33	.....	3 12	.....	.....	.....
S. and M. Junction	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..

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

UP	Ruling Gradient 1 in	F	F	H	D	G	F	D	F	H	D	E	C	C	F	H	C		D		K		F
		8.0 pm SX Didcot to Spondon Rail Tanks	5.15 pm Margam to Banbury	12.30 am MX Honeybourne	9.10 pm (SX) Bristol to Oxley Sidings	12.11 am MX L E ex Gloucester	10.15 pm (Suns.) Cardiff to Banbury	11.15 pm Cardiff	11.20 pm FX Stoke Gifford	3.55 am MO Long Marston	7.20 pm SX Landore	1.30 am MO Cardiff to Banbury	2.8 am MX Basingstoke to Oxley Sidings	5.5 pm FX Marazion to Crewe	1.30 am MSX Cardiff to Banbury	11.20 pm FSX Cardiff to Banbury	4.5 am Chepstow or 4.20 am Lydney Ballast		5.5 pm FO Marazion to Crewe		To Leamington		1.5 am MX Swindon
		7M48	7H51	8H51	5H04	0Z44	7H56	5H12	7H02	8H04	5H24	6H54	4V06	4M44	7H56	7H58	4H08		5M44		9C40		7H15
		MX	MX	MX	MX	MX	MO	MX	MSX	MO	MX	MO	MX	MSX	MSX	MSX	Q		SO				MX
		am	am	am	am	am	am	am	am	am	am	am	am	am	am	am	am		am		am		am
S. and M. Junction	196 R	..																					
STRATFORD-UPON-AVON arr	143 R	..	12TW16	12 55	1W35	2 30	2TW46	2TW43¶	3D10	4 13	4W35	5TW15	5W14	5W32	6TW*40	7TW*12	6 22	..	7W54	..	..	..	9W17
AVON dep		..	12TW30	1 20	1AE50	..	2TW56	2AE53	3AE25	4 19	4W50	5TW25	5W25	5AE42	7TW*16	8*AE6	..	..	8AE 8	..	8 50	..	9AE37
Stratford Goods Junction arr	—	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
dep	—	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Wilmcote arr	75 R	..	..	..	..	..	..	..	..	..	..	..	..	..	..	8*21	..	..	..	..	9 2	..	..
dep		..	..	..	..	..	..	..	..	..	..	..	..	..	..	8*56	..	..	..	..	9 35	..	..
Bearley West Junction arr	114 R	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
dep		..	12 45	1 34	2 2	2 43	3 1	3 5	3 40	4 33	5 2	5 39	5 36	5 53	7 21	9 2	..	..	8 20	..	9 40	..	9 52
Bearley arr	—	..	..	1*39	..	..	..		..	..	..	..	..	..	..	..	..	..	..	..	9 45	..	..
dep		..	12 47	2*13	..	2 45	3 3		..	..	..	5 41	5 37	5 54	7 33	9 4	..	..	‡—	..	10 25	..	..
Claverdon arr	96 R	..	..	..	..	..	..		..		..	..	..	..	..	..	..	..	Arrive 8*30 am	..	R	..	..
dep		..																					
Hatton West Junction arr	103 R	..	..	..	..	..	..		..		..	..	..	..	7*47	..	..	..		..	..	..	..
dep		..													8*25	9 20							
Hatton arr	273 R	..	1* 2	R	..	..	3*21		..		..	5*59	..	..	..	..	..	..	..	..	10 45	..	..
dep		..	2*15	2 35	..	3 0	3*37		..	11.40 pm Pontypool Road of Saturday	..	6* 3	‡5 48	¶6 5	..	9 21	..	..	..	..	11*36	..	..
Warwick arr	103 F	..	..	2 50	..	..	..		..		..	..	..	..	..	..	..	..	..	..	11 48	..	..
dep		..		3 15																	12*27		
LEAMINGTON SPA arr	109 R	..	2D34	3 20	..	3 15	3*58	¶—Arrive Stratford-upon-Avon 2TW48 am July 2nd to August 13th	..	..	..	6*20	..	..	..	9 42	..	..	..	..	12 39	..	..
(GENERAL) dep		From page 80	3 15				4E15					6*25			8 40	10 0							
Bearley North Junction arr	—		..	..	..	..	..	..	..	..	..	..			..		..	..	..	..	..	..	..
dep		←			2 3			3 6	3 42	4 35	5 3								8 21				9 54
Henley-in-Arden	150 R	12*21	..	..	..	..	..	..	¶3*55	..	..	..	‡—Hatton North	¶—Hatton North	..	SUSPENDED	..	..	8*40‡	..	..	..	..
Earlswood Lakes arr	150 R																						
dep		12 48	..	..	2 26	..	..	3 31	4 35	5 25	5 28	..			..		..	..	9 3	..	..	..	10 27
Shirley arr	229 F																						
dep		..	..	..	Z—arr. 2.40 am	..	..	..	..	..	..	..			..		..	..	..	..	..	..	..
Hall Green arr	500 R																						
dep		..	..	..		..	..	3	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
TYSELEY arr	200 F												6T20										
dep		R1 1L	..	..	RL	..	..	G3 45L	G4 48L	G5 43L	R5 39L	..	M6T25L	R6 20L	..	..	..	..	R9 23L	..	..	..	G1040L
Small Heath South	—				2T45N																		
Small Heath North arr	—	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
dep		1L 8																					
Bordesley Junction arr	419 F	1L55	..	..	..	..	..	3 55	4 58	5 53	5 45	..	6 29	6 30	..	..	..	..	9 30	..	..	..	10 50
dep					2 49						6 10			7*35					10*45				
Bordesley arr	117 R	To L.M.R.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
BIRMINGHAM arr	—								¶—		6 15												
(Moor Street) dep		..	..	..	..	..	..	..	dep. 4*11 am	..	..	..	..	..	..	..	..	..	..	..	..	..	
BIRMINGHAM arr (Snow Hill)	45 R				2 54								6*33	7*42					10 52				

WEEKDAYS STRATFORD-UPON-AVON TO LEAMINGTON SPA AND BIRMINGHAM

UP

	F		H		K		H	K	F		E	F	H	F	H		H	F	C	D	F	
	12.50 am Margam to Banbury O.I.C. Empties		11.45 am FO Honeybourne				1.40 am MSX Llandilo Jn. to Banbury	3.30 pm Pilot Trip Stratford-u-Avon Old Town	10.45 am SX Cardiff		4.25 pm SX Honeybourne to Banbury	To Banbury O.I.C. Empties	5.55 pm FSX Honeybourne	12.15 pm SX Cardiff to Banbury	10.45 am SX Pontypool Road		1.15 pm SX Rogerstone to Banbury	5.25 pm Oxford (Hinksey) Washwood Heath Empties L.M.R.	8.5 pm Chepstow or 8.40 pm Lydney Ballast to Banbury or Tyseley	7.30 pm SO Bristol (T.M.) to Oxley Sidings	8.0 pm SX Didcot to Spondon Rail Tanks	
	7H61		8H19		9C13		8H59	9C59	7H31		6H59	7H61	8H31	7H53	8H36		8H62	7M47	4H41	5H04	7M48	
			FO				MSX		SX		SX		FSX	SX	SX		SX		Q	SO	SX	
	am		PM		PM		PM	PM	PM		PM	PM	PM	PM	PM		PM	PM	PM	PM	PM	
S. and M. Junction																						
STRATFORD-UPON-AVON ..... arr	9T48	..	12 41	..	..	..	2D27	3 40	4 4	..	4W51	..	6 45	7TW48	8D10	..	9D 0	10W*45	11TW5	11W45	11TW30	..
AVON ..... dep	9T58		1* 5				3TW 5		4*40		4W56		7*50	7TW58	8*36		9AE15	11W* 5	11TW15	11AE49	11TW40	
Stratford Goods Junction arr	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
..... dep																						
Wilmcote ... ... arr	10 13	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
..... dep												6 55										
Bearley West Junction ... arr	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	night	..	..
..... dep			1 20				3 15		4 52		5 10		8 4	8 13	8 50		9 30	11 19	11 27	12 0	11 55	
Bearley ... ... arr		..	..	..		..	..	..	..	..	..	7* 3	..	..	..	..	..	..	..	..	..	..
..... dep												7* 6					9 32		11 29			
Claverdon ... ... arr		..	..	..		..	..	..	..	..	..	..		..	..	..	..		..	..		..
..... dep																						
Hatton West Junction... arr		..	..	..		..	..	..	..	..	..	..		..	..	..	..		..	..		..
..... dep																						
Hatton ... ... arr		..	..	..		..	..	..	..	..	..	..		8*33	..	..	9*49		..	..		..
..... dep							3 34				5 25	7 24		8*38			10*55		12* 5			
Warwick... ... ... arr		..	..	..		..	..	..	..	..	..	..		..	..	..	..		..	..		..
..... dep																						
LEAMINGTON SPA (GENERAL) ..... arr		..	..	..		..	..	..	..	..	5 38	7*42	..	..	..	..	11 16		..	..	..	..
..... dep							3 52				6*40	7*55		8 57			11 35		12 15			
Bearley North Junction ... arr	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	6	..	..	..
..... dep			1 22						4 54				8 6		8 52			11 21		12 1	11 57	
Henley-in-Arden	..	..	..	..	1 50	..	..	..	..	..	..	..	N8*50	..	9 11	..	..	11 29	..	→	‡12 21	..
Earlswood Lakes ..... arr					2 31															To page 81	To page 79	
..... dep	..	..	2 12	..	2 56	..	..	..	5 27	..	..		9 30	..	9 48	..	..	11 54	12 15			..
Shirley..... arr					3 6								R									
... ... dep	..	..	..	..	3 16	..	..	..	..	..	..		..	..	..	..	..	..	..	..	..	..
Hall Green..... arr					3 34				5													
... ... dep	..	..	..	..	5 5	..	..	..	..	..	..		..	..	..	..	..	..	..	..	..	..
TYSELEY..... arr																		12*10	12 31			
... ... dep	..	..	2 30	..	5 10	..	..	..	G5 45L	..	..	..	G9 50L	..	G10 11L	..	..	R12*20L	..	..	..	..
Small Heath South																						
Small Heath North ... ... arr	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
..... dep																		*				
Bordesley Junction ... ... arr	..	..	2 40	..	5 20	..	..	..	5 55	..	..	..	10 0	..	10 20	..	..	G1232	..	..	..	..
..... dep																		12*41				
Bordesley ... ... arr	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
BIRMINGHAM..... arr																		To L.M.R.				
(Moor Street) ... ... dep	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..		..	..	..	..
BIRMINGHAM..... arr (Snow Hill)																						

Cleared to Banbury O.I.C. by 6.55 pm ex Wilmcote (see subsequent column)

On Saturdays Hall Green dep. 3.34 pm arr. 3.40 pm Tyseley

N—Arr. 8*21 pm

Tyseley pass 12/7 am Sunday mornings, Bordesley Jn. arr. 12*12 am

‡—Arr. 12*11 am.

Continuation of 12.50 am ex Margam

SUNDAYS

STRATFORD-UPON-AVON TO LEAMINGTON SPA AND BIRMINGHAM

UP	D		F		F		H		H			D			D			F				D	
	7.30 pm (Sats.) Bristol to Oxley Sidings		8.0 pm (Sats.) Didcot to Spondon Rail Tanks		5.15 pm (Sats.) Margam to Banbury		12.30 am Honeybourne		6.35 pm (Sats.) Rogerstone to Banbury			6.0 pm (Sats.) Landore			11.15 pm (Sats.) Cardiff			11.20 pm (Sats.) Stoke Gifford				5.5 pm (Sats.) Marazion to Crewe	
	5H04		7M48		7H69		8H51		8H62			5H24			5H12			7H02				5M44	
	am		mdnt.		am		am		am			am			am			am				am	
S. and M. Junction	.....	.....	12TW0	..	12D32	..	12 55	..	1TW10	..	..	2W 0	..	..	3TW5	..	..	3D23	..	..	..	7W51	..
STRATFORD-UPON-AVON ..... dep	.....	.....	12TW7	.....	12TW52	.....	1 30	.....	1AE45	.....	.....	2A725	.....	.....	3AE20	.....	.....	3 43	.....	.....	.....	8W*22	.....
Stratford Goods Junction arr	N—	..	..	..	...	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
..... dep	Small	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Wilmcote ... ... arr	Heath	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
..... dep	South	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Bearley West Junction ... arr	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	8*36	..
..... dep	.....	.....	12 22	.....	1 7	.....	1 44	.....	2 0	.....	.....	2 37	.....	.....	3 31	.....	.....	3 54	.....	.....	.....	8*50	.....
Bearley ... ... arr	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
..... dep	.....	.....	.....	.....	1 9	.....	1 46	.....	2 2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Claverdon ... ... arr	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
..... dep	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Hatton West Junction... arr	..	..	..	..	..	..	..	..	..	..	..	..	..	..		..	..	..	..	..	..	..	..
..... dep	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	SUSPENDED	.....	.....	.....	.....	.....	.....	.....	.....
Hatton ... ... arr	..	..	..	..	1*26	..	2D 7	..	..	..	..	..	..	..		..	..	..	..	..	..	..	..
..... dep	.....	.....	.....	.....	1*38	.....	2 25	.....	2 17	.....	.....	.....	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....
Warwick... ... . arr	From	..	..	..	..	..	2 41	..	..	..	..	..	..	..		..	..	..	..	..	..	..	..
..... dep	page	.....	.....	.....	.....	.....	2 55	.....	.....	.....	.....	.....	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....
LEAMINGTON SPA arr	80	..	..	..	1D55	..	3 5	..	..	..	..	..	..	..		..	..	..	..	..	..	..	..
(GENERAL) ..... dep	←	.....	.....	.....	2 15	.....	.....	.....	2 32	.....	.....	.....	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....
Bearley North Junction ... arr	12 1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
..... dep	.....	.....	12 24	.....	.....	.....	.....	.....	.....	.....	.....	2 38	.....	.....	3 32	.....	.....	3 56	.....	.....	.....	8 54	.....
Henley-in-Arden	..	..	12 35	..	..	..	..	..	..	..	..	[5]	..	..	..	..	..	..	..	..	..	..	..
Earlswood Lakes ..... arr	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	[5]	.....	.....	.....	.....	.....	.....	.....	.....
..... dep	..	..	12 59	..	..	..	..	..	..	..	..	3 8	..	..	4 2	..	..	4 29	..	..	..	9 19	..
Shirley..... arr	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
... ... dep	..	..	[6]	..	..	..	..	..	..	..	..	[4]	..	..	..	..	..	..	..	..	..	..	..
Hall Green..... arr	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	[5]	.....	.....	.....	.....	.....	.....	[3]	.....
... ... dep	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
TYSELEY..... arr	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
... ... dep	R1237L	..	R1 13L	..	..	..	..	..	..	..	..	R3 23L	..	..	G4 18L	..	..	G4 42L	..	..	..	R9 33L	..
Small Heath South	12T45N	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Small Heath North ... ... arr	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
..... dep	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Bordesley Junction ... ... arr	12 50	..	1L20	..	..	..	..	..	..	..	..	3 30	..	..	4 28	..	..	4 52	..	..	..	9 40	..
..... dep	1 25	.....	3L30	.....	.....	.....	.....	.....	.....	.....	.....	4 15	.....	.....	.....	.....	.....	.....	.....	.....	.....	10 20	.....
Bordesley ... ... arr	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
BIRMINGHAM..... arr	.....	.....	To	.....	.....	.....	.....	.....	.....	.....	.....	4 25	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
(Moor Street) ... ... dep	..	..	L.M.R.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
BIRMINGHAM..... arr	1 30	.....		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	10 28	.....
(Snow Hill)																							

WEEKDAYS — STRATFORD-UPON-AVON TO FENNY COMPTON — SUNDAYS

SINGLE LINE—Worked by Electric Train Token between Fenny Compton and Clifford Sidings. Crossing Stations are Kineton and Ettington.

Mileage M.	Mileage C.	UP	Ruling Gradient 1 in	F		F	F		F	H	F	F		F	F	F	F	F		F		F	
				2.0 pm FX Rogerstone to Woodford Empties		3.25 pm Cardiff to Woodford Empties	10.15 am FX Llandilo to Woodford Empties		2.15 am MX Rogerstone to Woodford Empties	To Blisworth	3.10 am Cardiff to Woodford Empties	5.30 am Alex Dock Jn. to Woodford Empties		12.15 pm Alex. Dock Jn. to Woodford Empties	7.35 pm FSX Barnwood Sidings to Woodford Empties	9.5 pm FSO Barnwood Sidings to Woodford Empties	8.30 am FSX Swansea to Woodford Empties	2.0 pm (Sats.) Rogerstone to Woodford Empties		3.25 pm (Sats.) Cardiff to Woodford Empties		10.15 am (Sats.) Llandilo to Woodford Empties	
				7M41		7M42	7M43		7M35	8M26	7M36	7M37		7M38	7M39	7M39	7M40	7M41		7M42		7M43	
				MSX		MX	MSX		MX						FSX	FSO	FSX						
				am		am	am		am	am	am	PM		PM	PM	PM	PM	am		am		am	
—	—	Stratford-upon-Avon ..... arr		.....	.....	2*26	.....	.....	.....	.....	10W 6	12W*45	.....	8W*57	10 26	11*22	11*22	.....	.....	2*26	.....	.....	.....
		... ... dep		12 18	..	3*26	4 27	..	8 26	8 45	10W10	12W*55	..	9W* 7	11* 2	11*40	11*40	12 18	..	3*26	..	4 27	..
—	57	Clifford Sidings ..... arr		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		... ... dep		12 22	..	3 31	4 30	..	8 30	8 49	10 14	12 59	..	9 11	11 6	11 44	11 44	12 22	..	3 31	..	4 30	..
5	12	Ettington ..... arr		.....	.....	.....	.....	.....	.....	9 3	.....	.....	.....	9*30	.....	.....	.....	.....	.....	.....	.....	.....	.....
		... ... dep		..	..	..	..	..	8 46	9 23	10*40	..	..	9*45	..	..	..	..	..	..	..	..	..
9	13	Kineton ..... arr		.....	.....	.....	.....	.....	.....	9 37	10*50	1X32	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		... ... dep		12 51	..	4 1	5 0	..	9 0	9 52	..	1X47	..	10 2	11 38	12 16	12 16	12 51	..	4 1	..	5 0	..
12	8	Burton Dassett ..... arr		.....	.....	.....	.....	.....	.....	10 4	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		... ... dep		..	..	..	..	..	..	10 14	..	..	..	..	..	..	..	..	..	..	..	..	..
15	43	Fenny Compton ..... arr		1*11	.....	.....	.....	.....	.....	10 26	11*10	.....	.....	10*17	.....	.....	.....	1*11	.....	.....	.....	.....	.....
		... ... dep		1*15	..	4 18	5 17	..	9 17	11 0	11*33	2 7	..	10*21	11 55	12 33	12 33	1*15	..	4 18	..	5 17	..

WEEKDAYS — FENNY COMPTON TO STRATFORD-UPON-AVON — SUNDAYS

Mileage M.	Mileage C.	DOWN	Ruling Gradient 1 in	H		H	H		H	H	H	H	H	H		H			H		H		
				12.40 am MX Woodford to South Wales		2.10 am MSX Woodford to South Wales	6.5 am SX Woodford to Rogerstone		7.0 am Woodford to Sev. Tun. Jn.	9.35 am Woodford to Sev. Tun. Jn.	9.25 am SX, 8.55 am SO Blisworth	5.55 pm Woodford to Rogerstone	7.15 pm FSX Woodford to South Wales	8.45 pm Woodford to South Wales		9.45 pm FX Woodford to South Wales			12.40 am Woodford to South Wales		2.10 am Woodford to South Wales	
				8V78		8V79	8V80		8V81	8V82	8V83	8V84	8V85	8V86		8V87			8V78		8V79		
				MX		MSX	MX						FSX										
				am		am	am		am	am	PM	PM	PM	PM		PM			am		am		
—	—	Fenny Compton ..... arr		.....	.....	.....	.....	.....	.....	10X20	12 39	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		... ... dep		1 13	..	2 44	6 38	..	7 33	10X30	1 9	6 28	8 12	9 19	..	10 19	..	..	1 13	..	2 44	..	..
3	35	Burton Dassett ..... arr		.....	.....	.....	.....	.....	.....	.....	1 19	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		... ... dep		..	..	..	..	..	..	..	1 34	..	..	..	..	..	..	..	..	..	..	..	..
6	30	Kineton ..... arr		.....	.....	.....	.....	.....	.....	.....	1X44	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		... ... dep		1 29	..	3 0	6 54	..	7 49	10X46	2 4	6 44	8 28	9 35	..	10 35	..	..	1 29	..	3 0	..	..
10	31	Ettington ..... arr		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		... ... dep		..	..	..	..	..	..	..	2 15	..	..	..	..	..	..	..	..	..	..	..	..
14	66	Clifford Sidings ..... arr		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		... ... dep		1 49	..	3 22	7 14	..	8 10	11 8	2 27	7 7	8 48	9 55	..	10 56	..	..	1 49	..	3 22	..	..
15	43	Stratford-upon-Avon ..... arr		1T*55	.....	3*25	7W*19	.....	8W*15	11W*12	2 33	7W*12	8W53	10W 0	.....	11W* 0	.....	.....	1*55	.....	3*25	.....	.....
		... ... dep		2T*44	..	3*32	7W*29	..	8W*28	11W*22	..	8W*10	8W58	10W*28	..	11W*24	..	..	2*37	..	3*32	..	..

WEEKDAYS — KINGSWINFORD AND OXLEY SIDINGS VIA WOMBOURN

DOUBLE LINE—Kingswinford Junction South and Baggeridge Junction.
SINGLE LINE—Baggeridge Junction to Oxley Branch Junction
DOUBLE LINE—Oxley Branch Junction to Oxley North and Middle
} Worked by Electric Train Staff between Baggeridge Junction and Oxley Branch Junction.

Sundays

Mile Post Mileage M	C	DOWN	Ruling Gradient 1 in	C	C		F	E	D	K	K	K	F	K	K	K	D	F	C	D§			
				8.5 pm Q Chepstow to Wolverhampton	10.20 pm SX Morris Cowley to North Mersey		5.35 pm TFO Bridgwater to Wallerscote Sidings	1.55 am MX Rowley Regis to Stanlow & T. Empty Tanks	12.55 am MSX Didcot to Crewe	Local Trip	No. 9T18 Bank Train	10.15 am Round Oak Empties	10.40 am SX Round Oak to Market Drayton Empties	No. 9T01 Bank Train	Local Trip SX	No. 9T18 Bank Train	1.20 am SX Tavistock Jn. to Crewe	2.30 pm Rowley Regis to Hooton SX, Saltney SO Empty Tanks	8.30 pm SX Worcester to Crewe	8.0 pm SX Cradley to Crewe			
				4H41	4M 4		7M74	6M22	5M34	9C15	9T18	9C00	7M65	9T01	9C48	9T18	5M45	7M76¶	4M46	5M49§			
				MX Q	MX		WSO	MX	MSX						SX		SX		SX	SX			
				am	am		am	am	am	am	am	am	am	am	PM	PM	PM	PM	PM	PM			
142	16	Stourbridge Junction ..... dep	85 R	12AE10	12 57	.....	2T 6	2 40	4AE36	.....	.....	.....	.....	.....	.....	.....	2E35	3 15	9AE50	9*59	.....	.....	.....
144	15	Brettell Lane	85 R	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
144	31	**KINGSWINFORD JN. S.** arr	73 R	.....	.....	.....	.....	.....	.....	.....	.....	10 22	10 50	10†57	.....	.....	.....	3 27	.....	10 10	.....	.....	.....
		... ... dep		12 18	1 4	..	2 16	2 50	4 44	7 45	9 30	10 32	11 0	11 30	..	2 0	2 43	3U37	9 58	11 10	..	..	..
145	38	Bromley	80 F	.....	.....	.....	.....	.....	.....	7 55	.....	.....	.....	11 35	.....	.....	.....	.....	.....	.....	.....	.....	.....
147	2	Baggeridge Junction ... arr	100 F	..	..	..	..	..	..	..	11 20	10 45	..	..	..	2 25	..	..	..	..	..	..	..
		..... dep		12 23	1 11	.....	2 26	2*59	4 50	.....	.....	.....	11 10	.....	12 30	.....	2 51	3 47	10 3	11 18	.....	.....	.....
148	75	Himley ... ... arr	100 F	..	..	..	..	..	..	..	..	..	..	..	12 40	..	..	..	..	..	..	..	..
		... ... dep		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	12 50	.....	.....	.....	.....	.....	.....	.....	.....
150	59	Wombourn ... ... arr	100 R	..	1*W21	..	2WX37	3W14	5W 0	..	Pensnett arr. 9.40 am, dep. 11.10 am	..	11W21	..	1 2	Pensnett arr. 2.10 pm, dep. 2.20 pm	3W 0	3W59	10W12	..	..	..	..
		..... dep		12 31	1*WX28	.....	2W*50	3W19	5W 5	.....		.....	11W26	.....	2*20		3W10	4WX14	10W17	11 26	.....	.....	.....
155	9	Tettenhall ... ... arr	385 F	..	..	..	..	..	..	..		..	..	..	2 37		..	..	..	..	..	..	..
		..... dep		.....	.....	.....	.....	.....	.....	.....		.....	.....	.....	3 4		.....	.....	.....	.....	.....	.....	.....
155	47	Courtaulds Sidings	—	..	..	..	..	..	..	..		..	..	..	3 32		..	..	..	..	..	..	..	..
156	0	Oxley Branch Junction ... arr	111 R	.....	1T42	.....	3T 9	3T37	5T20	.....		.....	11T42	.....	.....		3T25	4T32	10T34	11T39	.....	.....	.....
		... ... dep		12 41	1T47	..	3T14	3T42	5T25	..		..	11T47	..	3 35		3T30	4T37	10T39	11T44	..	..	..
156	32	Oxley North	—	.....	1 51	.....	3*35	N4* 2	5*38‡	.....	.....	.....	11 50	.....	.....	.....	3 35	5*27	10 43	11 49	.....	.....	.....
143	13	**OXLEY SIDINGS** ... arr	100 R	12 45	..	..	..	..	..	..	..	..	..	..	3 41	..	..	..	..	..	..	..	..

Oxley North arr. 3*20 pm

N—Arr. 3*46

Terminates Saltney on Saturdays

‡—Arr. 5*30 am

Oxley North arr. 4*40 pm

¶—S O No. 7J38

§—F Headcode Cradley to Stourbridge Jn. No. 7M67

WEEKDAYS — OXLEY SIDINGS AND KINGSWINFORD VIA WOMBOURN — SUNDAYS

UP

	Ruling Gradient 1 in	C	F	E	F	C	F	F	F	H	K	K	C	K	K	F	F	E	C	H		D	
		9.38 pm SX Liverpool (Edge Hill) to Stoke Gifford	12.5 am MSX Crewe to Worcester	1.35 am MSX Crewe to Reading West Jn.	12.10 am SO Crewe to Worcester	3.0 am TO South Fork to Swindon	2.30 am WFO Saltney to Bridgwater	To Worcester MX	To Worcester MO	4.50 am MO Crewe to Worcester		No. 9T18 Bank Train	To Exeter FSX	No. 9T01 Bank Train	No. 9T18 Bank Train	12.0 noon SX Crewe	12.0 noon SO Crewe	11.0 am SX Ellesmere Port to Rowley Regis Fuel Oil	1.10 pm SX Aintree to Morris Cowley Empties	5.30 pm Croes Newydd to Worcester		12.5 am Crewe to Worcester	
		4V77	7V43	6V07	7V43	4B38	7C65	7H77	7H77	8V51	9C00	9T18	4C55	9T01	9T18	7V47	7V47	6V15	4V72	8H92		5V29	
		MX	MSX	MSX	SO	TO	WFO	MX	MO	MO	SX		FSX			SX	SO	SX	SX				
		am	am	am	am	am	am	am	am	am	am	am	PM	PM	PM	PM	PM	PM	PM	PM		am	
OXLEY SIDINGS ..... dep	—	.....	.....	.....	.....	.....	.....	6 15	6 30	.....	8 30	.....	12 45	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Oxley North... ... ... dep	—	1 2	2 13	3 32	2 59	5 9	6 2	N	..	8 10	..	..	..	..	..	2 37	2 48	3 35	6 27	10 38	..	1 37	..
Oxley Branch Junction ... arr	190 F	1T 4	2T*16	3T*35	3T* 3	5T*14	6T*6	6*23	.....	8T14	.....	.....	.....	.....	.....	2T41	2T*52	3T*39	6T32	10T42	.....	1T41	.....
..... dep		1T 9	2T*36	3T*43	3T*43	5T*35	6T*15	6*35	6 35	8T19	8 35	Pensnett arr. 12.0 noon.	12 50	..	Pensnett arr. 3.10 pm	2T46	3T*33	3T*50	6T42	10T47	..	1T56	..
Courtaulds Sidings ..... arr	—	.....	.....	.....	.....	.....	.....	.....	.....	.....	8 38		.....	.....		.....	.....	.....	.....	.....	.....	.....	.....
... ... dep		..	..	..	..	..	..	..	..	..	9 3		..	..		..	..	..	..	..	..	..	..
Tettenhall ..... arr	385 R	.....	.....	.....	.....	.....	.....	.....	.....	.....	9 6		.....	.....		.....	.....	.....	.....	.....	.....	.....	.....
... ... dep		..	..	..	..	..	..	..	..	..	9 31		4	..		..	..	..	..	..	..	..	..
Wombourn ..... arr	100 F	1W25	.....	3W55	.....	5W50	6W29	.....	.....	.....	9 44		.....	.....		3X 3	3X47	4W 6	.....	.....	.....	2W12	.....
... ... dep		1W30	2 48	4W 0	3 57	6W 0	6W34	6 47	6 47	8 34	10 40		1 5	..		3X10	4X 0	4WX11	6 55	11 2	..	2W17	..
Himley ..... arr	264 R	.....	.....	.....	.....	.....	.....	.....	.....	.....	10 48		.....	.....		.....	.....	.....	.....	.....	.....	.....	.....
... ... dep		..	..	..	..	..	5	..	..	..	11 8		..	..		..	..	..	..	..	..	..	..
Baggeridge Junction ..... arr	100 R	.....	.....	.....	.....	.....	.....	.....	.....	.....	11 16		.....	.....		.....	.....	.....	.....	.....	.....	.....	.....
... ... dep		1 38	2 58	4 10	4 7	..	6 52	6 58	6 58	8 46	..	11 55	1 14	..	3 5	3 25	4 15	4 23	7 4	11 14	..	2 27	..
Pensnett Box .....dep.	—	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1 2	.....	.....	4 33	.....	.....	.....	.....	.....	.....	.....	.....
Bromley ... ...dep.	102 R	..	..	..	..	..	..	..	..	..	..	..	..	2 40	..	..	..	..	..	..	..	..	..
KINGSWINFORD JN. arr	140 R	.....	3 7	.....	4 16	.....	.....	7 8	.....	8 54	.....	1 15	.....	2 45	4 45	3D35	4D25	4 30	.....	11 22	.....	2 35	.....
... ... dep		1 43	4* 7	4 17	5 0	6 15	7 0	7 35	7 10	9 15	..	..	1 22	3*15	..	4 0	5 0	..	7 10	11*40	..	2 45	..
Stourbridge Junction ..... arr	184 R	1 49	4 15	4 23	5 12	6 40	7 6	7 58	7 25	9 28	.....	.....	1 30	3 23‡†	.....	4 45	5 15	4 38	7W18	11 53	.....	2 56	.....

‡ — Engine Shed Sidings

SUSPENDED

OLDBURY & LANGLEY GREEN AND OLDBURY

SINGLE LINE.—Worked by Electric Train Token between Oldbury & Langley Green (Middle) and Oldbury Goods Signal Boxes.

DOWN

	G		K		K
	L E		Local Trip		11.20 am SX Bordesley Jn.
	0C47		9C47		9C47
	am		am		SX PM
Oldbury and Langley Green ..... dep	6‖30	.....	8 30	.....	12 50
Oldbury Goods Box ... arr	..	..	..	..	..
Stop Board.....	P	.....	P	.....	P
Oldbury Goods ... ... arr	6‖40	..	8 40	..	1 0

UP

	K		K		K
	Local Trip SO		Local Trip SX		To Bordesley Jn. SX
	9C46		9C66		9C13
	SO PM		SX PM		SX PM
Oldbury Goods..... dep	1 10	.....	4 15	.....	6 10	.....
Oldbury Goods Box	..	..	..	..	..	..
Oldbury and Langley Green ..... arr	1 20	.....	4 25	.....	6 17	.....

WEEKDAYS — WINDMILL END BRANCH — SUNDAYS

DOWN

	K	K	K	K	K	G	K	K		K	K		K		
	11.15 pm Bordesley Jn. to Round Oak	No. 9T15 Bank Train MX	10.0 am SX Bordesley Jn. to Dudley	No. 9T07 Bank Train	No. 9T31 Bank Train SO	No. 9T02 Bank Train	No. 9T31 Bank Train SX	No. 9T16 Bank Train SX		8.22 pm SX Oldbury & Langley G. to Oxley Sidings	9.20 pm SX Oldbury & Langley G.		11.15 pm (Sats.) Bordesley Jn. to Round Oak		
	9C51	9T15	9C21	9T07	9T31	9T02	9T31	9T16		9C48	9C21		9C51		
	MX am	MX am	am	am	SO PM	PM	SX PM	SX PM		SX PM	SX PM		am		
Old Hill	12 39	1 51	11 58	11 30	.....	2†55	.....	8 0	.....	10 5	10 43	.....	12 39	.....	.....
Cox's Lane... ... ... arr	12 46	2 1	12 4	..	..	..	..	8 9	..	10 10	10 50	..	12 46	..	..
..... dep	12AE51	2P15	12AE9	.....	.....	.....	.....	8AE*17	.....	10AE20	11AE0	.....	12AE51	.....	.....
Windmill End Junction ... arr	..	..	..	11†42	..	..	7 48	..	..	..	..	..	..	..	..
... ... dep	.....	.....	.....	11†45	.....	.....	7 50	.....	.....	.....	.....	.....	.....	.....	.....
Netherton Basin ... ... arr	..	..	..	11†50	..	..	..	..	..	..	..	..	..	..	..
... ... dep	.....	.....	.....	S1240X	1 15	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Blowers Green Junction ... arr	1 5	..	12 23	12*53	1 34	3†14	7 55	8 32	..	..	..	..	1 5	..	..
... ... dep	1 45	2 23	12 38	12*58	2 0	.....	8 15	8 47	.....	10 32	11 12	.....	1 20	.....	.....
Dudley ..... arr	..	2 28	12 47	1 7	2 8	..	8 23	8 53	..	10 38	11 18	..	..	..	..
... ... dep	.....	.....	.....	.....	.....	.....	.....	.....	.....	11 0	.....	.....	.....	.....	.....

UP

	K	F	K	K	F	K	K	K	F	F	F	F		K	
	To Banbury MSX	2.15 am MX Bilston (W.M.) to Banbury O.I.C. Empties	2.40 am MX Round Oak to Bordesley		7.44 pm SX Stanlow & T. to Rowley Regis	No. 9T07 Bank Train	No 9T31 Bank Train	No. 9T07 Bank Train	6.35 pm Bilston (W.M.) to Banbury Empties	8.45 pm Priestfield to Paddington FSX, Banbury FSO	3.40 pm Stanlow & T. to Oldbury & L.G. Fuel Oil	11.10 pm SO Round Oak to Bordesley Jn. Empties		2.0 am Round Oak to Oldbury & Langley Green	
	9C02	7H54	9C13	9C45	7V56	9T07	9T31	9T07	7H65	7A081	7V67	7H70		9C46	
	MSX am	MX am	MX am	am	MX am	am	am	PM	PM	PM	PM	SO PM		am	
Dudley ..... arr	.....	.....	.....	.....	.....	.....	11 22	.....	.....	9 3	10 5	.....	.....	.....	.....
... ... dep	..	2 29	..	..	1 41	9 30	11 40	1 55	6 53	9 30	10 25	..	..	..	..
Blowers Green ..... arr	.....	2P35	2P53	.....	1P47	9P39	11 47	2P 1	6P56	9P36	10P33	11P25	.....	2P13	.....
... ... dep	1 20	2 40	3 10	6 15	1 52	9 44	12 15	2 6	7 1	9 41	10 38	11 35	..	2 25	..
Windmill End ..... arr	.....	.....	.....	.....	.....	.....	12 23	.....	.....	¶—FSO No. 7H67	.....	.....	.....	.....	.....
... ... dep	..	..	..	6 25	..	..	12 25	..	..		..	..	..	..	..
Netherton Basin	.....	.....	.....	6 30	.....	.....	12 30	.....	.....		.....	.....	.....	.....	.....
Cox's Lane... ... ... arr	..	2AE56	3AE22	..	2AE8	9*58	..	2 28	7AE17	9 51	10AE53	11 50	..	2 40	..
..... dep	1 32	3P 6	3P32	.....	2P13	10P*10	.....	2P*55	7P22	9P56	10P58	11P58	.....	2P45	.....
Old Hill ..... arr	..	..	..	..	..	..	..	3R11	..	10*10	..	..	..	..	..
... ... dep	1 45	3 16	3 45	.....	2 20	10 22	.....	3R26	7 35	10*30	11 8	12 11	.....	2 55	.....

WEEKDAYS — OLD HILL, HALESOWEN AND NORTHFIELD

Worked by Electric Train Token between Old Hill and Halesowen Junction. Crossing Stations are Halesowen, Rubery and Halesowen Junction.

DOWN

Mileage from Old Hill M	Mileage from Old Hill C		Ruling Gradient I in	G	C		K		F		H	G		J	J		J	K	G	C	K	K	
				L.M.R. L E	To Swindon MSX		No. 9T02 Bank Train		4.20 am SX Bordesley Jn.		L.M.R. to Washwood Heath	L E to Saltley Loco.		L.M.R.	L.M.R. to Washwood Heath		L.M.R.	L.M.R. to Water Orton	L.M.R. E B V to Lifford	8.25 am SX Swindon	No. 9T08 Bank Train SO	No. 9T08 Bank Train SX	
				68	4V28		9T02		7M50		30			70	28		70	39	70	4M29	9T08	9T08	
				MSX	MSX				SX		SX									SX	SO	SX	
				am	am		am		am		am	am		am	am		PM	PM		PM	PM	PM	
—	—	Old Hill ... dep	50 F	...	...	...	5 45	...	6 29	...	...	...	...	...	...	...	...	...	...	1 8	1 33	2 0	...
1	34	Halesowen ... arr	50 R	..	..	..	5 55	..	6 35	..	..	..	..	..	..	..	..	..	..	1W18	1 43	2 10	..
		... dep		...	...	...	...	...	7 5	...	...	...	...	10 15	...	...	12 45	...	...	1W48	...	...	...
3	24	Hunnington ...	50 R	..	..	..	..	..	..	..	..	..	..	10 40	..	..	..	..	..	..	..	..	..
4	42	Frankley Sidings ...	50 R	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
5	61	Rubery ... arr	60 F	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
		... dep		...	...	...	...	...	7 19	...	...	...	...	10 55	11 25	...	1 5	...	...	2 3	...	...	...
6	75	Longbridge... arr	—	..	..	..	..	..	7 25	..	..	..	..	11 5	11 35	..	1 15	..	..	2 8	..	..	..
		... dep		12‖ 1	12 20	...	...	...	...	...	8 50	10 50	...	...	12 52	...	...	1 25	1 45	...	...	...	...
7	28	Halesowen Junction ...	—	12 5	12 26	..	..	..	..	..	8X55	10X55	..	Hunnington arr. 10.25 am	12X57	..	..	1 30	1X50	..	..	..	..
8	38	Northfield ... arr	—	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...

NORTHFIELD, HALESOWEN AND OLD HILL

UP

	J	J	H	J	J	D	J	J	J	G	J	C	J		J	J	K	K	J		K		
	4.35 am MSX Washwood Heath	5.10 am MO Washwood Heath	To Bordesley Jn. SX	8.15 am Lifford L.M.R.	8.45 am Washwood Heath L.M.R. Mineral	1.5 am Carlisle Empties	10.5 am Washwood Heath L.M.R.	L.M.R.	1.40 pm Washwood Heath L.M.R.	No. 9T02 Bank Train	3.10 pm Lifford L.M.R.	To Swindon SX	L.M.R.		L.M.R.	L.M.R.	No. 9T16 Bank Train SX	No. 9T14 Bank Train SO	L.M.R.		To Bordesley Jn.		
	30	30	8V10	70	28		39	70	42	9T02	70	4V32	70		70	70	9T16	9T14	70		9C13		
	MSX	MO	SX									SX	SX		SO	SO	SX	SO	SX				
	am	am	am	am	am	am	am	am	PM	PM	PM	PM	PM		PM	PM	PM	PM	PM		PM		
Northfield ... dep	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Halesowen Junction ...	5 23	6 1	..	8 29	9 57	10 18	11 0	..	3 13	..	3 26	..	..	..	..	..	..	..	..	..	..	..	..
Longbridge... arr	5 28	6 6	...	...	10 2	10 23	11 6	...	3 18	...	3 30	...	...	...	...	...	...	...	...	...	...	...	...
... dep	..	..	8 20	8 34	10 15	..	..	11 40	..	..	..	3 15	3 45	..	3 45	..	6 15	..	7 0	..	..	..	..
Rubery ... arr	...	...	...	8 41	10 22	...	...	...	...	...	...	...	3*52	...	3 52	...	...	...	...	...	...	...	...
... dep	..	..	8 30	8 55	..	..	..	11 48	..	..	..	3 20	4*15	..	4 5	6 0	6 22	..	7 8	..	..	..	..
Frankley Sidings ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Hunnington ...	..	..	..	N9 20	3 mins. later SO	..	..	..	..	..	..	..	..	..	N4 25	..	N6R42	..	..	..	..	..	..
Halesowen ... arr	...	...	8 52	9 30		...	...	12 10	...	...	...	3W30	4 30	...	4 35	6 15	6 52	...	7 30	...	...	...	...
... dep	..	..	..			..	..	..	..	2‡45	..	4W* 8	..	..		..		6 35	..	..	7 10	..	..
Old Hill ... arr	...	...	9* 0	Z Arrive 9.5 am	...	...	...	...	...	2‡50	...	4 20	...	...	Z arrive 4.15 pm	...	Z Arrive 6R32 pm	6 43	...	...	7 18	...	...

WEEKDAYS

OLD HILL, HALESOWEN AND NORTHFIELD

DOWN

	K		K	K		F	F		H	H	H	G	K
	1.55 pm Bordesley Jn.		No. 9T16 Bank Train SX	L.M.R. SO		L.M.R. to Lawley Street SO	L.M.R. to Lawley Street SX		L.M.R. SX	L.M.R. to Lawley Street SO	L.M.R.	L.E. to Saltley	To Water Orton
	9C28		9T16	70		42	42		70	70	70	70	44
			SX	SO		SO	SX		SX	SO	SX	SX	SX
	PM		PM	PM		PM	PM		PM	PM	PM	PM	PM
Old Hill ..... dep	3 3	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Halesowen ... ... arr	3 10	..	..	..	..	..	..	..	..	..	..	..	..
..... dep	.....	.....	5 15	5 30	.....	.....	.....	.....	5 50	6 31	8 0	.....	.....
Hunnington	..	..	..	..	..	..	..	..	..	..	..	..	..
Frankley Sidings	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Rubery ... ... arr	..	..	..	5 50	..	..	..	..	6 10	..	..	..	..
..... dep	.....	.....	.....	.....	.....	.....	.....	.....	6 23	6 53	8 30	.....	.....
Longbridge... ... arr	..	..	5 45	..	..	..	..	..	6 30	..	8 35	..	..
..... dep	.....	.....	.....	.....	.....	6 0	6 20	.....	.....	6 56	.....	8‖45	9 45
Halesowen Junction ...	..	..	..	..	..	6X 3	6X23	..	..	7X 0	..	8X50	9X50
Northfield ..... arr	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

UP

	J		K	F	K	G	C
	6.10 pm ex Washwood Heath		No. 9T16 Bank Train SX	No. 9T08 Bank Train	No. 9T17 Bank Train SX	9.53 pm King's Heath L.M.R. L.E	5.35 pm FSX Swindon
	44		9T16	9T08	9T17	68	4M28
			SX		SX	FSX	FSX
	PM		PM	PM	PM	PM	PM
Northfield ..... dep	.....	.....	.....	.....	.....	.....	.....
Halesowen Junction ...	7*15	..	..	..	..	10X32	11 9
Longbridge..... arr	7 10	.....	.....	.....	.....	10‖35	11 14
... dep	..	..	..	..	..	..	..
Rubery ..... arr	.....	.....	.....	.....	.....	.....	.....
... dep	..	..	..	..	..	..	..
Frankley Sidings	.....	.....	.....	.....	.....	.....	.....
Hunnington	..	..	..	..	..	..	..
Halesowen ..... arr	.....	.....	.....	.....	.....	.....	.....
... dep	..	..	7 45	9 10	10 10	..	..
Old Hill ..... arr	.....	.....	7P55	9 18	10P20	.....	.....

BANBURY (MERTON STREET)

(PENETRATING LINE)

DOWN (WEEKDAYS ONLY)

			K				G		
			6.30 am Swanbourne Sidings				E B V † ex Bletchley		
			256						
							ThFO		
M.	C.		am				PM		
D9	34¾	BANBURY .....arr. (MERTON STREET)	10 5	.....	.....	.....	3†32	.....	.....

UP (WEEKDAYS ONLY)

	K				F			
	To Swanbourne Sidings				To Northampton			
	256							
					ThFO			
	am				PM			
BANBURY..... dep. (MERTON STREET)	10 27	.....	.....	.....	7 33	.....	.....	.....

D—Distance from Brackley Station Box.

WEEKDAYS LEAMINGTON SPA (AVENUE) AND LEAMINGTON SPA (MILVERTON)
(Penetrating Lines)

M.	C.	DOWN	Ruling Gradient 1 in	F	K	C	E	F	F	D	E	G	G	J	D	J	J	E		F	K	
				11.50 pm SX Banbury to Three Spires Iron Ore and Empties	To Baddesley Sdgs. MX	9.50 pm SX Boston to Cardiff	2.35 am SO Northampton to Bescot	Empties to Baddesley Sdgs. MO	Empties to Hawkesbury Lane MX	1.5 am MX Willesden to Curzon Street	1.5 am MO Willesden to Curzon St.	4¶20 am E B V MSX Banbury to Nuneaton	E B V†	To Coventry	To Nuneaton	8.40 am SO Welham	8.55 am SX Welham	7.35 am SX Yaxley to Hatton		2.15 pm Southam & Long Itchington	7.50 am Blisworth SX	
				7M45	37	4V25						0M00		45				6V00				
				MX	MX	MX	SO	MO	MX	MX	MO	MX				SO	SX	SX		SO	SX	
M.	C.			am	am	am	am	am	am	am	am	am	am	am	am	PM	PM	PM		PM	PM	
—	—	LEAMINGTON SPA (GENERAL) SOUTH arr.		1W51	.....	.....	.....	.....	.....	.....	.....	5W†13	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		dep.		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
—	—	LEAMINGTON SPA (AVENUE) arr.		.....	.....	3 37	.....	.....	.....	.....	5*16	.....	.....	.....	.....	12 24	12 58	2 23	.....	2 35	3 40	.....
		dep.		2W10	2 30	4¶10	4 11	3 50	3 50	4 40	5*35	5W*52N	8† 5	8 20	9 0	..	..	2‡35	..	..	..	..
—	66	LEAMINGTON SPA (MILVERTON) arr.		SUS-PEN-DED	.....	.....	.....	.....	.....	.....	.....	.....	8†10	8 25	.....	.....	.....	.....	.....	.....	.....	.....
		dep.		..	..	..	..	..	..	..	..	..	..	8 50	..	..	..	..	..	..	..	..

¶—General Station departure via Bearley. ‡—General Station departure via Leamington North. **N**—Loads to Nuneaton.

SUNDAYS

M.	C.	DOWN	K			G			K			F										
			To Nuneaton SO			3†10 pm E B V Banbury to Nuneaton			To Hawkesbury Lane SX			To Three Spires Empties SX										
			37			0M00			26													
			SO						SX			SX										
M.	C.		PM			PM			PM			PM										
—	—	LEAMINGTON SPA (GENERAL) SOUTH arr.	.....	.....	.....	4†15	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		dep.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
—	—	LEAMINGTON SPA (AVENUE) arr.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		dep.	4 40	..	..	4†25	..	..	10 30	..	..	11 50	..	..	..	..	..	..	..	..	..	..
—	66	LEAMINGTON SPA (MILVERTON) arr.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		dep.	4 45	..	..	..	..	..	10 35	..	..	11 55	..	..	..	..	..	..	..	..	..	..

WEEKDAYS LEAMINGTON SPA (MILVERTON) AND LEAMINGTON SPA (AVENUE)
(Penetrating Line)

UP				Ruling Gradient 1 in	J	H		H		K		G		H		K	H		K		H		K	
					9.35 pm SX Nuneaton	7.0 pm FSX Toton to Banbury		11.47 pm FSX Nuneaton to Banbury		5.5 am Coventry		8.10 am L E ex Coventry		To Rugby SO		Local Trip	To Rugby SX		To Blisworth SX		10.30 am SX Hawkesbury Lane to Banbury		To Southam & Long Itchington	
					37	8V89		8V88		45											8V91			
M.	C.				MX am	MSX am		MSX am		am		am		SO am		am	SX am		SX am		SX am		SO PM	
—	—	LEAMINGTON SPA (MILVERTON)	arr.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
			dep.		..	..	..	..	..	..	..	..	..	..	..	9 30	..	..	..	..	..	..	..	..
—	66	LEAMINGTON SPA (AVENUE)	arr.		12 23	12W*52	.....	1W*14	.....	7 28	.....	8 35	.....	.....	.....	9 35	.....	.....	.....	.....	11W*34	.....	.....	.....
			dep.		..	..	..	..	..	..	..	..	..	9 30	..	..	9 40	..	10 7	..	..	..	1 15	..
—	—	LEAMINGTON SPA (GENERAL) SOUTH	arr.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
			dep.		..	1W*15	..	2W* 5	..	..	..	..	..	..	..	..	..	..	..	..	12W*32	..	..	..

SUNDAYS

UP					J		J		K		E		K		K		H		J					
					10.20 am SO Coalville		10.20 am SX Coalville		1.30 pm SO Hawkesbury Lane		5.55 pm SX Coventry		6.32 pm SX Hawkesbury Lane		To Banbury SX		8.10 pm SX Hawkesbury Lane to Banbury		5.58 pm SX Beeston					
									37				26		9C02		8V93							
M.	C.				SO PM		SX PM		SO PM		SX PM		SX PM		PM		SX PM		SX PM					
—	—	LEAMINGTON SPA (MILVERTON)	arr.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	9 15	.....	11 52	.....	.....	.....	.....	.....
			dep.		SUS-PEN-DED	..	..	..	..	..	..	..	..	..	9 20	..	..	..	..	..	..	..	..	..
—	66	LEAMINGTON SPA (AVENUE)	arr.		2 11	.....	2 18	.....	2 27	.....	6 40	.....	8 31	.....	9*25	.....	9W20	.....	11 57	.....	.....	.....	.....	.....
			dep.		..	..	..	..	..	..	..	..	..	..	SUS-PEN-DED	..	SUS-PEN-DED	..	..	..	..	..	..	..
—	—	LEAMINGTON SPA (GENERAL) SOUTH	arr.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
			dep.		..	..	..	..	..	..	SUS-PEN-DED	..	..	..	9*45	..	9 30	..	..	..	..	..	..	..

STOURBRIDGE JUNCTION BANK TRAINS

The Engine of each Bank Train bearing a Number will carry a Target corresponding with the last three characters of the Number allocated to it in this book.

No. 9T01.—BLOWERS GREEN AND BROMLEY EARLY SERVICE

	arr. a.m.	dep. a.m.
Stourbridge Engine Shed	—	7‖35
Stourbridge Junction	7‖40	8 20
Kingswinford Junction	8 37	9*40
Blowers Green	9 57	10†45
Round Oak	— R	—

	arr. a.m.	dep. a.m.
Kingswinford Junction	10†57	11 30
		p.m.
Bromley	11 35A	2 40
	p.m.	
Kingswinford Junction	2 45	3*15
Stourbridge Engine Shed Siding	3 23	To Shed

‡—To call at Round Oak if required to clear empties.

A—Shunt Private Sidings.

No. 9T02.—HALESOWEN MORNING SERVICE

	arr. a.m.	dep. a.m.	
Stourbridge Engine Shed	—	4‖55	
Stourbridge Junction	5‖ 0	5 20	Take traffic for Halesowen. Assistant Engine and Van in front and train engine in rear to Old Hill.
Old Hill	5 40	5 45	
Halesowen	5 55	—	Perform Yard shunting at Halesowen Junction and Basin Sidings, working trips as required.
	p.m.	p.m.	
Halesowen	—	2†45	E B V.
Old Hill	2†50	2†55	
Blowers Green	3†14	3 30	
Round Oak	3 42	9 0¶	Shunt out traffic from Up Sidings.
Stourbridge E.S.S.	9 14	9P19¶	
Stourbridge Junction	9 26	9‖35¶	To Shed.

¶—SO Round Oak dep. 7.0 p.m., Stourbridge E.S.S. arr. 7.14, dep. 7P19 p.m., Stourbridge Junction arr. 7.26 p.m.

STOURBRIDGE JUNCTION AND STOURBRIDGE GOODS SINGLE LINE
STOURBRIDGE JUNCTION MIDDLE BOX AND STOURBRIDGE BASIN GOODS YARD

Worked by wooden staff, square in shape and coloured green. Subject to Special instructions issued.

No. 9T03.—STOURBRIDGE GOODS DEPOT ENGINE

	arr. a.m.	SX	dep. a.m.
Stourbridge Engine Shed	—		6‖30
Stourbridge Junction	6‖35		7 15
Stop Board	7 20	P	7 25
Stourbridge Town Goods	7 30		10 30
			p.m.
Stourbridge Junction	10 40		12 45
	p.m.		—
Stop Board	12 50	P	12 55
Stourbridge Town Goods	1 0		—
Stourbridge Town Goods	—		3 10N
Foster Street	3 15N		3†20
Stourbridge Town Goods	3†25		6 0
Foster Street	6 5		6 10
Stourbridge Junction	6 15		6‖25
Stourbridge Engine Shed	6‖35		—

	arr. a.m.	SO	dep. a.m.
Stourbridge Engine Shed	—		6‖30
Stourbridge Junction	6‖35		7 15
Stop Board	7 20	P	7 25
Stourbridge Town Goods	7 30		10 30
Stourbridge Junction	10 40		11 15
Stop Board	11 20	P	11 25
			p.m.
Stourbridge Town Goods	11 30		2 20
	p.m.		
Stourbridge Junction	2 30		2‖40
Stourbridge Engine Shed	2‖50		—

N—Q to Stourbridge Jn.

Stourbridge Junction Bank Trains—continued

No. 9T04.—LYE AND CRADLEY HEATH

	arr.	S X	dep.
	p.m.		p.m.
Stourbridge Engine Shed	—		1‖50
Stourbridge Junction	1‖55		2 5
Stourbridge Engine Shed Siding	2 10	A	4 10
Stourbridge Junction	4 15		4 48
Lye	4 54		5† 8
Cradley Heath	5†13		5 43
Lye	5 48		6 5
Stourbridge Junction	6 12		6†20
Cradley Heath	6†30		10‖ 0
Stourbridge Engine Shed	10‖15		—

	arr.	S O	dep.
	p.m.		p.m.
Stourbridge Engine Shed	—		2‖25
Stourbridge Junction	2‖30		2 50
Stourbridge Engine Shed Siding	2 55	A	4 10
Stourbridge Junction	4 15		4†30
Cradley Heath...	4†40		5 25
Rowley Regis	5 45		6 5
Oldbury and Langley Green...	6 12		7 40
Rowley Regis	7 50		8 37
Stop Board	8 42	P	8 47
Cradley Heath...	9 4	P	9 9
Stourbridge Junction...	9 25		9‖30
Stourbridge Engine Shed	9‖35		—

A—Shunt Hall's Sidings.

No. 9T05.—ROWLEY REGIS SERVICE (SUSPENDED)

	arr.	M X	dep.
	a.m.		a.m.
Kingswinford Junction	—		1 10
Stourbridge Junction	1*20		1*45
Lye...	1 50		2* 5
Cradley	2 13		2 30

	arr.	M X	dep.
	a.m.		a.m.
Rowley Regis	2 52		3 10
Oldbury and Langley Green	3 20		3‖50
			p.m.
Rowley Regis	4‖ 0		2‖ 0N
	p.m.		
Stourbridge Shed	2‖30		—

Load from Kingswinford Junction with traffic for Lye, Cradley, Rowley, Oldbury and Langley Green and beyond.
A Brake Van to be formed at each end leaving Kingswinford to avoid train going into Stourbridge Junction Yard.
N—Rowley Regis No. 1 shunting engine.

No. 9T06.—CORNGREAVES SERVICE

	arr.		dep.
	a.m.		a.m.
Stourbridge Engine Shed	—		6‖45
Stourbridge Junction	6‖48		7 2
Cradley Heath	7 14		7 50
Old Hill Goods	7 58		8 26
Corngreaves	8 30		—
		S X	
Corngreaves	—		11 15
Cradley Heath	11 20		11 40
Lye	11 45		—
	p.m.		p.m.
Lye	—		1 30
Timmis Siding	1 38		1 52
Stourbridge Junction	1 57		2‖ 0
Stourbridge Engine Shed	2‖ 5		—

	arr.	S O	dep.
	a.m.		a.m.
Corngreaves	—		11‖15
Old Hill Goods	11‖20		—
	p.m.		p.m.
Old Hill Goods	—	A	12‖40
Lye	12‖45		1 40
Hayes Lane	1 45		2 40
Lye	2 45		3 5
Timmis Siding	3 8		3 20
Stourbridge Junction	3 25		3 50
Lye	3 56		—

Then becomes Lye No. 2 Shunting engine.

A—Old Hill Goods No. 1 Shunting engine.

No. 9T07.—BLOWERS GREEN AND WINDMILL END BRANCH SERVICES

	arr.	dep.	
	a.m.	a.m.	
Stourbridge Engine Shed	—	8‖45	
Dudley	9‖10	9 30	Attach traffic for Rowley Regis.
Blowers Green	9P39	9 44	
Cox's Lane	9*58	10P*10	
Rowley Regis	10 32	10*55	Detach.
Oldbury and Langley Green	11 4	11†20	
Windmill End Junction	11†42	11†45SX	
		p.m.	
Netherton	‡11†50SX	12‡40SX	‡—Runs direct to Dudley on Saturdays.
Blowers Green	12*53SX	12*58SX	
	p.m.		
Dudley	1 7SX	1 55	
Blowers Green	2P 1	2 6	
Cox's Lane	2*28	2*P55	
Old Hill	3 11	R 3 26	
Rowley Regis	3 38	4 0	
Oldbury & Langley Green	4 7	4‖15	To Shed.

Stourbridge Junction Bank Trains—continued

No. 9T08.—HALESOWEN EVENING SERVICE

	arr. p.m.	S X dep. p.m.	arr. p.m.	S O dep. p.m.
Stourbridge Engine Shed ...	—	12‖45	—	12‖45
Stourbridge Junction	12‖50	1 10	12‖50	1 10
Lye	1D18	1 25	—	—
Cradley...	1*33	1*45	—	—
Old Hill	1 57	2 0	1 30	1 33
Halesowen	2 10	—	1 43	—
	p.m.	p.m.		
Halesowen Junction Sidings ...	—	9 10	—	9 10
Old Hill	9 18		9 18	
Rowley Regis	9 26	9 28AE	9 26	9 28AE
Oldbury and Langley Green...	9 35	9 55	9 35	9 55
Handsworth	10 5	10 16	10 5	10 16
Queen's Head	10 21	—	10 21	—
	M X		Suns.	
	a.m.	a.m.	a.m.	a.m.
Queen's Head	—	12 0	—	12 0
Handsworth	12 3	12 45	12 3	12 53
Oldbury and Langley Green...	12 58	1 50	1 4	1 50
Rowley Regis	1 58	2*44	1 58	2*35
Stop Board	2P49	2 54	2P41	2 46
Cradley...	3 D8	3 23	3 D0	3 10
Lye	3 30	3 48	3 17	3 32
Stourbridge Junction	3 55	—	3 39	—

Assisted by Bank Train Engine No. 0T17 SX, No. 0T14 SO.

Maximum load between Oldbury and Langley Green and Queen's Head, when worked by Class "A" engine is 57 wagons Class 3 traffic or equivalent, provided not less than 3 vacuum-braked vehicles are coupled up next the engine.

Clear out all traffic for Stourbridge Extension and West Midland Line.

No. 9T09.—PRIESTFIELD AND OXLEY SDGS. SERVICE

	arr. a.m.	dep. a.m.
Stourbridge Junction	—	9 10
Dudley	9 42	10*17
Bilston West	10 34	10*52
Priestfield...	10 58	11*40‡
Wolverhampton	11‖48‡	
Oxley Sidings	11 57‡	—

‡SO—Priestfield dep. 12.17 p.m., Oxley Sidings arr. 12.30 p.m.

	arr. p.m.	S X dep. p.m.	arr. p.m.	S O dep. p.m.
Oxley Sidings	—	12 30	—	1 35
Wolverhampton	12*42	1* 0	1‖45	
Priestfield...	1‖7		1‖49	
Dudley	1‖22		1‖59	
Round Oak North	—	—	2*12	2*38
Round Oak (Stop Board) ...	1P35	1 40	2P41	2 46
Kingswinford Junction	1 46	2 15	2 52	3 27
Stourbridge Junction	2 26	—	3 40	—

No. 9T10.—HALESOWEN TO ROWLEY REGIS AND OLDBURY AND L.G.

(SUSPENDED)

	arr. p.m.	S X dep. p.m.
Stourbridge Engine Shed	—	6‖ 5
Stourbridge Junction	6‖ 8	6‖10
Old Hill	6‖25	6‖35
Halesowen	6‖46	7 10
Halesowen Junction Sidings	7 12	7 25
Old Hill	7 31	7 32
Rowley Regis	7 37	8 15

	arr. p.m.	S X dep. p.m.
Oldbury and Langley Green...	8 26	9†30
Rowley Regis	9†35	
Old Hill	9†40	
Halesowen	9†50	10 0
Old Hill	10 8	* 10 28
Rowley Regis	10 35	A E 10 45
Oldbury and Langley Green...	10 52	—

Assisted by No. 0T14 Bank Train Engine Halesowen to Rowley Regis.

No. 9T11.—OLD HILL GOODS SERVICE

	arr. p.m.		dep. p.m.
Stourbridge Junction	—		12 30
Cradley Heath	12 40		—
		S X	
Cradley Heath	—		1 10
Corngreaves	1 15	A	1 25
Old Hill Goods...	1 30	A	3 45
Cradley Heath	3 55		4 5
Old Hill Goods...	4 15	A	6 0
Cradley Heath	6 5		7* 3
Lye	7 11		7 16
Stourbridge Junction	7 25		7‖30
Stourbridge Engine Shed Siding	7‖35		—

	arr. p.m.	S O dep. p.m.
Cradley Heath...	—	1 0
Corngreaves	1 5	1 15
Old Hill Goods	1 20 A	2 30
Corngreaves	2 35	2 40
Cradley Heath	2 45 B	5 43
Lye	5 48	6 5
Stourbridge Junction...	6 12	6‖15
Stourbridge Engine Shed	6‖20	—

A—Old Hill Goods No. 2 Shunting engine.
B—Cradley No. 2 Shunting engine.

Stourbridge Junction Bank Trains—continued

No. 9T12.—KINGSWINFORD JN., DUDLEY AND PRIESTFIELD SERVICE

	SX arr. p.m.	SX dep. p.m.
Stourbridge Junction ...	—	10 10
Kingswinford Junction...	10 24	10 52
Round Oak ...	11 2	11 50
	a.m.	a.m.
Dudley ...	12 6	12 30
Bilston W.M.	12 45	1 5
Priestfield	1 15	—

	MX arr. a.m.	MX dep. a.m.
Priestfield ...	—	3 5
Bilston W.M. ...	3 13	3 33
Dudley ...	3 48	
Round Oak (Stop Board) ...	4P 2	4 7
Round Oak ...	4 12	4 25
Kingswinford Junction ...	4 32	—

No. 0T13.—LYE AND HAYES LANE SERVICE

	arr. a.m.	SX dep. a.m.
Stourbridge Engine Shed ...	—	5‖45
Stourbridge Junction ...	5 50	
		p.m.
Lye ...	5‖55	12‖35
	p.m.	
Stourbridge Engine Shed ...	12‖45	—
Stourbridge Engine Shed ...	—	4‖15
Lye ...	4‖25	3 45
Hayes Lane ...	3 50	—
Lye ...	—	—
Lye ...	—	10‖20
Stourbridge Engine Shed ...	10‖30	—

	arr. a.m.	SO dep. a.m.
Stourbridge Engine Shed ...	—	5‖45
Stourbridge Junction ...	5 50	
		p.m.
Lye ...	5‖55	12‖30
	p.m.	
Stourbridge Junction ...	12 35	
Stourbridge Engine Shed ...	12‖40	1‖ 0
Stourbridge Junction ...	1‖ 5	1‖20
Lye ...	1‖25	—

No. 0T14.—HALESOWEN AND CANAL BASIN AFTERNOON ENGINE

	arr. a.m.	dep. a.m.
Stourbridge Engine Shed ...	—	6‖30
Old Hill ...	6‖50	7‖ 5
Halesowen ...	7‖10	—

Shunts Station Yard and Goods Shed until 2.0 p.m., then to Basin and perform Basin and Junction shunting. Work traffic from Basin for No. 9T08 Bank Train. Assist No. 9T16 Bank Train to Old Hill (**SX**) and return to assist No. 9T17 Bank Train thence to Shed.

On Saturdays works trip at 6.35 p.m. Halesowen to Rowley Regis, returning engine and van to Halesowen to assist No. 9T08 Bank Train (9.10 p.m. ex Halesowen), thence to Shed.

No. 9T15.—CRADLEY, ETC., NIGHT SERVICE

	SX arr. p.m.	SX dep. p.m.	
Stourbridge Engine Shed ...	—	11‖ 0	
Stourbridge Junction ...	11‖ 5	11 15	Attach traffic for Lye.
Lye ...	11 20	11 30	Attach Uphill traffic.
Cradley Heath ...	11 36	11 50	Attach Uphill traffic, also traffic for Dudley and beyond.
	a.m.	a.m.	
Rowley Regis ...	12 10	12 20	Detach traffic for Dudley and beyond.
Oldbury and Langley Green ...	12 27	1†10	Detach
Rowley Regis ...	1†15	1 35	Attach traffic for Dudley and beyond.
Stop Board ...	1P38	1 43	
Cox's Lane ...	2 1	2P15	
Dudley ...	2 28	—	After detaching traffic at Dudley, L.E. and Guard to proceed (**MSX**) to Great Bridge, L.M.R. to work 3.17 a.m. (**MSX**) Great Bridge to Hartlebury.

No. 9T16.—HALESOWEN, DUDLEY AND ROUND OAK SERVICE

	SX arr. p.m.	SX dep. p.m.
Stourbridge Engine Shed ...	—	4‖30
Halesowen ...	5‖ 0	5 15
Longbridge ...	5 45	6 15
Halesowen ...	6 52	7 45
Old Hill ...	7P55	8 0
Cox's Lane ...	8 9AE	8*17
Blowers Green ...	8 32	8 47
Dudley ...	8 53	—
	p.m.	p.m.
Dudley ...	—	10 40
Blowers Green Sidings ...	10 49	11*33
Round Oak North ...	11P43	11 48
Round Oak ...	11 56	12†10
Stourbridge Junction ...	12†30	—

Assisted by No. 0T14. Bank Train Engine to Old Hill.

No. 9T17.—HALESOWEN AND STOURBRIDGE JUNCTION

	arr. p.m.	S X dep. p.m.	
Stourbridge Engine Shed	—	5‖30	Work trips Basin Sidings to Halesowen Station for L.M.R. and return to Junction with traffic ex L.M.R. Assists to Rowley Regis 7.10 p.m. Halesowen to Bordesley Junction, also No. 9T08 Bank Train.
Halesowen	5‖50	—	
Halesowen	—	10 10	Assisted by No. 0T14 Bank Train Engine.
Old Hill	10P20	10 30	
Cradley Heath	10 40	10 55	Exchange traffic.
Stourbridge Junction	11 9	—	

Van to be sent to Halseowen daily on No. 9T08 Bank Train (1.10 p.m. ex Stourbridge).

No. 9T18.—KINGSWINFORD BRANCH SERVICES

	arr. a.m.	dep. a.m.	
Early.			
Stourbridge Engine Shed	—	9‖ 0	
Kingswinford Junction	9‖ 5	9 30	Dress the Cattle Dock Road, and then take Branch traffic.
Pensnett	9 40	11 10	Shunt various Sidings as required.
Baggeridge Junction	11 20	11 55	Detach traffic for various Sidings.
	noon	p.m.	
Pensnett	12 0	1 2	Clear traffic.
Late.	p.m.		
Kingswinford Junction	1 15	2 0	Take Branch traffic.
Pensnett	2 10	2 20	Detach traffic.
Baggeridge Junction	2 25	3 5	Clear outwards traffic.
Pensnett	3 10	4 33	Clear outwards traffic.
Kingswinford Junction	4 45	4‖50	To Shed.

OXLEY SIDINGS BANK TRAINS

The Engine of each Bank Train bearing a Number will carry a Target corresponding with the last three characters of the Number allocated to it in this book.

No. 9T31.—BANK TRAIN

	arr. a.m.	dep. a.m.
Oxley Sidings	—	9 45
Wolverhampton (L.L.)	9 58	
Priestfield	10 4	10 25
Bilston West	10 35	11 0
Princes End	D	—
Dudley	11 22	11 40

	arr. p.m.	S O dep. p.m.	arr. a.m.	S X dep. p.m.
Blowers Green Sidings... ...	11 47	12 15	11 47	12 15
			p.m.	
Windmill End Junction ...	12 23	12 25	12 23	12 25
Netherton Basin	12 30	1 15	12 30	7 40
Windmill End Junction ...	1 25		7 48	7 50
Blowers Green	1 34	2 0	7 55	8 15
Dudley	2 8	—	8 23 To Shed	—

On Saturdays engine returns light to Shed from Dudley 2‖15 p.m.

To be assisted if required at 12.15 p.m. ex Blowers Green by Netherton No. 1 engine.

No. 9T33.—BANK TRAIN

	arr. a.m.	dep. a.m.
Oxley Sidings	—	3†55¶
Priestfield	4†10¶	4 45
Wednesbury Central	4 58 W	5 58
Swan Village New Depot ...	6 9	8 45
Swan Village Junction	8 50	8 52
Great Bridge South	9 2	—

	arr. a.m.	S X dep. a.m.	arr. p.m.	S O dep. p.m.
Great Bridge South	—	10 45	—	12 40
Swan Village Basin	10 55	11 28	—	—
Swan Village Junction	11 33	11 47	12 50	12 52
Swan Village New Depot ...	11 52	7 12 A	12 57	1 52
Wednesbury Central	7 22 A	8*25 A	1 57	2 25
Bilston Central	8 35 A	10 5 A	2 33	3*23
Stow Heath	10 15 A	11* 0 A	3 30	5*12
Wolverhampton	11*10 A	11*13 A	5 19	5*45
Oxley Sidings	11 25 A	—	5 55	—

Not to convey traffic for West Bromwich. Load to be restricted to traffic for Swan Village and Great Bridge South and general goods for Wednesbury Central.

A—Worked by Engine of 5.45 p.m. (**SX**) Great Bridge South to Swan Village New Depot.

¶—Oxley Sidings depart 4†0 a.m. **MO**, Priestfield arrive 4†16 a.m.

No. 9T36.—BANK TRAIN

	SX arr. a.m.	SX dep. a.m.
Oxley Sidings ...	—	6 50
Wolverhampton (L.L.)	7* 1	7*15
Priestfield	7 24	7*48
Bilston Central	7 56	8 6
Wednesbury Central ...	8 16	8 56
Swan Village	9 6	10 30

	SX arr. a.m.	SX dep. a.m.
Wednesbury Central ...	10 35	11 5
		p.m.
West Bromwich	11 20	11 50
	p.m.	
Queen's Head ...	¶12 0	—

¶—Extended to Hockley when required.

LOCAL SERVICES AND EXCHANGE TRIPS

No. 9T30.—OXLEY SIDINGS—GAS SIDINGS TRIP

(SUSPENDED)

	arr. a.m.	dep. a.m.
Oxley Sidings ...	—	9 35
Dunstall Park ...	9 40	10 12
Oxley Sidings ...	10 15	—

Worked by engine off 4.50 a.m. (**MX**), 5.0 a.m. (**MO**) Pilot Trip Oxley Sidings to Victoria Basin.

No. 9T20.—VICTORIA BASIN AND OXLEY SIDINGS TRANSFER TRIPS, ETC.

	MX a.m.	a.m.	a.m.		p.m.	p.m.	A p.m.	E p.m.	p.m.	B p.m.	p.m.	Suns.	
Victoria Basin ... ... dep.	4 5	8‖45	11 5	...	3 25	5 20	7 10	7 45	8 10	9 40	10 30	...	...
Oxley Sidings ... ... arr.	4 15	8‖50	11 15	...	3 35	5 40	7 20	7†52	8 20	9‡45	10 40	...	...

	MX D a.m.	MX C a.m.	a.m.	MX a.m.	a.m.	a.m.	p.m.		p.m.	p.m.	p.m.	D a.m.	
Oxley Sidings ... ... dep.	12 40	1 55	4 50¶	5 30	9 10	11 30	2 15	—	4 15	8 50	11 40	12 40	...
Victoria Basin ... ... arr.	12 50	2 5	5 0¶	5 40	9 20	11 40	2 25	—	4 25	9 0	11 50	12 50	...

A—Through train to Basingstoke. Train is drawn to Oxley Sidings Down Loop by Victoria Basin Steam shunting engine, train engine attached in rear (Vacuum uncoupled). **B**—Through train to Cardiff. **C**—11.40 p.m. Welshpool Empty Vans. **D**—Empty Vans. **E**—Through Train to Crewe. ¶—To leave Oxley Sidings 5.0 a.m. (**MO**), Victoria Basin arrive 5.10 a.m. ‡—Stafford Road Junction.

Transfer trips carry following Headcode:—By Day—One round disc on centre of buffer. By Night—Two white lights, one on centre of chimney and one on right-hand of buffer.

Victoria Basin Shunting Engine and Shunter works the following trips:—

11.5 a.m., 8.10 p.m., 10.30 p.m. ex Victoria Basin and 11.30 a.m., 8.50 p.m. and 11.40 p.m. trips ex Oxley Sidings.

Engines off 4.50 a.m. and 5.30 a.m. (**MX**) Oxley Sidings to Victoria Basin to be available to Bank Trains as required.

Engine off 5.20 p.m. Victoria Basin to Oxley Sidings to cross traffic from down to up side Oxley.

Goods Department, Victoria Basin, to advise loading and departure times of trips to the Control Office, who must arrange prompt acceptance into Oxley Sidings.

No. 9T19.—VICTORIA BASIN—STORES AND LOCAL TRIP

	SX arr. a.m.	SX dep. a.m.
Victoria Basin ...	—	10 0
Stafford Road Factory ...	10 4	10 15
Stafford Road Junction	10 17	10 25
Butler's Sidings	10 35	11 30
		p.m.
Old Shops	11 35	12 20
	p.m.	
Stores	12 30	1 30
Butler's Siding ...		
Low Level		
Signal Department	1 40	4 12
P.W. Shops		
Butler's Siding ...		
Oxley Sidings ...	4 22	—

Formation:—

SX
Engine
Stafford Road Factory
Stores
Old Shops
P.W. Shops
Signal Department
Carriage Sidings (L.L.)
Butler's Siding

No. 9T29.—BORDESLEY JUNCTION—TRAFFIC FOR B.S.A. SIDING, SMALL HEATH

	arr. p.m.	dep. p.m.	arr. p.m.	dep. p.m.
Bordesley Junction	—	12 20	—	6|| 0
Small Heath B.S.A.	12 25	—	6|| 5	—

	arr. p.m.	SO dep. p.m.	arr. p.m.	SX dep. p.m.	arr. p.m.	dep. p.m.
Small Heath B.S.A.	—	12 50	—	1 10	—	6 25
Bordesley Junction	12 55	—	1 15	—	6 30	—

CLEARANCE OF HANDSWORTH TRAFFIC TO QUEEN'S HEAD FOR THE NIGHT EXPRESS FREIGHT TRAINS

The Handsworth Shunting Engine leaves Handsworth Goods Yard for Queen's Head at 7.40 p.m.

No. 9T28.—OLDBURY AND LANGLEY GREEN AND CHEMICAL SIDINGS TRIPS

	Q a.m.	a.m.	SX p.m.	SX p.m.
Oldbury and Langley Green ... ... dep.	6 40	8 45	2 0	4 20
Chemical Sidings ... arr.	6 45	8 50	2 5	4 25

	Q p.m.	a.m.	SX p.m.	SX p.m.
Chemical Sidings ... dep.	7 0	11 30	3 10	4 35
Oldbury and Langley Green ... ... arr.	7 5	11 35	3 15	4 40

Conveys traffic to and from Messrs. Albright & Wilson and Messrs. Chance & Hunt's Sidings. Worked by Oldbury and Langley Green No. 1. Shunting Engine.

ASTROP LOOP TARGET ENGINE

A Target Engine is provided from 2.0 p.m. to 10.0 p.m., Mondays to Saturdays, at Banbury South to release engines of Banbury Junction Down terminating trains.

THROUGH FREIGHT TRAINS & EXCHANGE TRIPS L.M.R.—W.R. VIA DUDLEY

Train No.	Time	From	To	Due Dudley
		INWARDS		
WEEKDAYS				
8V09	10.45 p.m. SX... ...	Norton Junction	Stourbridge Junction (C)	12. 5 a.m. MX
8V03	4.15 p.m. TThO (Q)	Eckington & R.	Round Oak	12.28 a.m. WFO(Q)
280	1. 5 a.m. MX ...	Great Bridge	Dudley	1.20 a.m. MX
196	11.40 p.m.	Hednesford	Dudley	2.16 a.m. MX
280	2.20 a.m. MX ...	Great Bridge	Dudley	2.35 a.m. MX
238	12.25 a.m. MX ...	Hednesford	Dudley	3. 0 a.m. MX
128	1. 0 a.m. MX ...	Curzon Street	Dudley	3.25 a.m. MX
8V01	3.17 a.m. MSX ...	Great Bridge	Hartlebury (A)...	3.32 a.m. MSX
226	3.17 a.m. MSX (LE)	Great Bridge	Dudley (Banks A)	3.32 a.m. MSX
8V05	11.30 p.m. SX... ...	Wichnor	Dudley¶	3.50 a.m. MX
280	3.50 a.m. MX ...	Great Bridge	Dudley	4. 5 a.m. MX
8V00	2.40 a.m. MSX ...	Bushbury Cold Store	Hartlebury (H)...	4 *9 a.m. MSX
196	3.54 a.m. MSX (LE)	Great Bridge	Dudley (Banks H)	4. 9 a.m. MSX
8V02	5.14 a.m. MX ...	Great Bridge	Stourbridge Junction (K)	5.28 a.m. MX
196	5.14 a.m. MX (LE) ...	Great Bridge	Dudley (Banks K)	5.28 a.m. MX
300	5.10 a.m.	Bescot Old Yard	Dudley	6.10 a.m.
247	9 55 a.m.	Bescot Old Yard	Dudley	10.43 a.m.
300	10.35 a.m.	Dudley Port	Dudley	10.48 a.m.
8V04	8.50 a.m. SX ...	Hednesford	Hartlebury (D)...	pass 11.55 a.m. SX
247	11.40 a.m. SX (LE) ...	Great Bridge	Dudley (Banks D)	11.55 a.m. SX
257	10.15 a.m. SX ...	Wichnor	Dudley	1.23 p.m. SX
247	1.20 p.m. SX ...	Great Bridge	Dudley	1.52 p.m. SX

¶—Extended to Round Oak, if required.

Through Freight Trains & Exchange Trips L.M.R.—W.R. via Dudley—continued

Train No.	Time	From	To	Due Dudley
WEEKDAYS—continued		**INWARDS**—continued		
336	11.20 a.m.	Wichnor Sidings	Dudley	2.55 p.m.
8V06	2.54 p.m.	Bescot Old Yard	Round Oak	pass 3.50 p.m.
255	5.30 a.m. **SX**	Barnetby...	Dudley	5.35 p.m. **SX**
255	2.15 p.m. **SO**... ...	Wichnor... **SUSPENDED** ...	Dudley	5.35 p.m. **SO**
8V08	6.41 p.m.	Great Bridge	Hartlebury (F)	6.55 p.m.
238	6.41 p.m. (LE) ...	Great Bridge	Dudley (**Banks F**)	6.55 p.m.
220	5.20 p.m. **SO**... ...	Hednesford	Dudley	8.35 p.m. **SO**
280	8. 5 p.m.	Bescot Old Yard	Dudley	9.45 p.m.
270	7.45 p.m. **SX**... ...	Anglesea Sidings	Dudley	10.45 p.m. **SX**
280	10.45 p.m.	Great Bridge	Dudley	11. 0 p.m.
280	11.50 p.m. (LE) **SX** ...	Great Bridge	Dudley (**Banks C**)	12. 5 a.m. **MX**
SUNDAYS				
8V09	10.45 p.m. **SO** ...	Norton Junction **SUSPENDED** ...	Stourbridge Junction (G)	12. 5 a.m.
8V03	4.15 p.m. **SO** (**Q**) ...	Eckington & R.	Round Oak	12.28 a.m. **Q**
270	11.40 p.m. **SO**... ...	Norton Junction	Dudley	1. 0 a.m.
280	11.50 p.m. **SO**... ...	Great Bridge	Dudley	12. 3 a.m.
337	1.45 a.m.	Wichnor Sidings **SUSPENDED** ...	Dudley	4.33 a.m.
WEEKDAYS		**OUTWARDS**		**Depart Dudley**
280	12.20 a.m. **MX** (LE)...	Dudley	Great Bridge	12.20 a.m. **MX**
6M03	7.43 p.m. **FSX**, 7.50 p.m. **FO**	Bristol	Bescot	1.24 a.m. **MX**
280	1.35 a.m. **MX** (EBV)	Dudley	Great Bridge	1.35 a.m. **MX**
280	2.45 a.m. **MX** (LE) ...	Dudley	Bescot Shed	2.45 a.m. **MX**
—	2.50 a.m. **MSX** (LE)	Dudley	Great Bridge	2.50 a.m. **MSX**
196	2.55 a.m. **MX** ...	Dudley	Conygree Siding	2.55 a.m. **MX**
226	3.40 a.m. **MX** (LE)	Dudley	Great Bridge	3.40 a.m. **MX**
8M38	11.59 p.m. **SX**... ...	Gloucester	Bescot	3.50 a.m. **MX**
8M35	3.20 a.m. **MX** ...	Stourbridge Junction	Bescot	4. 5 a.m. **MX**
224	4.10 a.m. **MX** (LE) ...	Dudley	Bescot Shed	4.10 a.m. **MX**
238	4.20 a.m. **MX** (EBV)	Dudley	Great Bridge	4.20 a.m. **MX**
196	4.35 a.m. **MX** (LE) ...	Dudley	Great Bridge	4.35 a.m. **MX**
128	5. 7 a.m. **MX** ...	Dudley	Bescot	5. 7 a.m. **MX**
196	5.32 a.m. **MX** (LE) ...	Dudley	Bescot	5.32 a.m. **MX**
0M00	7. 5 a.m. **MSX** (LE)	Hartlebury	Bescot Shed	8. 0 a.m. **MSX**
300	9.10 a.m.	Dudley	Dudley Port	9.10 a.m.
8M36	9.45 a.m. **MX** ...	Round Oak	Bescot	10.20 a.m. **MX**
300	11. 5 a.m.	Dudley	Bescot Top Yard	11. 5 a.m.
247	11.20 a.m. (EBV) ...	Dudley	Great Bridge	11.20 a.m.
247	12.21 p.m. (LE) ...	Dudley	Great Bridge	12.21 p.m.
257	2.21 p.m.	Dudley	Bescot New Yard	2.21 p.m.
0M00	2.20 p.m. **SX** ...	Kidderminster	Bescot	3.16 p.m. **SX**
336	3.10 p.m. (LE) ...	Dudley	Bescot Shed	3.10 p.m.
247	3.30 p.m. **SX** ...	Dudley	Bescot	3.30 p.m. **SX**
255	5.50 p.m. **SO** (LE) ...	Dudley	Bescot	5.50 p.m. **SO**
—	5.42 p.m. (LE) ...	Dudley	Great Bridge	5.42 p.m.
299	6.21 p.m. **SO** ...	Dudley	Bescot	6.21 p.m. **SO**
299	6.30 p.m. **SX**... ...	Dudley	Bescot	6.30 p.m. **SX**
255	7.25 p.m. **SX**... ...	Dudley	Bescot	7.25 p.m. **SX**
220	9. 3 p.m. **SO** (LE) ...	Dudley	Bescot	9. 3 p.m. **SO**
238	8.21 p.m. **SO** ...	Dudley	Bescot Top Yard	8.21 p.m. **SO**
238	8.21 p.m. **SX**... ...	Dudley	Walsall (Bridgman Place)	8.21 p.m. **SX**
280	10. 5 p.m. **SX** (EBV)	Dudley	Great Bridge	10. 5 p.m. **SX**
280	11.15 p.m. (EBV) ...	Dudley	Great Bridge	11.15 p.m.
270	11.20 p.m. **SX**... ...	Dudley	Coneygree Siding and Dudley Port H.L.	11.20 p.m. **SX**
SUNDAYS				
280	12.20 a.m. (LE) ...	Dudley	Bescot Shed	12.20 a.m.
6M03	7.50 p.m. **SO**... ...	Bristol	Bescot	1.24 a.m.
270	1.35 a.m.	Dudley	Bescot	1.35 a.m.
8M05	3. 5 a.m.	Stourbridge Junction	Bescot	3.42 a.m. **Suspended**
337	5. 0 a.m. (LE) ...	Dudley	Bescot	5.0 a.m. **Suspended**

Local Services and Exchange Trips—continued

BORDESLEY JUNCTION—EXCHANGE OF TRAFFIC WITH LONDON MIDLAND REGION

The L.M.R. trains have been timed into and out of Bordesley Junction as follows and every effort must be made to ensure the trains working to the booked times:—

WEEKDAYS No. of Trip Engine	MX 9T26	MX 9T22		MX 9T23	MX 9T26	MO 9T23	SX 9T24		9T22	MX 9T23	MO 9T23	9T26	SX 9T24
	a.m.	a.m.		a.m.	a.m.	a.m.	a.m.		a.m.	a.m.	a.m.	a.m.	a.m.
Washwood Heath ... dep.	12 35	2 0	...	3 35	4 35	6 5‡	6 10	...	7 20	8 20	9 15	10 20	11 3
Bordesley Junction ... arr.	1 20	2 38	...	4 10	5 20	6 28	6 41	...	7 53	8 52	10 0	11 4	11 45

WEEKDAYS No. of Trip Engine	9T22		9T23	9T26	SX 9T24		9T22		9T23	9T26	9T22		9T23
	p.m.		p.m.	p.m.	p.m.		p.m.		p.m.	p.m.	p.m.		p.m.
Washwood Heath ... dep.	12 35	...	2 5	2 55	4 15	...	5 5	...	7 10	8 15	9 47	...	11 45
Bordesley Junction ... arr.	1 0	...	2 48	3 42	4 57	...	5 48	...	7 43	8 50	10 33	...	12 18
													a.m.

SUNDAYS No. of Trip Engine				9T22				9T23					
				a.m.				a.m.					
Washwood Heath ... dep.	...	...	...	1 44	...	...	...	3 25	...	...	...	...	...
Bordesley Junction ... arr.	...	...	...	2 27	...	...	...	3 58	...	...	...	...	...

WEEKDAYS No. of Trip Engine		MX 9T23	MX 9T26	MX 9T22		MX 9T23	MX 9T26	MO 9T23	SX 9T24		9T22	9T23	9T26
Bordesley Junction dep. to L.M.R. Line	...	a.m. 1 38	a.m. 2 23	a.m. 3 9	...	a.m. 5 51	a.m. 7 9	a.m. 7 46	a.m. 8 20	...	a.m. 10 20B	a.m. 11 14	p.m. 12 12

WEEKDAYS No. of Trip Engine	SX 9T24	9T22		9T23		9T26		SX 9T24	9T22		9T23	9T26	9T22
Bordesley Junction dep. to L.M.R. Line	p.m. 1 5	p.m. 2 0	...	p.m. 4 19	...	p.m. 5 25B	...	p.m. 6 15	p.m. 7 13	...	p.m. 9 22	p.m. 10 0	p.m. 11 49

SUNDAYS No. of Trip Engine		9T23		9T22			9T23						
Bordesley Junction dep. to L.M.R. Line	...	a.m. 1 38	...	a.m. 3 9	...	...	a.m. 4 45	...	...	...	...	...	...

B—To Lawley Street ‡—Duddeston Rd. Jn.

Local Services and Exchange Trips—continued

EXCHANGE OF TRAFFIC AT BANBURY JUNCTION

FROM L.M. REGION

Trains are booked as under:—

Train	Train No.	Head Code	Banbury Junction arrive
WEEKDAYS.			a.m.
12.55 a.m. **MSX** (1.0 a.m. **SO**) ex Woodford ...	9V50	J	1 30 **MSX**, 1 35 am **SO**
8.20 p.m. ex York **SUSPENDED**	4V22	C	2 20 **MX SUSPENDED**
3.24 a.m. **SX** Woodford to Stoke Gifford ...	8V76	H	4 10 **SX**
4.25 a.m. **MX** ex Woodford	7V35	F	4 48 **MX**
4.40 a.m. ex Woodford	9V52	J	5 15
6.35 a.m. **SX** (6.40 a.m. **SO**) ex Woodford ...	9V53	J	7 10 **SX**, 7 15 **SO**
8. 0 a.m. **SX** (8.10 a.m. **SO**) ex Woodford ...	9V55	J	8 35 **SX**, 8 45 **SO**
8.40 a.m. **SX** Woodford to Stoke Gifford ...	8V77	H	9 5 **SX**
10.20 a.m. ex Woodford	9V56	J	10 55
10.45 a.m. **FSX** ex Woodford	9V57	J	11 20 **FSX**
11.15 a.m. **MSX** Woodford to Cement Sidings ...	7V36	F	11W50 a.m. **MSX**
			p.m.
5.20 a.m. Dringhouses	7V37	F	12 26
4.40 a.m. ex Dringhouses	4V23	C	12 35
3.55 a.m. **MSX** ex York	4V24	C	1 2 **MSX**
1.35 p.m. ex Woodford	9V59	J	2 9
3.19 p.m. **SX** ex Woodford	9V60	J	3 54 **SX**
5.15 p.m. ex Woodford	9V61	J	5 50
6.15 p.m. **SX** ex Woodford	9V62	J	6 50 **SX**
8.40 p.m. ex Woodford	9V64	J	9 15
9. 0 p.m. **SX** ex Nottingham (**Q W**)	5V52	D	11 40 **SX**
SUNDAYS.			a.m.
12.40 a.m. ex Woodford	9V50	J	1 15
8.20 p.m. ex York (Sats.) **SUSPENDED** ...	4V22	C	2 20 **SUSPENDED**
4.40 a.m. ex Woodford	9V52	J	5 15
			p.m.
7†35 p.m. E.B.V. ex Woodford	0V00	G	8† 0

TO WOODFORD—L.M. REGION

Trains are booked as under:—

Train	Banbury Jn. depart	Train No.	Head Code	Balance
WEEKDAYS.	a.m.			
Pilot	12 40 **MX**	7M05	F	9. 0 p.m. **SX** ex Nottingham (**Q W**)
Fish Empties **MX**	12 55 **MX**	4M24	C	
Pilot	2 50 **MX**	9M30	J	12.55 a.m. **MSX**, 1.0 a.m. **SO** ex Woodford.
1.20 a.m. **MX** Oxford (Hinksey) to Woodford ...	2 29 **MX**	7M07	F	4.25 a.m. **MX** Woodford to Banbury.
Pilot	6 10	9M32	J	4.40 a.m. ex Woodford.
Pilot	8 30	9M33	J	6.35 a.m. **SX**, 6.40 a.m. **SO** ex Woodford.
7.25 a.m. **MSX** Didcot to Woodford	9 8 **MSX**	7M11	F	—
Pilot	9 55	9M34	J	8.0 a.m. **SX**, 8.10 a.m. **SO** ex Woodford.
8. 5 a.m. **MO** Didcot to Woodford	10*11 **MO**	7M11	F	—
Pilot	11 55	9M35	J	10.20 a.m. ex Woodford.
	p.m.			
Pilot	12 33 **FSX**	9M36	J	10.45 a.m. **FSX** ex Woodford.
5.55 a.m. **SX** Stoke Gifford to Woodford ...	1*57 **SX**	7M09	F	8.40 a.m. **SX** Woodford to Stoke Gifford.
Pilot	2 15	9M37	J	—
2.7 p.m. **MSX** Cement Sidings to Woodford ...	2 48	7M13	F	11.15 a.m. **MSX** Woodford to Cement Sidings.
Pilot	3 33	9M38	J	1.35 p.m. ex Woodford.
Pilot	5 0 **SX**	9M39	J	3.19 p.m. **SX** ex Woodford.
Pilot	6.35 **SX**, 6.45 **SO**	9M41	J	5.15 p.m. ex Woodford.
Pilot	8 5 **SX**	9M42	J	6.15 p.m. **SX** ex Woodford.
Pilot	10 30	7M14	F	8.40 p.m. ex Woodford.
SUNDAYS.	a.m.			
Fish Empties	12 55	—	C	—
10.30 p.m. **SO** Portobello to Woodford	2 2	7M08	F	—
Pilot	2 25	9M30	J	12.40 a.m. ex Woodford.
2.30 a.m. Reading to Woodford	5 31	7M09	F	—
Pilot	6 25	9M32	J	4.40 a.m. ex Woodford.
3. 0 a.m. Stoke Gifford to Woodford	7 28	7M10	F	—
	p.m.			
9.30 p.m. Banbury to York	9 30	4N54	C	7†35 p.m. E.B.V. ex Woodford.

SHUNTING ENGINES

STATION	Engine No.	Starting Time	AUTHORISED HOURS FROM STARTING TIME Mon.	Tues.	Wed.	Th.	Fri.	Sat.	Sun.	Total Hours per Week	PARTICULARS OF WORK AND REMARKS
Banbury General ...	1	6. 0 a.m.		SU	SPE	ND	ED	—	—	—	Banbury Junction Up Yard Engine.
	2	6. 0 a.m.	18	24	24	24	24	24	6	144	Hump, Junction end. Diesel off Shed 5.30 a.m. Monday.
	3	6. 0 a.m.	18	24	24	24	24	24	6	144	Hump and Local Yard Engine. Diesel off Shed 5.45 a.m. Monday. **SO** to perform any work required at South End after 2.0 p.m.
	4	6. 0 a.m.	18	24	24	24	24	14	6	128	South End, Merton St. and Goods Yard Engine. Diesel off Shed 5.55 a.m. Monday. Also shunts "**C**" and "**D**" Headcode trains at London end of Hump Yard.
	6	6. 0 a.m.	—	SU	SPE	ND	ED	—	—	48	N.E. Loop Pilot.
	7	6. 0 a.m.	18	24	24	24	24	24	6	144	Junction, Down Side, Old Yard. Shunts in New Yard as required. Diesel off Shed 5.45 a.m. **MO.**
	8	2. 0 p.m.	—	SU	SPE	ND	ED	—	—	—	Junction, Down Side, New Yard. Shunts Cripple Sidings. Diesel off Shed 1.45 p.m.
Leamington Spa General	1	5.30 a.m.	8	8	8	8	8	8	—	99½	Shunts Exchange Sidings. To perform Station work as required between 5.30 a.m. and 9.30 a.m.
	1	5. 0 p.m.	7	8	8	8	8	8	4½		
	2	5.30 a.m.	13½	13½	13½	13½	13½	13½	—	81	Shunts Down Yard, Goods Yard and Ford's Sdg. and Passenger Pilot, 1.0 p.m.–5.0 p.m.
Leamington Spa (Milverton)	—	8.15 a.m.	1	1	1	1	1	1	—	6	Engine of 8†5 a.m. E.B.V. ex Leamington (Avenue.)
Warwick	1	3.30 p.m.	—	SU	SPE	ND	ED	—	—	—	Shunting and Banking.
Hall Green	1	1.30 p.m.	—	—	—	—	—	1½	—	1½	
Tyseley C.S.	1	3.30 p.m.	4	4	4	4	4	4	—	24	Works 3.25 p.m. Cripple trip, Bordesley Junction to Tyseley C.S. and shunt Cripple Siding.
Tyseley Goods ...	1	4. 0 a.m.	6	—	—	—	—	—	—	6	Engine works 6.30 a.m. Bordesley Junction **MO.**
	2	6.30 p.m.	5½	14¾	14¾	14¾	14¾	9½	—	73¾	Cross traffic ex Tyseley C.S. at 6.25 p.m. and to Tyseley C.S. at 3.0 a.m. Work 2.0 a.m. **MX** 6.30 a.m. and 8.15 a.m. Bordesley Junction to Tyseley.
	3	3. 0 p.m.	—	—	—	—	—	1½	—	1½	Work trip to Bordesley Junction at 4.40 p.m. Saturday.
Bordesley Junction	1	6. 0 a.m.	18	24	24	24	24	24	6	144	Up Side. Baltic Yard.
	2	6. 0 a.m.	18	24	24	24	24	24	6	144	Up Side. Baulks Yard.
	3	6. 0 a.m.	18	24	24	24	24	24	6	144	Small Heath Yard and Down Side Bottom Yard. Caledonia Sidings 2.0 p.m. to 6.0 p.m.
	4	9. 0 a.m.	8	8	8	8	8	8	—	96	Up Side Old Yard.
		9. 0 p.m.	3	8	8	8	8	8	5		
	5	6. 0 a.m.	8	8	8	8	8	8	—	96	Caledonia Sidings. Engine stabled on Small Heath Scrap Dock Road 2.0 p.m. to 10.0 p.m.
		10. 0 p.m.	2	8	8	8	8	8	6		
	6	6. 0 a.m.	16	16	16	16	16	16	—	96	Small Heath, and Cross traffic between Up and Down Sides.
Bordesley Goods ...	1	11.30 a.m.	—	1	1	1	1	—	—	4	Cattle Pens.
Moor Street Goods	1	4.15 a.m.	4 7/12	—	—	—	—	—	—	78¾	L.E. ex Tyseley 3.50 a.m. **MO.**
	1	6. 0 p.m.	6	14⅚	14⅚	14⅚	14⅚	8⅚	—		
	2	11. 0 a.m.	7⅛	7⅛	7⅛	7⅛	7⅛	8¼	—	44 1/12	Engine ex Passenger working.
Hockley (Goods) ...	1	6. 0 a.m.	18½	24	24	24	24	24	6	144½	
	2	6. 0 a.m.	16	16	16	16	16	8	—	88	Engine off 5.30 a.m. **MO** Bordesley Junction to Hockley.
	4	6. 0 a.m.	6	6	6	6	6	13	—	78	Engine off 5.0 a.m. Bordesley Junction to Hockley **MO.** To Shed 12.0 noon to 5.0 p.m.
		5. 0 p.m.	7	7	7	7	7	—	—		
Queen's Head ...	—	—	—	—	—	—	—	—	—	—	See Handsworth Goods.
Handsworth (Goods)	1	6. 0 a.m.	17	17	17	17	17	17	—	102	Leaves Shed 5.40 a.m. Shunts Queen's Head also.
West Bromwich (Gds)	1	6. 0 a.m.	6¼	6¼	6¼	6¼	6¼	10½	—	74¼	Leaves Shed 5.10 a.m.
		3. 0 p.m.	6½	6½	6½	6½	6½	—	—		
Wednesbury Central	1	6. 0 a.m.	18	24	24	24	24	24	—	138	Shunts Exchange Sidings, Monway Sidings, and Tube Shed.
	2	7. 0 a.m. **MX**	—	10	10	10	10	5	—	60	Shunts Shed, Private Sidings, Basin Exchange Sidings and Cripple Siding. Goods Dept. requirements after 5.0 p.m. to be performed by No. 1 Engine.
		2. 0 a.m. **MO**	15	—	—	—	—	—	—	—	

Shunting Engines—continued

STATION	Engine No.	Starting Time	AUTHORISED HOURS FROM STARTING TIME Mon.	Tues.	Wed.	Th.	Fri.	Sat.	Sun.	Total Hours per Week	PARTICULARS OF WORK AND REMARKS
Swan Village Goods		6.15 a.m.	2½	2½	2½	2½	2½	2½	—	15	No. 33 Bank.
	1	9. 0 a.m.	10½	10½	10½	10½	10½	8½	—	61	At 1.0 p.m. cross Messrs. Wall's traffic. Shunt Old Mileage Yard, position empty wagons on No. 2 Road, New Sidings, thence to Swan Village Basin and New Depot. Engine to be used for shunt at Horseley Piggott, Great Bridge, at 2.0 p.m. when required **SX**.
	2	11.0 a.m.	3¾	3¾	3¾	3¾	3¾	3¾	—	22½	Engine of 10.25 a.m. Bordesley Junction. Shunts Coke traffic from No. 3 Gas Works Sidings. Then works 2.55 p.m. Swan Village Gas to Bordesley Junction.
Great Bridge South (Goods)	1	9.15 a.m.	1½	1½	1½	1½	1½	3½	—	11	Engine of No. 9T33 Bank Train.
	2	4. 0 p.m.	1	1	1	1	1	—	—	5	Engine of 1.30 p.m. Oxley Sidings.
Bilston Cent. (Goods)	1	6.30 a.m.	13½	13½	13½	13½	13½	10½	—	78	Engine works 7.46 p.m. **SX** trip to Priestfield.
Priestfield ...	1	6.0 a.m. 1. 0 p.m.	1 2	1 2	1 2	1 2	1 2	1 —	— —	16	Leaves Shed 5.30 a.m. At Walsall Street 7.0 a.m. to 1.0 p.m. **SX** and 3.0 p.m. to 7.0 p.m.
	2	7. 0 p.m. **SX** 2.30 p.m. **SO**	5	6½	6½	6½	6½	1½ 9½	½	42½	Ex Walsall Street.
Walsall Street (Goods)	1	7. 0 a.m. **SX**	10	10	10	10	10	—	—	57½	At Priestfield 1.0 p.m. to 3.0 p.m. **SX**.
		7. 0 a.m. **SO**	—	—	—	—	—	7½	—		
Victoria Basin (Goods)	1	5. 0 a.m. **MO** 6. 0 a.m. **MX**	19	24	24	24	24	24	6	145	Diesel engine.
	2	6. 0 a.m.	17	17	17	17	17	17	—	102	See also Victoria Basin Pilot trips—page 95.
Oxley Sidings ...	1	10 0 p.m	2	4	4	4	4	4	2	24	Shunting Up Side Old Yard.
	2	6. 0 a.m.	18	24	24	24	24	24	6	144	Shunting Up Side New Yard.
	3	6. 0 a.m.	18	24	24	24	24	24	6	144	Shunting Down Side, Birkenhead Yard.(*)
	4	10. 0 p.m.	2	8	8	8	8	8	6	144	Shunting Down Side Crewe Yard.
		2. 0 p.m.	8	8	8	8	8	8	—		Shunting Up Side Old Yard.
		6. 0 a.m. **MX**	—	8	8	8	8	8	—		Shunting Down Side Crewe Yard.(*)
		6. 0 a.m. **MO**	8	—	—	—	—	—	—		Shunting Up Side Old Yard.
	5	5.50 p.m.	1½	1½	1½	1½	1½	1½	—	7	Crosses traffic, engine off 5.30 p.m. Victoria Basin. (*)—To also assist in Up Side Old Yard as required.
Cannock Road ...	1	6. 0 a.m.	—	SU	SPE	ND	ED	—	—	—	Shunting, Banking, and Trips.
Oldbury (Goods) ...	1	7.15 a.m.	10¾	10¾	10¾	10¾	10¾	5¾	—	59½	Shunts as required at Oldbury Goods. To proceed L.E. to Oldbury & Langley Green to work continuation of 11.20 a.m. **SX** Bordesley Junction to Oldbury Goods, also work 4.15 p.m. (**SX**) **RR** Oldbury Goods to Oldbury & Langley Green. Returns working 6.10 p.m. ex Oldbury **SX**.
Oldbury & Langley Green	1	6. 0 a.m.	12	12	12	12	12	10½	—	70½	Shunts at West End and works three trips to and from Chemical Sidings and Albright & Wilson's Siding at 8.45 a.m., 2.0 p.m. and 4.20 p.m. To also perform shunting as required at Langley Green Goods Depot after completion of chemical Branch Trips.
	2	6. 0 a.m.	6¾	6¾	6¾	6¾	6¾	11	—	44¾	Shunts New Depot and East End and private sidings as required.
	3	6. 0 a.m.	13½	13½	13½	13½	13½	4	—	71½	Shunts Goods Yard and Hughes Johnson Siding 6.0 a.m. to 10.0 a.m. **SX** and 12.30 p.m. to to 2.0 p.m. **SX**, 6.45 a.m. to 10.0 a.m. **SO**. To shunt at West End 10.0 a.m. to 12.30 p.m. **SX**. Then shunting at Rood End 2.0 p.m. to 6.0 p.m. Then West End to finish.

Shunting Engines—continued

STATION	Engine No.	Starting Time	AUTHORISED HOURS FROM STARTING TIME Mon.	Tues.	Wed.	Th.	Fri.	Sat.	Sun.	Total Hours per Week	PARTICULARS OF WORK AND REMARKS
Cradley (Goods) ...	1	6.45 a.m.	5¼	5¼	5¼	5¼	5¼	5	—	31¼	
	2	6.30 p.m.	3½	3½	3½	3½	3½	—	—	19¾	—
		SX 2.40 p.m. **SO**	—	—	—	—	—	2¼	—		
Corngreaves Sidings	—	8.30 a.m.	2¾	2¾	2¾	2¾	2¾	1	—	14¼	Engine of No. 9T06 Bank Train.
	—	1.15 p.m	⅞	⅞	⅞	⅞	⅞	—	—	⅞	Engine of No. 9T11 Bank Train.
Netherton (Goods)	1	6.30 a.m.	5½	5½	5½	5½	5½	5½	—	33	Works 6.15 a.m. Blowers Green to Netherton. To assist No. 9T31 Bank Train (if required) from Bowers Green before proceeding to Shed.
	2	12.30 p.m.	7¼	7¼	7¼	7¼	7¼	—	—	36¼	Engine of No. 9T31 Bank Train.
Rowley Regis ...	1	6. 0 a.m.	8	8	8	8	8	8	—	48	Engine works to Stour Junction the 2.30 p.m. Rowley Regis to Hooton **SX**, Saltney **SO**.
	2	2. 0 p.m.	10	10	10	10	10	5	—	55	Shell-Mex & B.P. Sidings to be shunted as necessary.
Old Hill (Goods) ...	2	7.58 a.m.	½	½	½	½	½	½	—	3	Engine of No. 9T06 Bank Train.
		1.30 p.m.	2¼	2¼	2¼	2¼	2¼	—	—	11¼	Engine of No. 9T11 Bank Train.
			—	—	—	—	—	1½	—	1½	
		6.10 p.m.	2	2	2	2	2	—	—	10	
Halesowen (Goods)	1	5.55 a.m.	9½	9½	9½	9½	9½	9½	—	55	Engine of No. 9T02 Bank Train.
	2	7.10 a.m.	15	15	15	15	15	14	—	89	Engine of No. 9T14 Bank Train. Assists No. 9T16 Bank Train Halesowen to Old Hill **SX**, returning to Halesowen to assist No. 9T17 **SX**, thence to Shed. On Saturdays works 6.35 p.m. trip Halesowen to Rowley Regis, returning engine and van to Halesowen to assist No. 9T08 Bank Train to Rowley Regis and thence to Shed.
	3	2.30 p.m.	6½	6½	6½	6½	6½	6½	—	39	Engine of No. 9T08 Bank Train.
Lye	1	6. 0 a.m.	6½	6½	6½	6½	6½	6½	—	39	
	2	4. 0 p.m.	—	—	—	—	—	3½	—	3½	
	3	5. 0 p.m.	5½	5½	5½	5½	5½	—	—	26½	Engine of No. 9T06 Bank Train.
Bilston West ...	1	6. 0 a.m.	15½	15½	15½	15½	15½	15½	—	93	
Princes End	1	9.45 a.m. **SO** 12.30p.m. **SX**	1¾	1¾	1¾	1¾	1¾	1¼	—	10	Engine of 9.30 a.m. **SO**, 12.15 p.m. **SX** Dudley to Princes End.
Dudley...	1	6.30 a.m.	6½	6½	6½	6½	6½	6½	—	111	Diesel.
		2.30 p.m.	6	6	6	6	6	6	—		
		10.30p.m. **SX**	1½	6½	6½	6½	6½	5	—		
	2	6.30 a.m.	13	13	13	13	13	10	—	75	
	3	11. 0 a.m. **SX** 8.45 a.m. **SO**	1	1	1	1	1	1	—	6	Princes End trip.
	4	6.30 a.m.	2½	2½	2½	2½	2½	2½	—	15	L.M.R. trip No. 300.
	5	3. 0 a.m.	—	2	2	2	2	2	—	10	Engine off 2.15 a.m. (**MX**) Stourbridge Junction to Dudley.
Blowers Green ...	1	9. 0 a.m. **SX** 8.30 a.m. **SO**	3¼	3¼	3¼	3¼	3¼	7	—	23¼	
	2	1.15 p.m.	5¾	5¾	5¾	5¾	5¾	—	—	28¾	
Round Oak	1	7. 0 a.m.	15	15	15	15	15	13	—	88	
	2	3.42 p.m.	5¼	5¼	5¼	5¼	5¼	3¼	—	29½	Engine of No. 9T02 Bank Train.
Kingswinford Junc.	1	6.10 a.m.	3¼	3¼	3¼	3¼	3¼	3¼	—	19½	
Brettell Lane ...	1	6.30 a.m.	7⅓	7⅓	7⅓	7⅓	7⅓	7⅓	—	44	Goods Department Engine. To assist with shunting work at Kingswinford Junction.
	2	3. 0 p.m.	6	6	6	6	6	6	—	36	To shunt Harrison & Pearson Siding as required.
Bromley	1	7.50 a.m.	1¼	1¼	1¼	1¼	1¼	1¼	—	7½	Shunting Richard Thomas & Baldwin's traffic.
	2	11.35 a.m.	3½	3½	3½	3½	3½	3½	—	21	Engine of No. 9T01 Bank Train.
Stourbridge Goods...	1	7.30 a.m.	3	3	3	3	3	3	—	44⅙	Engine of No. 9T03 Bank Train.
		1. 0 p.m.	2⅙	2⅙	2⅙	2⅙	2⅙	—	—		
		3.30 p.m.	2½	2½	2½	2½	2½	—	—		
		11.30 a.m.	—	—	—	—	—	2⅚	—		
Stourbridge Junction	1	6. 0 a.m.	18	24	24	24	24	24	6	144	Shunting Up Side. Back Yard.
	2	4. 0 p.m.	8	16	16	16	16	16	6	94	Shunting Up Side. Middle Yard.
	3	6. 0 a.m.	18	24	24	24	24	24	6	144	Shunting Down Side.

BANK ENGINES

STATION	Engine No.	Starting Time	AUTHORISED HOURS FROM STARTING TIME							Total Hours per Week	PARTICULARS OF WORK AND REMARKS
			Mon.	Tues.	Wed.	Th.	Fri.	Sat.	Sun.		
Warwick	1	5. 0 a.m.	19	24	24	24	24	21	—	136	Banking and shunting Target No. 0T25.
	2	1. 0 p.m.	4	4	4	4	4	—	—	20	Banking.
Stratford-upon-Avon	1	6. 0 a.m.	18	24	24	24	24	24	6	144	Banking Target No. 0T23.
	2	6. 0 a.m.	14	14	14	14	14	14	—	84	Banking. Shunting and S. & M. Junction trips. Target No. 0T24.
Stourbridge Junction	4	6.40 a.m. 10.35 p.m. **SX** 9.45 p.m. **SO**	$9\frac{1}{3}$	13	13	13	13	$13\frac{5}{6}$	$5\frac{5}{6}$	81	Banking Target No. 0T37.
	5	5.20 a.m. ... **MO** 1.20 a.m. **MX**	$19\frac{7}{12}$	$21\frac{1}{3}$	$21\frac{1}{3}$	21	$21\frac{1}{3}$	$21\frac{1}{3}$	—	$125\frac{7}{12}$	Banking Target No. 0T38.
	6	9.30 p.m. **SX** 10.40 p.m. **SO**	$2\frac{1}{2}$	8	8	8	8	8	$5\frac{1}{2}$	48	Banking Target No. 0T39.
	7	10.0 p.m. **SX**	2	8	8	8	8	6	—	40	Banking Target No. 0T40.

TRIP ENGINES.

Banbury	2.0 p.m. to 10.0 p.m. (**ThFX**) ... 1.0 p.m. to 1.00 p.m. (**ThFO**) ...	To work forward from Banbury South to Banbury Junction traffic off terminating trains, etc. To work as required from Banbury Junction to Banbury Ironstone Sidings. **ThFO** to work trip at 1.0 p.m. Goods Shed to Banbury Junction for Perishables traffic.
Tyseley	**SUSPENDED**	Engine to work forward Bordesley Junction terminating trains arriving on Down Goods Loop Small Heath South.

LIST OF SIGNAL BOXES

Distance Box to Box		NAME OF BOX	TIMES DURING WHICH BOXES ARE OPEN					Whether provided with Switch
			Weekdays			Sundays		
			Opened at		Closed at	Opened at	Closed at	
			Mondays	Other Days				
		BLETCHINGTON TO OXLEY SIDINGS						
M	C							
1	30	Bletchington Cement Sidings ...	10.40 a.m.	10.40 a.m.	2.50 p.m.	—	—	Yes
—	38	Bletchington	6. 0 a.m.	—	—	—	5.50 a.m. **A**	Yes
4	13	Heyford	—	Contin	uously	—	—	Yes
2	76	Fritwell and Somerton	7.30 a.m	7.30 a.m.	11.10 p.m. **A**	—	—	Yes
2	11	Aynho Station	5.30 a.m.	—	—	—	5.50 a.m. **A**	Yes
—	54½	Aynho Junction	—	Contin	uously	—	—	Yes
1	40	King's Sutton Junction	10. 0 a.m.	10. 0 a.m. **M**	5.50 p.m. **A**	**M** **W**	—	Yes
1	39¾	Astrop Siding...	5. 0 a.m.	—	—	—	5.50 a.m. **A**	Yes
		Banbury General						
1	79½	South	—	Contin	uously	—	—	No
—	24¾	North	—	Contin	uously	—	—	Yes
1	4¼	Junction	—	Contin	uously	—	—	Yes
—	40½	Ironstone Branch	6. 0 a.m.	—	—	—	5.50 a.m. **A**	Yes
1	79¾	Cropredy	6. 0 a.m.	—	—	—	5.50 a.m. **A**	Yes
2	31½	Claydon Crossing	—	Contin	uously	—	—	Yes
2	52	Fenny Compton	6. 0 a.m.	—	—	—	5.50 a.m. **A**	Yes
—	—	Knightcote I.B. Signals **P**	—	—	—	—	—	—
		Southam Road and Harbury						
4	16	Greaves Siding	7. 0 a.m.	7. 0 a.m.	11. 0 p.m.	**W**	—	Yes
—	68	Station	—	Contin	uously	—	—	Yes
2	22¼	Fosse Road	6. 0 a.m.	—	—	—	5.50 a.m. **A**	Yes
		Leamington Spa General						
3	29¾	South Junction	—	Contin	uously	—	—	Yes
—	25	South	5. 0 a.m.	—	—	—	10.50 p.m.	Yes
—	26	North	—	Contin	uously	—	—	No
		Warwick						
1	5½	Avon Bridge	As re	quired (Week	days only)	—	—	Yes
—	52	Station	5. 0 a.m.	—	—	—	5.50 a.m.	Yes
—	68¾	North	—	As req	uired	—	—	Yes
1	8¾	Budbrook	6. 0 a.m.	—	—	—	5.50 a.m.	Yes
						6.30 p.m.	9.15 p.m.	
2	14	Hatton South...	—	Contin	uously	—	—	Yes
—	35	North Junction...	7. 0 a.m.	5.30 a.m.	10.50 p.m.	**W**	—	Yes
—	—	Rowington I.B. Signals **Q** ...	—	—	—	—	—	—
3	67½	Lapworth Station	5. 0 a.m.	—	—	—	10.30 p.m. **B**	Yes
		Knowle and Dorridge						
2	32	Station	6.45 a.m.	6.45 a.m.	11. 0 p.m.	—	—	Yes
—	54¼	Bentley Heath Crossing ...	—	Contin	uously	—	—	No
2	60	Solihull	4.45 a.m.	—	—	—	5.50 a.m.	Yes
—	—	Olton I.B. Signals **R**...	—	—	—	—	—	—
2	58¼	Acocks Green	6. 0 a.m.	6. 0 a.m.	9.50 p.m.	**W**	—	Yes
		Tyseley						
—	73¼	South	—	Contin	uously	—	—	No
—	26¾	North	7. 0 a.m.	7. 0 a.m.	10.50 p.m. **C**	—	—	Yes
—	—	Loco	—	Contin	uously	—	—	—
—	34¾	Small Heath South	—	Contin	uously	—	—	No
		Bordesley Junction						
—	38¼	Small Heath North	—	Contin	uously	—	—	Yes
—	48¼	Bordesley South	—	Contin	uously	—	—	No
—	41	Bordesley North	5. 0 a.m.	—	—	—	9.50 p.m.	Yes
—	35	Birmingham (Moor Street)... ...	—	Contin	uously	—	—	Yes
		Birmingham (Snow Hill)						
—	42¼	South	—	Contin	uously	—	—	No
—	22¼	North	—	Contin	uously	—	—	No
—	40¾	Hockley South	—	Contin	uously	**G**	—	No
—	32½	North	5. 0 a.m.	—	—	**L**	7.50 a.m.	Yes
—	44	Soho and Winson Green	5. 0 a.m.	—	—	—	9.50 p.m.	Yes
		Handsworth and Smethwick						
—	38¾	Queen's Head	6. 0 a.m.	—	—	—	5.50 a.m. **A**	Yes
—	33¾	Station	6. 0 a.m.	—	—	—	5.50 a.m.	Yes
—	66	Junction	—	Contin	uously	—	—	No

NOTES

A—Or later on Control instructions. **B**—Or until 8.10 p.m. ex Paddington has cleared Bentley Heath Crossing. **C**—Or until 10.40 p.m. Freight Tyseley to Bordesley Junction has left the Goods Yard. **D**—Until No. 9T33 Bank train or last freight service doing work has cleared. **E**—Closed on Saturdays at 6.35 p.m. **F**—Or until last train has cleared. **G**—Down Passenger trains stopping at Hockley to run over Down Relief Lines between Hockley South and Soho & Winson Green, and Up and Down Goods trains, having traffic off at Hockley to be dealt with at the South End. **H**—During the time the Box is switched out Up Distant signal to be left at Caution. **J**—After clearance of last booked local branch freight train. **L**—Open as required by Hockley Goods, and ordered by Control. **M**—Tuesdays and Wednesdays 10.0 a.m. to 12.0 noon, 2.0 p.m. to 5.50 p.m., or later as required. **N**—Or until last Great Bridge Branch train has cleared. **P**—Knightcote I.B.S. Signals. Down I.B.S. Home Signal 2m. 21c. from Fenny Compton. 1m. 75c. from Greaves Siding. Up I.B.S. Home Signal 1m. 55c. from Greaves Siding, 2m. 41c. from Fenny Compton. **Q**—Rowington I.B.S. Signals: Down I.B.S. Home Signal 2m. 34¾c. from Hatton North, 1m. 32¾c. from Lapworth. Up I.B.S. Home Signal 2m. 26¼c. from Lapworth, 1m. 41¼c. from Hatton North. **R**—Olton I.B.S. Signals: Down I.B.S. Home Signals 1m. 75c. from Solihull, 63¼c. from Acocks Green. Up I.B.S. Home Signals, Main Line 74¾c. from Acocks Green, 1m. 63½c. from Solihull. Relief Line, 77¼c. from Acocks Green, 1m. 61c. from Solihull. **W**—Open at week-ends as necessary. **SO**—Saturdays only. **SO**—Saturdays excepted.

Distance Box to Box		NAME OF BOX	TIMES DURING WHICH BOXES ARE OPEN: Weekdays, Opened at: Mondays	Weekdays, Opened at: Other Days	Weekdays, Closed at	Sundays, Opened at	Sundays, Closed at	Whether provided with Switch
		BLETCHINGTON TO OXLEY SIDINGS—continued						
M	C							
1	38¼	West Bromwich	5. 0 a.m.	—	—	—	5.50 a.m.	Yes
		Swan Village						
—	75	Junction South	5.30 a.m.	5.30 a.m.	11.15 p.m. **N**	11.40 a.m.	8.30 p.m. **N**	Yes
—	16	North	—	Contin	uously	—	—	No
—	14	West	6.45 a.m.	6.45 a.m.	11.15 p.m. **F**	11.40 a.m.	8.20 p.m. **F**	No
—	28	Basin	10.30 a.m.	10.30 a.m.	6.20 p.m. **DSX**	—	—	Yes
			—	—	2.20 p.m. **DSO**			
—	65	Great Bridge South	8.45 a.m.	8.45 a.m.	6. 0 p.m. **SX**	**D**	—	Yes
			—	—	12.45 p.m. **SO**			
1	46	Wednesbury Central South ...	—	—	—	9.30 p.m.	7.50 a.m.	Yes
—	35	North	5. 0 a.m.	—	—	**W**	5.50 a.m.	Yes
1	64	Bilston Central	5. 0 a.m.	—	—	—	5.50 a.m.	Yes
						9.15 a.m.	11.30 a.m.	
1	16	Priestfield Junction	—	Contin	uously	—	—	No
—	35¼	Stow Heath	5. 0 a.m.	—	—	—	5.50 a.m.	Yes
1	0¼	Wolverhampton South	—	Contin	uously	—	—	No
—	16¼	North	—	Contin	uously	—	—	Yes
—	34½	Cannock Road Junction ...	—	Contin	uously	—	—	Yes
—	36	Dunstall Park...	5.40 a.m.	5.40 a.m.	12.50 p.m.	—	—	Yes
				Thurs.	Thurs.			
				5.40 a.m.	11.30 a.m.			
				12.30 p.m.	12.50 p.m.			
		Oxley Sidings						
—	18	Stafford Road Junction	5. 0 a.m.	—	—	—	7.50 a.m.	Yes
—	13½	Oxley South	—	Contin	uously	—	—	Yes
—	25¾	Oxley Middle...	—	—	—	8. 0 p.m.	1.50 p.m.	Yes
—	61¼	Oxley Branch Junction	6. 0 a.m.	—	—	—	5.50 a.m. **A**	No
—	52	Oxley North Junction	6. 0 a.m.	—	—	—	5.50 a.m.	Yes
—	44	Victoria Basin	5. 0 a.m.	—	—	—	5.50 a.m.	No
		BANBURY (MERTON STREET) STATION						
9	34¾	Banbury Station **B**	5.35 a.m.	5.35 a.m. **C**	7.35 p.m. **C**	—	—	No
		LEAMINGTON SPA (MILVERTON) AND LEAMINGTON SPA (AVENUE)						
		Leamington Spa Avenue—						
3	74½	G.W. Junction **D**...	—	Open as	required	—	—	Yes
—	57¾	Station	—	—	—	11.55. pm.	5.50 a.m. **H**	Yes
		Leamington Spa (Milverton)—						
—	70¼	Warwick Milverton	7.50 a.m.	7.50 a.m.	9.50 a.m.	—	—	Yes
		FENNY COMPTON AND EVESHAM ROAD CROSSING						
6	69	Fenny Compton Station **E**... ...	6. 0 a.m.	—	—	—	5.50 a.m. **A**	No
		Kineton—						
3	47¾	Burton Dassett	7.50 a.m.	7.50 a.m.	1.45 p.m.	—	—	Yes
2	59	Station	6. 0 a.m.	—	—	—	5.50 a.m. **F**	No
3	79	Ettington	8.30 a.m.	8.30 a.m.	9.40 a.m.	—	—	Yes
			and as r	equired on W	eekdays			
		Stratford-upon-Avon O.T.—						
4	36½	Clifford Sidings	6. 0 a.m.	—	—	—	5.50 a.m.	No
—	—	Stratford-upon-Avon—Evesham						
		Road Crossing	—	Contin	uously	—	—	No

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

Distance Box to Box		NAME OF BOX	Mondays	Other Days	Closed at	Sundays, Opened at	Sundays, Closed at	Whether provided with Switch
		HALL GREEN AND LEAMINGTON SPA TO STRATFORD-UPON-AVON, S. and M. JUNCTION						
1	22	Hall Green	5.30 a.m.	5.30 a.m.	9.20 p.m.	**W**	—	Yes
2	44	Shirley	5.15 a.m.	—	—	**W**	1.15 a.m.	Yes
3	79	Earlswood Lakes	—	Contin	uously	—	—	Yes
2	52¾	Danzey (for Tanworth)	5.15 a.m.	5.15 a.m.	11.15 p.m.	—	—	Yes
2	75¾	Henley-in-Arden	5. 0 a.m.	—	—	—	5.50 a.m.	Yes
						10.30 a.m.	1.15 p.m.	
—	—	Hatton West Junction§	As required f	or traffic purp	oses between	—	—	Yes
			6.30 a.m.	5.30 a.m.	9. 0 p.m.			
4	55½	Bearley East Junction	6.30 a.m.	6.30 a.m.	4.20 p.m.	—	—	Yes
3	63‡	North Junction	—	As required	—	—	—	Yes
—	44†	West Junction	—	Contin	uously	—	—	Yes
1	1	Wilmcote	6. 0 a.m.	—	—	—	5.50 a.m. **A**	Yes
2	51	Stratford-upon-Avon East	—	Contin	uously	—	—	Yes
—	17	West	6.15 a.m.	5. 0 a.m.	10.45 p.m.	8. 0 a.m.	11.15 p.m.	Yes
—	27	Evesham Road Crossing ...	—	Contin	uously	—	—	No

†—Distance between Bearley East and Bearley West, 33½ c.
‡—Distance between Henley-in-Arden and Bearley North Junction. Distance between Bearley East and Bearley North Junction 39½ c.
§—Distance between Hatton West Junction and Hatton North Junction 32 c.

For other Notes see page 104.

List of Signal Boxes—continued

Distance Box to Box M	Distance Box to Box C	NAME OF BOX	Times during which boxes are open: Weekdays: Opened at Mondays	Weekdays: Opened at Other Days	Weekdays: Closed at	Sundays: Opened at	Sundays: Closed at	Whether provided with Switch
		OLDBURY & LANGLEY GREEN AND OLDBURY						
—	—	Oldbury and Langley Green Middle	5.15 a.m.	—	—	W	5.50 a.m. F	Yes
—	71¼	Oldbury Goods	6.15 a.m.	6.15 a.m.	8.55 p.m. F	W	—	No
		SMETHWICK JUNCTION TO STOURBRIDGE JUNCTION AND OLD HILL JUNCTION TO BLOWERS GREEN JUNCTION						
—	59¾	Smethwick Junction	Closed until further notice				—	Yes
		Oldbury and Langley Green						
—	58¾	East	5.30 a.m.	—	—	W	5.50 a.m. F	Yes
—	37¾	Middle	5.15 a.m.	—	—	W	5.50 a.m. F	Yes
—	14½	West Crossing	—	Continuously		—	—	No
1	19¾	Rowley Regis	—	—	—	8.30 p.m.	5.50 a.m. A	Yes
1	31	Old Hill Junction	4.30 a.m.	—	—	W	5.50 a.m. A	Yes
—	64½	Cox's Lane	5.45 a.m.	—	—	W	2. 0 a.m. F	No
1	31¼	Windmill End Junction ...	6. 0 a.m.	6. 0 a.m.	9.50 p.m.	W	—	Yes
			Closed Mondays, Tuesdays and Wednesdays 9.45 a.m. to 11.0 a.m.					
—	47	Blowers Green Junction	5.30 a.m.	—	—	—	5.50 a.m. A	Yes
		Cradley Heath and Cradley						
1	34¾	East	Continuously		—	—	—	No
—	23¼	West	5. 0 a.m.	5. 0 a.m.	9. 0 p.m. H	W	—	Yes
—	76¼	Lye	5. 0 a.m.	—	—	—	5.50 a.m. A	Yes
		Stourbridge Junction						
1	52	South	—	Continuously		—	—	Yes
—	17½	Middle	—	Continuously		—	—	Yes
—	29¾	North	—	Continuously		—	—	No
—	33¾	Engine Shed	—	Continuously		—	—	Yes
		OLD HILL TO HALESOWEN						
—	—	Old Hill Junction	4.30 a.m.	—	—	W	5.50 a.m. A	Yes
1	34¾	Halesowen	5.30 a.m.	5.30 a.m.	10.30 p.m. F	W	—	No
		STOURBRIDGE JUNCTION AND STOURBRIDGE TOWN						
—	—	Stourbridge Junction Middle ...	—	Continuously		—	—	Yes
		KINGSWINFORD AND OXLEY SIDINGS						
—	—	Kingswinford Junction South ...	5. 0 a.m.	—	—	—	5.50 a.m. A	Yes
—	67	Bromley Basin	10.30 a.m.	10.30 a.m.	3. 0 p.m.	—	—	Yes
1	70	Pensnett	9. 0 a.m.	9. 0 a.m.	4.10 p.m. J	—	—	Yes
—	69	Baggeridge Junction...	6. 0 a.m.	—	—	—	5.50 a.m. A	No
3	47	Wombourn	6. 0 a.m.	—	—	—	5.50 a.m. A	No
5	14	Oxley Sidings Branch Junction ...	6. 0 a.m.	—	—	—	5.50 a.m. A	No
		BRETTELL LANE TO BILSTON WEST						
—	75¾	Brettell Lane	6.20 a.m. 4.50 p.m.	6.20 a.m. 4.50 p.m.	1.30 p.m. 7.45 p.m. E	—	—	Yes
		Kingswinford Junction						
—	28	South	5. 0 a.m.	—	—	—	5.50 a.m. A	Yes
—	37	North	—	Closed until further notice			—	Yes
		Round Oak						
—	54	South	—	Continuously		—	—	Yes
—	41½	North	6. 0 a.m.	—	—	—	4. 0 a.m. A	Yes
		Blowers Green						
1	32	Sidings	6. 0 a.m.	—	—	—	5.50 a.m. A	Yes
—	24	Junction	5.30 a.m.	—	—	—	5.50 a.m. A	Yes
		Dudley						
—	72	South	6. 0 a.m.	—	—	— 11.45 a.m.	5.50 a.m. 8.20 p.m.	Yes
—	23½	North	6. 0 a.m.	—	—	—	5.50 a.m. A	Yes
—	14¼	East	6. 0 a.m.	—	—	W	6. 0 a.m.	Yes
1	9½	Tipton Five Ways	Open as required on Weekdays only * Down Distant to be left at Caution.			—	—	Yes
—	29¼	Prince's End and Coseley	9.30 a.m.	9.30 a.m	4.20 p.m.	—	—	Yes
1	66	Bilston West	6. 0 a.m.	6. 0 a.m.	9.30 p.m. F	—	—	Yes

For Notes see page 104.

TIME ALLOWANCES FOR FREIGHT TRAINS

Special Freight Trains, also Ordinary Freight Trains, when running out of course, will run at the standard point-to-point times over the various Sections and Branches shewn in this book, unless otherwise ordered. The time allowances shewn for stopping and starting to apply at places where calling for traffic or other purposes but not to delays by signals.

OPERATION	TIME ALLOWANCE: D and Inferior Headcode	TIME ALLOWANCE: C Headcode
	Mins.	Mins.
(a) Stopping on Main Lines	2	1
(b) Starting on Main Lines	3	2
(c) Entering Running Loops	3	2
(d) Starting from Running Loop or Refuge Sidings	3	2
(e) Starting from Yards	3	2

ARDLEY AND BLETCHINGTON TO WOLVERHAMPTON, DUDLEY AND STOURBRIDGE JUNCTION

DOWN

	Point-to-Point Allowances: C Head Code (Mins.)	D Head Code (Mins.)	E Head Code (Mins.)	F Head Code (Mins.)	H, J & K Head Code (Mins.)
Ardley	—	—	—	—	—
Aynho Junction ...	7	7	9	11	13
OXFORD	—	—	—	—	—
Cement Sidings ...	9	12	14	16	23
Bletchington	—	—	—	—	—
Heyford	—	—	—	—	10
Fritwell & Somerton ...	—	—	—	—	6
Aynho	—	—	—	—	5
Aynho Junction	14	15	19	23	2
King's Sutton	—	—	—	—	4
Astrop Siding	—	—	—	—	3
Banbury General ...	7	8	10	11	5
Banbury Junction ...	1'	2	2	3	3
Cropredy...	—	—	—	—	7
Fenny Compton	—	—	—	—	13
Greaves Siding	—	—	—	—	10
Southam Road	—	—	—	—	2
Fosse Road	—	—	—	—	8
Leamington Spa General	25	28	34	40	7
Warwick	—	—	—	4	5
Budbrook	—	—	—	5	7
Hatton	15	16	17	9	10
Hatton North Junction ...	—	—	—	—	2
Rowington Junction ...	—	—	—	—	5
Lapworth	—	—	—	—	4
Knowle and Dorridge ...	—	—	—	—	7
Solihull	—	—	—	—	8
Tyseley	15	—	—	—	9
Bordesley Junction ...	3	25	28	30	3
Bordesley	—	—	—	—	—
Birmingham (Snow Hill)	3	3	3	4	6
Hockley	2	2	3	3	3
Soho and Winson Green	—	—	—	—	—
Handsworth & Smethwick	—	—	—	5	6
Handsworth Junction ...	5	6	7	2	3
Oldbury and Langley Gn.	—	—	—	—	5
Rowley Regis and B. ...	5	6	7	8	5
Old Hill	—	—	—	—	5
Cox's Lane	—	—	—	—	4
Windmill End Halt ...	—	—	—	—	5
Blowers Green ...	—	—	—	—	6
Cradley Heath and C.	7A	8A	9A	11A	6
Lye	—	—	—	—	5
Stourbridge Junction ...	5	6	7	8	5
West Bromwich	—	—	—	5	5
Swan Village Junction ...	—	—	—	—	2
Swan Village Basin ...	—	—	—	—	4
Great Bridge South ...	—	—	—	—	3

UP

	Point-to-Point Allowances: C Head Code (Mins.)	D Head Code (Mins.)	E Head Code (Mins.)	F Head Code (Mins.)	H, J & K Head Code (Mins.)
Great Bridge South ...	—	—	—	—	—
Swan Village Basin ...	—	—	—	—	5†
Swan Village Junction ...	—	—	—	—	7B
West Bromwich	—	8B	9B	11B	4
Stourbridge Junction ...	—	—	—	—	—
Lye	—	—	—	—	3
Cradley Heath and C....	4	4	5	5	3
Dudley	—	—	—	—	—
Blowers Green ...	—	—	—	—	—
Windmill End Halt...	—	—	—	—	6
Cox's Lane	—	—	—	—	4
Old Hill High St. Halt	—	—	—	—	4
Old Hill	—	—	—	—	9
Rowley Regis and B. ...	11	12	14	16	8
Oldbury & Langley Gn.	—	—	—	—	4
Handsworth Junction...	6	7	8	9	5
Handsworth Junction ...	15	2	3	3	4
Handsworth & Smethwick	—	1	1	1	2
Hockley	3	3	4	4	4
Birmingham (Snow Hill)	2	2	3	3	3
Bordesley	—	—	—	—	3
Bordesley Junction ...	2	3	4	4	2
Tyseley	2	—	—	—	5
Olton	—	—	—	—	6
Solihull	—	—	—	—	6
Widney Manor	—	—	—	—	4
Knowle and Dorridge ...	—	—	—	—	5
Lapworth	—	—	—	—	6
Rowington Junction ...	—	—	—	—	4
Hatton North Junction ...	—	—	—	—	5
Hatton	22	24	27	31	2
Warwick	—	—	—	—	12
Leamington Spa General	8	9	11	13	6
Fosse Road	—	—	—	—	13
Southam Road	12	14	17	20	9
Greaves Siding	—	—	—	—	2
Fenny Compton	—	—	—	—	13
Claydon Crossing ...	—	—	—	—	—
Cropredy	—	—	—	—	12
Banbury Junction ...	20	24	28	32	5
Banbury General... ...	2	2	3	3	3
Astrop Siding	—	—	—	—	6
King's Sutton	—	—	—	—	4
Aynho Junction	7	8	10	14	6
Ardley	9	9	13	15	18
Aynho	—	—	—	—	2
Fritwell & Somerton ...	—	—	—	—	6
Heyford	—	—	—	—	6
Bletchington	—	—	—	—	10
Cement Sidings	14	15	19	23	—
Kidlington	—	—	—	—	5
OXFORD	—	—	—	—	—

A—From Rowley Regis.
†—4 minutes Swan Village Basin to Junction.

B—From Wednesbury Central.

NOTE.—Mineral Trains starting from or calling at Leamington Spa require an additional 5 minutes to Banbury.

Time Allowances for Freight Trains—continued

Aynho Junction to Wolverhampton, Dudley and Stourbridge Junction—continued

DOWN	Point-to-Point Allowances C Head Code Mins.	D Head Code Mins.	E Head Code Mins.	F Head Code Mins.	H, J & K Head Code Mins.
Wednesbury Central ...	—	—	—	6A	4B
Bilston Central	8	10C	13C	5	5
Stow Heath	—	—	—	—	4
Wolverhampton	4	5	5	6	5
Cannock Road Junction...	—	—	2	2	2
Oxley Sidings	3	3	3	4	5
Oxley North	2	2	2	2	2

UP	Point-to-Point Allowances C Head Code Mins.	D Head Code Mins.	E Head Code Mins.	F Head Code Mins.	H, J & K Head Code Mins.
Oxley Sidings	—	—	—	—	—
Cannock Road Junction...	—	—	—	—	3
Wolverhampton	3	3	4	4	2
Priestfield	3	3	4	4	4
Bilston Central	—	2	3	3	3
Wednesbury Central ...	—	4	5	5	5

BIRMINGHAM AND LEAMINGTON SPA TO STRATFORD-UPON-AVON (S. & M. JUNCTION)

DOWN	C	D	E	F	H, J & K
Birmingham (Snow Hill)	—	—	—	—	—
Birmingham (Moor St.)...	—	—	—	—	3
Bordesley Junction ...	—	3	4	4	3
Tyseley	4	3	4	4	5
Hall Green	—	—	—	—	5
Shirley	—	—	—	—	8
Earlswood Lakes ...	11	13	15	17	9
Danzey	—	—	—	—	9
Henley-in-Arden ...	—	—	—	—	7
Bearley North Junction...	16	16	19	21	9
Leamington Spa Gen....	—	—	—	—	—
Warwick	—	3	4	4	5
Hatton	—	10	12	14	17
Hatton West Junction	—	1	1	1	1
Claverdon	—	—	—	—	4
Bearley	—	9	11	13	10
Bearly North Junction	—	2	2	2	2
Bearley West Junction ...	1	1	1	2	2
Wilmcote	—	—	—	—	4
Stratford-upon-Avon ...	6	6	8	8	5
S. & M. Junction ...	—	—	—	—	—

UP	C	D	E	F	H, J & K
S. & M. Junction ...	—	—	—	—	—
Stratford-upon-Avon ...	12E	13E	16E	18E	—
Stratford Goods Junction	—	—	—	—	8F
Wilmcote	—	—	—	—	9
Bearley West Junction ...	9	9	11	12	3
Bearley North Junction	—	—	—	—	—
Bearley	1	2	2	2	2
Claverdon	—	—	—	—	11
Hatton West Junction	—	10	12	14	5
Hatton	—	1	1	1	1
Warwick	—	—	—	—	12
Leamington Spa Gen....	—	10	12	15	4
Bearley North Junction...	1	1	1	2	2
Henley-in-Arden ...	—	—	—	—	12
Danzey	—	—	—	—	18
Earlswood Lakes	23	25	29	33	20
Shirley	—	—	—	—	7
Hall Green	—	—	—	—	6
Tyseley	9	11	12	13	5
Bordesley Junction ...	—	3	4	4	4
Birmingham (Snow Hill)	6	3	3	4	6

KINGSWINFORD AND OXLEY SIDINGS

DOWN	C	D	E	F	H, J & K
Stourbridge Junction ...	—	—	—	—	—
Brettell Lane	—	—	—	6	10
Kingswinford Junction S.	6	6	6	1	1
Brockmoor Halt	—	—	—	—	1
Bromley Halt	—	—	—	—	2
Pensnett Box	—	—	—	—	3
Baggeridge Junction ...	5	5	6	7	2
Himley Station	—	—	—	—	5
Wombourn Station ...	8	8	9	10	7
Tettenhall Station ...	—	—	—	—	12
Oxley Branch Junction ...	10	11	12	13	4
Oxley North	—	—	—	—	2
Oxley Middle	—	—	—	—	3

UP	C	D	E	F	H, J & K
Oxley North	—	—	—	—	—
Oxley Branch Junction ...	2	2	2	2	2
Tettenhall Station ...	—	—	—	—	3
Wombourn Station ...	11	11	11	11	11
Himley Station	—	—	—	—	6
Baggeridge Junction ...	8	8	9	10	6
Pensnett Box	—	—	—	—	1
Bromley Halt	—	—	—	—	3
Brockmoor Halt	—	—	—	—	2
Kingswinford Junction S.	5	6	7	8	1
Brettell Lane	—	—	—	1	1
Stourbridge Junction ...	6	6	6	5	6

STOURBRIDGE JUNCTION AND WOLVERHAMPTON VIA DUDLEY

DOWN	C	D	E	F	H, J & K
Stourbridge Junction ...	12G	14G	17G	19G	6H
Brettell Lane	—	—	—	6	10
Kingswinford Jn. & Sdgs.	—	—	—	1	1
Round Oak	—	—	—	—	5
Blowers Green	—	—	—	15	10
Dudley	17	18	22	3	3
Tipton (Five Ways) ...	—	—	1	3	3
Daisy Bank and Bradley...	—	—	—	3	4
Bilston West	—	—	—	3	3
Priestfield	8	8	9	2	—
Stow Heath Box	—	—	—	—	3
Wolverhampton (L.L.) ...	3	3	4	4	5
Cannock Road Junction...	—	—	2	2	2
Oxley Sidings South Box	3	3	3	4	3

UP	C	D	E	F	H, J & K
Oxley Sidings	—	—	—	—	—
Cannock Road Junction...	—	—	—	—	3
Wolverhampton (L.L.) ...	3	3	4	4	2
Priestfield	3	3	4	4	4
Bilston West	—	2	3	3	4
Tipton (Five Ways) ...	—	—	—	7	7
Dudley	10	9	10	4	4
Blowers Green	—	—	—	3	3
Round Oak	—	7	9	7	8
Kingswinford Junction and Sidings	—	—	—	3	4
Brettell Lane	—	—	—	1	1
Stourbridge Junction ...	15	8	9	5	6

A—From West Bromwich.
B—From Swan Village Junction.
C—From Handsworth Junction.
E—From Honeybourne East Junction.
F—From Milcote.
G—From Kidderminster.
H—From Hagley.

ENGINE LOADS FOR MAIN LINE FREIGHT TRAINS

SECTION		WORKING LOADS	MAXIMUM ENGINE LOADS																											
		Maximum number of wagons to be conveyed except for Trains specially provided for in the Service Books or by arrangement	For Group A Engines				For Group B Engines				For Group C Engines				For Group D Engines				For Group DX Engines				For Group E Engines				For Group EX Engines			
rom	To		Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties	Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties	Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties	Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties	Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties	Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties	Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties
DOWN TRAINS																														
Oxford	Banbury General ...	100	33	44	66	83	38	51	76	95	42	56	84	100	55	73	100	100	60	80	100	100	66	88	100	100	73	97	100	100
Banbury General ...	Banbury Junction ...	100	37	49	74	93	43	57	86	100	45	60	90	100	54	72	100	100	69	92	100	100	75	100	100	100	82	100	100	100
Banbury Junction ...	Fenny Compton ...	78	27	36	54	58	31	41	62	78	33	44	66	83	45	60	90	100	49	65	98	100	55	73	100	100	60	80	100	100
Fenny Compton ...	Leamington Spa Gen.	78	37	49	74	93	43	57	86	100	45	60	90	100	62	83	100	100	69	92	100	100	75	100	100	100	82	100	100	100
Leamington Spa Gen.	Warwick	80	27	36	54	68	31	41	62	78	33	44	66	83	45	60	90	100	49	65	98	100	55	73	100	100	60	80	100	100
Warwick	Hatton North* ...	80	18	24	36	45	21	28	42	53	22	29	44	55	30	40	60	75	30	40	60	75	37	49	74	93	37	49	74	93
Hatton North ...	Bordesley Junction	80	27	36	54	68	31	41	62	78	33	44	66	83	45	60	90	100	49	65	98	100	55	73	100	100	60	80	100	100
Bordesley Junction	West Bromwich ...	60	18	24	36	45	21	28	42	53	22	29	44	55	30	40	60	75	30	40	60	75	37	49	74	93	37	49	74	93
Moor Street Starting	Snow Hill	60	14	19	28	35	16	21	32	40	17	23	34	43	23	31	46	58	23	31	46	58	28	37	56	70	28	37	56	70
West Bromwich ...	Wednesbury Cent.	80	37	49	74	93	43	57	86	100	45	60	90	100	62	83	100	100	69	92	100	100	75	100	100	100	82	100	100	100
Wednesbury Cent....	Bilston	80	19	25	38	48	22	29	44	55	24	32	48	60	32	43	64	80	32	43	64	80	38	51	76	95	38	51	76	95
Bilston Central ...	Oxley Sidings ...	60	22	29	44	55	26	35	52	65	28	37	56	70	37	49	74	93	42	56	84	100	45	60	90	100	49	65	98	100
Oxley Sidings ...	Victoria Basin ...	60	18	24	36	45	21	28	42	53	22	29	44	55	30	40	60	75	30	40	60	75	—	—	—	—	37	49	74	93
Tyseley	Stratford-upon-Avon	60	29	39	58	73	33	44	66	83	37	49	74	93	48	64	96	100	53	71	100	100	58	77	100	100	64	76	100	100

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

Assisted Trains must not exceed the **Working Loads** unless authorised and no train must exceed the equivalent to 100 thirteen-ton wagons.
For instructions for Calculating Loads of Freight Trains see pages 129 and 130.

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

For maximum loads for " C," " D " and " E " trains see page 129.

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

Engine Loads for Main Line Freight Trains—continued

SECTION		WORKING LOADS	MAXIMUM ENGINE LOADS																											
		Maximum number of wagons to be conveyed except for Trains specially provided for in the Service Books or by arrangement	For Group A Engines				For Group B Engines				For Group C Engines				For Group D Engines				For Group DX Engines				For Group E Engines				For Group EX Engines			
From	To		Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties	Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties	Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties	Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties	Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties	Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties	Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties
UP TRAINS.																														
Oxley Sidings ...	Wolverhampton ...	"A" 50	17	23	34	43	19	25	38	48	21	28	42	53	27	36	54	68	27	36	54	68	33	44	66	83	33	44	66	83
Cannock Road ...	Wolverhampton ...	50	12	16	24	30	14	19	28	35	16	21	32	40	1	28	42	53	21	28	42	53	25	33	50	63	25	33	50	63
Wolverhampton ...	Wednesbury Cent.	50	37	49	74	93	43	57	86	100	45	60	90	100	62	83	100	100	69	92	100	100	75	100	100	100	82	100	100	100
Wednesbury Cent....	West Bromwich ...	60	17	23	34	43	20	27	40	50	22	29	44	55	29	39	58	73	29	39	58	73	35	47	70	88	35	47	70	88
West Bromwich ...	Leamington Spa Gen.	65	29	39	58	73	33	44	66	83	37	49	74	93	48	64	96	100	53	71	100	100	58	77	100	100	64	85	100	100
Leamington Spa Gen.	Claydon Crossing ...	60	26	35	52	65	30	40	60	75	32	43	64	80	42	56	84	100	42	56	84	100	52	69	100	100	57	76	100	100
Claydon Crossing ...	Banbury General ...	60	37	49	74	93	43	57	86	100	45	60	90	100	62	83	100	100	69	92	100	100	75	100	100	100	82	100	100	100
Banbury General ...	Oxford	80	37	49	74	93	43	57	86	100	45	60	90	100	62	83	100	100	69	92	100	100	75	100	100	100	82	100	100	100
Victoria Basin ...	Oxley Sidings ...	60	37	49	74	93	43	57	86	100	45	60	90	100	62	83	100	100	69	92	100	100	—	—	—	—	82	100	100	100
Stratford-upon-Avon	Wilmcote	80	14	19	28	35	16	21	32	40	17	23	34	43	23	31	46	58	23	31	46	58	28	37	56	70	28	37	56	70
Wilmcote	Earlswood Lakes ...	60	24	32	48	60	27	36	54	68	30	40	60	75	40	53	80	100	44	59	88	100	48	64	96	100	53	71	100	100
Earlswood Lakes ...	Tyseley	60	37	49	74	93	43	57	86	100	45	60	90	100	62	83	100	100	69	92	100	100	75	100	100	100	82	100	100	100

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

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

For instructions for Calculating Loads of Freight Trains see pages 129 and 130.

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

For maximum loads for **" C," " D "** and **" E "** trains see page 129.

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

Engine Loads for Main Line Freight Trains—continued

SECTION		WORKING LOADS	MAXIMUM ENGINE LOADS																											
		Maximum number of wagons to be conveyed except by Trains specially provided for in the Service Books or by arrangement	For Group A Engines				For Group B Engines				For Group C Engines				For Group D Engines				For Group DX Engines				For Group E Engines				For Group EX Engines			
From	To		Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties	Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties	Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties	Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties	Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties	Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties	Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties
DOWN																														
Stourbridge Jn. ...	Blowers Green ...	50	13	17	26	33	15	20	30	38	17	23	34	43	22	29	44	55	22	29	44	55	27	36	54	68	27	36	54	68
Blowers Green ...	Dudley	50	19	25	38	48	22	29	44	55	24	32	48	60	32	43	64	80	32	43	64	80	38	51	76	95	38	51	76	95
Stourbridge Jn. ...	Kingswinford Jn. ...	50	16	21	32	40	18	24	36	45	20	27	40	50	26	35	52	65	26	35	52	65	32	43	64	80	32	43	64	80
Dudley	Priestfield Jn. ...	50	37	49	74	93	43	57	86	100	45	60	90	100	62	83	100	100	69	92	100	100	66	88	100	100	73	97	100	100
Worcester	Oxley	60	—	—	45	—	—	—	55	—	For Vegetable Trains to Crewe 65 —								Assisted Stourbridge Jct. to Blowers Green and Oxley to Hollinswood. 60 unassisted throughout.								—	—	—	—
Worcester	Stourbridge Jn. ...	60	—	—	46	—	—	—	55	—	For 11.20 p.m. Worcester to Moor St.																—	—	—	—
UP																														
Priestfield Jn. ...	Blowers Green ...	50	22	29	44	55	25	33	50	63	27	36	54	68	36	48	72	90	39	52	78	98	43	57	86	100	47	63	94	100
Blowers Green ...	Stourbridge Jn. ...	50	37	49	74	93	43	57	86	100	45	60	90	100	69	92	100	100	69	92	100	100	66	88	100	100	82	100	100	100

For maximum loads for "C," "D" and "E" Headcode Trains see page 129.

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

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

For Instructions for Calculating Loads of Freight Trains see pages 129 nad 130

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

ENGINE LOADS FOR BRANCH FREIGHT TRAINS

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

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

ASSISTED TRAINS.—For particulars see foot of page 109. **X**—With clear road through Swan Village Junction. **Z**—For maximum loads for "C," "D" and "E" trains see page 129.
*—Good weather conditions. †—Unfavourable weather conditions. §—In the event of Tender Engines working over the section, when run tender first, it will probably be necessary to slightly reduce the above loads.

Engine Loads for Branch Freight Trains—continued

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

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

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

For Instructions for calculating loads of Freight Trains, see pages 129 and 130.

B—NOTE.—During the Fruit and Vegetable Season the maximum for the Worcester and Crewe trains will be 60 wagons throughout.

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

STANDARD SPEED RESTRICTIONS

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

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

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

Subject to any lower maximum speed laid down

Notes.

1. Where a lesser speed than mentioned above is laid down for light locomotives in the Working Time Table, the Weekly Speed and Engineering Notice or other special Notice, such speed restriction must be complied with.
2. Where two or more locomotives are coupled together, the speed must not exceed that laid down for the locomotive with the most severe restriction.

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

SPEED OF TRAINS THROUGH JUNCTIONS AND OTHER SPECIFIED PLACES

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

Ardley to Birches & Bilbrook Halt.
Tyseley to Honeybourne via North Warwick Line.

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

IMPORTANT.—Until further notice the speed of trains must not exceed 75 miles per hour **at any place except between the points listed above.**

Inspectors, Signalmen and others must report to their superior officer every case in which trains run in excess of the speed limits shewn below, and full particulars must be sent to the District Traffic Superintendent.

NOTE.—The speed of all Light Engines or Trains entering or leaving all Bay, Engine, Carriage and avoiding lines must be restricted to 10 miles an hour except where restricted to a lower speed in the following list or elsewhere.

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

NAME OF PLACE	DIRECTION OF TRAIN From	DIRECTION OF TRAIN To	Miles per Hour
BLETCHINGTON (CEMENT SIDINGS) TO AYNHO JUNCTION			
DOWN LINE			
Fritwell & Somerton and Aynho, 78 m.p. to 78m. 50c. ...	Over Curve ...	...	70
Aynho Junction ...	Oxford Line ...	Main Line ...	60
UP LINE			
Aynho Junction ...	Main Line ...	Oxford Line ...	40
Aynho and Fritwell & Somerton, 78 m.p. 50c. to 78 m.p. ...	Over Curve ...	...	70
ARDLEY AND OXLEY NORTH JUNCTION SECTION			
DOWN LINE			
Aynho Park Platform ...	End of Platform ...	Aynho Junction (inclusive) ...	60
King's Sutton Junction ...	B. & C. Line ...	Main Line ...	20
Banbury South ...	Down Main ...	Down Relief ...	15
Through Banbury General Station, 85m. 60c. to 86m. 70c.	All Down Trains ...	...	75
Banbury North ...	Down Relief ...	Down Main ...	15
Banbury Junction ...	Main Line ...	E. Region Line ...	20
Southam Road & Harbury and Leamington Spa, 100m. 50c. and 101m. 20c. ...	All Down Main Line Trains ...	...	80
Leamington Spa General South Junction ...	L.M. Region Line ...	Main Line ...	5
Leamington Spa General South End, 105m. 73c. and 106m. 3c. ...	Over Curve on Main Line ...	—	40*
Leamington Spa General South ...	Main ...	Platform Line ...	25*
Leamington Spa General North ...	Platform Line ...	Main ...	30

*—Permanent Speed Restriction Indicator provided.

Speed of Trains Through Junctions and other Specified Places—continued

ARDLEY AND OXLEY NORTH JUNCTION SECTION—continued

DOWN LINE—continued

NAME OF PLACE	DIRECTION OF TRAIN From	DIRECTION OF TRAIN To	Miles per Hour
Hatton South Junction	Main	Branch	15
Hatton South Junction	Back Platform Line	Branch or Main	10
Hatton North Junction	All Down Main Line Trains		50
Hatton North Junction	Branch	Main	15
Lapworth	Main	Relief	40
Knowle and Dorridge	Relief	Main	20
Bentley Heath Level Crossing	Main	Relief	25
Solihull	Main	Relief	20
Solihull	Relief	Main	15
Olton, Down Relief, 123m. 75c. and 124m. 20c.	All Down Relief Trains		60
Acock's Green and Small Heath, 125m. 5c. and 126m. 20c.	Over Curve in Main Line		75
Acock's Green and Tyseley, 125m. 60c. to 126 m.p.	All Down Relief Trains	—	40*
Tyseley South	Main	Relief	20
Tyseley South	Relief	Main	20
Tyseley North	Main	Relief	20
Small Heath South	Relief	Main	20
Small Heath and Bordesley, 127m. 50c. and 128m. 0c.	Over Curve in Main Line		60
Bordesley South	Relief	Main	15
Bordesley South	Main	Relief	25
Bordesley North	Main	Relief	15
Birmingham (Moor Street Station)	Relief	Moor Street	10
Birmingham (Moor Street Station)	Relief	Main	25
Birmingham (Moor Street) and Birmingham (Snow Hill)	Through Snow Hill Tunnel		50
Birmingham (Snow Hill) South End	Main	Platform Line	25
Birmingham (Snow Hill)	Through Scissors Crossings in centre of Station		10
Birmingham (Snow Hill) North End	Nos. 2, 3, 4 and 6 Platform Lines	and Down Main and Relief	15
Birmingham (Snow Hill) North End	Through Scissors Crossings to and from Down Relief		15
Birmingham (Snow Hill) North End	Main	Relief	15
Birmingham North and Hockley North, 129m. 50c. and 130m. 40c.	All Down Main and Relief Trains		35*
Hockley South	Main	Relief	15
Hockley South	Relief	Main	20
Hockley South and North, 130 m.p. and 130m. 40c.	Over Goods Avoiding Line		10
Soho and Winson Green	Relief	Main	20
Handsworth Junction	Relief	Main	25
Handsworth Junction	Main or Relief	Stourbridge Extension Line	20
Handsworth Junction, 132m. 40c. and 132m. 55c.	Over Curve in Main Line		50
West Bromwich & Swan Village, 134m. 60c. and 135m. 10c.	All Down Trains		50
Swan Village Junction South	Main	Branch	15
Wednesbury Central, 136m. 40c. and 136m. 65c.	Over Curves		40*
Wednesbury Central, 137m. 49c. and 137m. 70c.	Over Curves		50
Bilston Central, 139m. 6¾c. and 139 m. 46c.	Over Curves		50
Priestfield Junction	All Down Main Line Trains		30*
Walsall Street Goods, Wolverhampton	Priestfield, Stow Heath	Goods Yard	10
Stow Heath and Cannock Road Junction, 141m. 30c. to 142m. 4c.	Over Curves through Wolverhampton Tunnel and Station		30
Wolverhampton South	Through Junction from Walsall to Main Line		10
Wolverhampton South and North	Over Goods Line		15
Cannock Road Junction	Main	Branch	15
Dunstall Park, 142m. 36c. and 142m. 60c.	Over Curve		35*
Stafford Road Junction	All Down Main Line Trains		35
Oxley Sidings, 143m. 30c. and 143 m. 40c.	Over Curve		60
Oxley Middle	Main	Branch	15
Oxley North	Codsall Loop	Main	15

UP LINE

NAME OF PLACE	DIRECTION OF TRAIN From	DIRECTION OF TRAIN To	Miles per Hour
Oxley North	Main	Codsall Loop	15
Oxley Sidings, 143m. 40c. and 143m. 30c.	Over Curve		60
Stafford Road Junction	All Up Main Line Trains		35
Dunstall Park, 142m. 60c. and 142m. 36c.	Over Curve		35*
Cannock Road Junction	Branch	Main	15
Cannock Road Junction and Stow Heath, 142m. 4c. to 141m. 30c.	Over Curves through Wolverhampton Station and Tunnel		30
Wolverhampton North and South	Over Goods Line		15
Wolverhampton South	Through Junction from Main or Goods Lines to Walsall		10
Walsall Street Goods, Wolverhampton	Goods Yard	Priestfield, Stow Heath	10
Priestfield Junction	All Up Main Line Trains		30*
Bilston Central, 139m. 46c. and 139m. 6¾c.	Over Curves		50
Wednesbury Central, 137m. 70c. and 137m. 49c.	Over Curves		50
Wednesbury Central, 136m. 65c. and 136m. 40c.	Over Curves		40*

*—Permanent Speed Restriction Indicator provided.

Speed of Trains Through Junctions and other Specified Places—continued

NAME OF PLACE	DIRECTION OF TRAIN From	DIRECTION OF TRAIN To	Miles per Hour
ARDLEY AND OXLEY NORTH JUNCTION SECTION—continued.			
UP LINE—continued			
Swan Village Junction South	Branch	Main	15
Swan Village and West Bromwich, 135m. 10c. and 134m. 60c.	All Up Main Line Trains		50
Handsworth Junction, 132m. 55c. and 132m. 40c.	Over Curve in Main Line		50
Handsworth Junction	Stourbridge Extension	Main or Relief	20
Handsworth Junction	Main	Relief	25
Handsworth & Smethwick	Relief	Main or Loop	10
Handsworth & Smethwick and Hockley, 131m.p. and 130m. 60c.	All Up Main Line Trains		60
Soho and Winson Green	Main	Relief	20
Hockley North	Relief	Main	10
Hockley North and South, 130m. 40c. and 130 m.p.	Over Goods Avoiding Line		10
Hockley South	Relief	Main	15
Hockley South	Main	Relief	20
Hockley North and Birmingham North, 130m. 40c. and 129m. 50c.	All Up Main and Relief Trains		35*
Birmingham (Snow Hill) North End	Relief	Main	15
Birmingham (Snow Hill) North End	Through Scissors Crossings to and from Down Relief		15
Birmingham (Snow Hill) North End	Up Main	Nos. 3 and 4 Platform Lines	10
Birmingham (Snow Hill) North End	Main	Nos. 8, 9, 10 and 11 Platform Lines	15
Birmingham (Snow Hill)	Through Scissors Crossings in centre of Station		10
Birmingham (Snow Hill) South End	Platform Lines	Main	20
Birmingham (Snow Hill) and Birmingham (Moor Street)	Through Snow Hill Tunnel		50
Birmingham (Moor Street Station)	Main	Relief	25
Birmingham (Moor Street Station)	Moor Street	Relief	10
Bordesley South	Main	Relief	15
Bordesley South	Relief	Main	25
Small Heath South	Main	Relief	20
Small Heath and Tyseley, 126m. 20c. and 126m. 10c.	All Up Main Line Trains		65
Tyseley North	Relief	Main	20
Tyseley South	Up Main	Down North Warwick	20
Tyseley South	Up Relief	Down North Warwick	15
Tyseley South	Relief	Main	20
Tyseley South	Main	Relief	20
Solihull	Relief	Main	15
Solihull	Main	Relief	15
Bentley Heath Level Crossing	Relief	Main	25
Knowle and Dorridge	Main	Relief	20
Lapworth	Relief	Main	40
Hatton North Junction	Main	Branch	15
Hatton North Junction	All Up Main Trains		60
Hatton South Junction	Branch	Back Platform Line	10
Hatton South Junction	Branch	Main	15
Hatton and Warwick, 109m. 20c. and 109 m.p.	All Up Trains		70
Leamington Spa General North	Main	Platform Line	20*
Leamington Spa General South	Platform Line	Main	20
Leamington Spa General South End, 106m. 3c. and 105m. 73c.	Over Curve in Main Line	—	40*
Leamington Spa General South Junction	Main Line	L.M.R. Line	5
Banbury Junction	E.R. Line	Main Line	20*
Through Banbury General Station, 86m. 70c. to 85m. 60c.	All Up Trains		75
King's Sutton Junction	Main Line	B. & C. Line	20
Aynho Junction	Main	Oxford Line	40
Aynho Junction through Up Facing Junction	Banbury	Bicester Line	70
VICTORIA BASIN BRANCH			
Victoria Basin Goods (Wolverhampton)	Stafford Road Junction	Herbert Street Goods Yard	10
TYSELEY SOUTH AND STRATFORD-UPON-AVON SECTION			
DOWN LINE			
Tyseley South	Up Main	Down North Warwick	20
Tyseley South	Up Relief	Down North Warwick	15
Earlswood Lakes and Danzey for Tanworth, 7m. 20c. and 9m. 20ch.	All Down Trains		60
Danzey for Tanworth and Henley-in-Arden, 10m. 40c. and 11m. 20c.	All Down Trains		60
Henley-in-Arden Goods	Signal Box	Goods Yard	10
Henley-in-Arden and Bearley North Junction. 13m. 60c. and 14m. 5c.	All Down Trains		60

*—Permanent Speed Restriction Indicator provided.

Speed of Trains Through Junctions and other Specified Places—continued

NAME OF PLACE	DIRECTION OF TRAIN From	DIRECTION OF TRAIN To	Miles per Hour
TYSELEY SOUTH AND STRATFORD-UPON-AVON SECTION—continued			
DOWN LINE—continued			
Bearley North Junction, over Curves and Junctions, 17m. 4c and 17m. 25c.	All Down Main Trains		50
Bearley West Junction	Branch	Main	35*
Bearley West Junction, 17m. 51c. and 17m. 67c.	All Down Main Trains		60
Stratford-upon-Avon East, 8m. 63c. and 9m. 25c.	Over Reverse Curves		35
Stratford-upon-Avon East	Main	Goods Yard	15
Stratford-upon-Avon (L.M.R. Junction)	Main Line	L.M.R. Line	5
Stratford-upon-Avon (Racecourse) 8m. 12c. to 8 m.p.	All Down Main Trains		60
UP LINE			
Stratford-upon-Avon (Racecourse) 8 m.p. to 8m. 12c	All Up Main Trains		60
Stratford-upon-Avon, L.M.R. Junction	L.M.R. Line	Main Line	5
Stratford-upon-Avon West	Main	Platform Loop	5
Stratford-upon-Avon East	Platform Loop	Main	15
Stratford-upon-Avon East	Goods Yard	Main	15
Stratford-upon-Avon East, 9m. 25c. and 8m. 63c.	Over Reverse Curves		35
Bearley West Junction, 17m. 67c. and 17m. 51c.	All Up Main Trains		60
Bearley West Junction	Main	Branch	35
Bearley North Junction, over Curves and Junctions, 17m. 25c. and 17m. 4c.	All Up Main Trains		50
Henley-in-Arden (Goods)	Signal Box	Goods Yard	10
Henley-in-Arden and Danzey for Tanworth, 11m. 20c. and	10m. 40c.	All Up Trains	60
Danzey for Tanworth and Earlswood Lakes, 9m. 20c. and	7m. 20c.	All Up Trains	60
Tyseley South	Up North Warwick	Down Main	20
Tyseley South	Up North Warwick	Down Relief	15
HATTON AND BEARLEY BRANCH			
Hatton South Junction and Hatton West Junction, 18m.	13c. and 17m. 66c.	All Up and Down Branch Trains	15
Hatton South	To and from back Platform Line		10
Hatton North Junction	To and from Main		15
Bearley West Junction	Branch to Main		35*
Bearley West Junction	Main to Branch		35
OLDBURY BRANCH			
Oldbury Goods	Over Single Line between Oldbury and Langley Green Middle and Oldbury Goods Yard		10
STOURBRIDGE EXTENSION			
DOWN LINE			
Handsworth Junction	Main or Relief	Stourbridge Extension Line	20
Smethwick West	Branch	Main	15
Smethwick West	All Down Trains		25
Oldbury & Langley Green and Rowley Regis, 134m. 40c. and 135 m.p.	All Down Trains		50
Rowley Regis and Old Hill, 136m. 30c. and 137. 46c.	All Down Passenger Trains		40*
Old Hill (Crossover at Birmingham end of Station leading to Halesowen or Dudley Branches)	Old Hill	Halesowen or Dudley	15
Old Hill	Main	Halesowen Branch	Stop dead
Old Hill	Main	Windmill End Branch	10
Old Hill and Cradley Heath, 138m. 32c. and 138m. 64c.	All Down Passenger Trains		40*
Old Hill (Goods)	Cradley Road Bridge	Old Hill Goods Yard	10
Corngreaves' Goods	Cradley East Box	Cradley Road Bridge	5
Hayes Lane Goods	Lye	Hayes Lane Branch Gate	5
Stourbridge Junction North	Stourbridge Extension	West Midland	15

*—Permanent Speed Restriction Indicator provided.

Speed of Trains Through Junctions and other Specified Places—continued

NAME OF PLACE	DIRECTION OF TRAIN From	DIRECTION OF TRAIN To	Miles per Hour
STOURBRIDGE EXTENSION—continued			
UP LINE			
Hayes Lane Goods	Hayes Lane Branch Gate	Lye	
Lye and Cradley Heath, 139m. 20c. and 138m. 60c.	All Up Trains		50
Corngreaves' Goods	Cradley Road Bridge	Cradley East Box	5
Old Hill (Goods)	Old Hill Goods Yard	Cradley Road Bridge	10
Cradley Heath	Main	Corngreaves' Branch	10
Old Hill	Windmill End Branch	Main	10
Rowley Regis and Oldbury & Langley Green, 135 m.p. and 134m. 40c.	All Up Trains		55
Smethwick West	All Up Trains		25
Smethwick West	Main	Branch	15
Handsworth Junction	Stourbridge Extension	Main or Relief	20
HALESOWEN BRANCH			
Old Hill	To and from Main		Stop Dead
Old Hill	137½ m.p. on Single Line	Main	10
Old Hill and Halesowen, 137m. 72c. and 138m. 40c.	All trains in each direction over subsidence		10*
Halesowen	Single Line	Platform Loops	15
Halesowen Canal Basin	Between Junction Sidings and Canal Basin Yard		10
WINDMILL END BRANCH			
The speed of all Up and Down Trains between Old Hill Junction and Blowers Green Junction must not exceed 35 m.p.h. and must be further restricted to lower speed as shewn below.			
DOWN LINE			
Old Hill Junction	Main	Branch	10
Between Old Hill and Old Hill High Street Halt, over curves			25*
Windmill End Junction	Netherton Basin Branch	Main	15
Blowers Green Junction	Branch	Main	10
UP LINE			
Windmill End Junction	Main	Netherton Basin Branch	15
Between Old Hill High Street Halt and Old Hill, over curves			25*
Old Hill Junction	Branch	Main	10
GREAT BRIDGE BRANCH			
Horseley Fields Junction	To and from Great Bridge South		15
Swan Village Junction South	To and from Main		15
STOURBRIDGE JUNCTION SOUTH AND BILSTON WEST, VIA DUDLEY			
DOWN LINE			
Stourbridge Junction South	Main 142 m.p. and 142 m. 15 c.		40
Stourbridge Junction South	Main	Relief Platform	15
Stourbridge Junction Middle	Relief Platform	Main	15
Stourbridge Junction North	West Midland	Stourbridge Extension	15
Kingswinford Junction South	Main	Branch	15
Brettell Lane, 143m. 50c. and 144m. 7c.	All Trains		15*
Round Oak, Woodside Goods Branch	All Trains		5
Round Oak and Blowers Green, 146m. 70c. and 147m. 15c.	All Trains		30*
Blowers Green Junction	Branch	Main	10
Dudley Station, 148m. 5c. and 148m. 35c.	Main Line		15*
Tipton	Bridge at 149m. 38c.	Three or more Light Engines coupled together	20
Daisy Bank	Bridge at 151m. 20c.	Three or more Light Engines coupled together	20

*—Permanent Speed Restriction Indicator provided.

Speed of Trains Through Junctions and other Specified Places—continued

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

*—Permanent Speed Restriction Indicator provided.

Speed of Trains Through Junctions and other Specified Places—continued

LONDON MIDLAND REGION

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

NAME OF PLACE	DIRECTION OF TRAIN From	DIRECTION OF TRAIN To	Miles per Hour
LEAMINGTON SPA (MILVERTON) AND LEAMINGTON SPA (AVENUE)			
DOWN LINE			
Leamington Spa Avenue, G.W. Junction	Through Junction to and from	Western Region Line	15
Leamington Spa Avenue	G.W. Junction	Leamington Spa Avenue ...	30
Leamington Spa Avenue	Leamington Spa Avenue ...	Leamington Spa (Milverton) ...	40
UP LINE			
Leamington Spa (Milverton)	Leamington Spa (Milverton) ...	Leamington Spa (Avenue) ...	40
Leamington Spa (Avenue)	Leamington Spa (Avenue) ...	G.W. Junction	30
Leamington Spa (Avenue) G.W. Junction	Through Junction to and from	Western Region Line	15
FENNY COMPTON AND EVESHAM ROAD CROSSING			
DOWN LINE			
Maximum permissible speed	... ...	... ...	45
Burton Dassett	Single Line to and from Loop ...	... ...	15
Kineton...	Single Line to and from Loop ...	... ...	15
Ettington	Single Line to and from Loop ...	... ...	15
Clifford Sidings	Single Line to Down Line ...	... ...	15
Stratford-upon-Avon (Old Town)	Crossover East of River Bridge	... ...	10
Stratford-upon-Avon (Old Town)	Through Junction to L.M.R. Junction	... ...	15
UP LINE			
Maximum permissible speed	... ...	... ...	45
Stratford-upon-Avon (Old Town)	Single Line to Up Line	... ...	15
Burton Dassett	Single Line to and from Loop ...	... ...	15
STRATFORD-UPON-AVON (OLD TOWN) TO L.M.R. JUNCTION			
DOWN LINE			
L.M.R. Junction	Through Junction	... ...	5
UP LINE			
Stratford-upon-Avon (Old Town)	Through Junction	... ...	15

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

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

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

ENGINE RESTRICTIONS

ARDLEY TO OXLEY NORTH

Route Colour—**DOUBLE RED**

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

60XX ("King") B.R. Standard Class 8 (4–6–2) 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 catch points only, for the purpose of detaching vehicles, etc., in cases of emergency. Use may be made of the triangle Oxley North–Oxley Branch Junction–Oxley Middle for turning purposes.

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

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

Station	Connections and Sidings	Engines Prohibited
Banbury	Merton Street Sidings (ex L.M.R.)	ALL except 0–6–0T and 0–4–2T types.
	Hump Yard. Hump to Nos. 4, 6, 18 and 19 roads ...	All 4–6–0 types and 47XX class. B.R. Standard Class 9F.
	Cold Stores Sidings	ALL except 0–6–0T types.
Fenny Compton	Goods Yard. Past Cattle Pen	All classes with outside cylinders.
Southam Road & Harbury	Cattle Pen Sidings	All classes with outside cylinders.
	Goods Shed Platform road through Shed	
Leamington Spa General	**Passenger Station**	
	Up Bay Line and connection thereto from Up Main and Up Goods Loop.	60XX Class, B.R. Standard Class 8 and Gas Turbine engine No. 18000 are permitted subject to a speed restriction of 5 m.p.h.
	Through North crossover, Up Bay to Down Loop ...	60XX Class.
	Outside road past loading dock...	ALL except 45XX, 51XX, and inside cylinder classes, which are permitted to a point 100 feet from the buffer stops.
	Goods Sidings	
	Wagon Repair Sidings	All outside cylinder types.
	Ford Motor Company's Siding (Flavell)	All 4–6–0 classes and 47XX class, B.R. Standard class 9F.
	Carriage Sidings	
	Nos. 2 and 4 Sidings	60XX class.
	Connection at London end of Sidings	60XX class.
	Engine Shed Sidings	
	Connection—Turntable Road to No. 1 Shed Road ...	60XX class.
	Back Road to the Coal Stage	B.R. Standard class 9F.
Warwick	**Passenger Station**	
	Down Bay, from Birmingham end of Down Platform to buffer stops.	Outside cylinder types not to exceed 5 m.p.h.
	Cape Yard	
	Show loading dock, line nearest Main Line	Outside cylinder types not to exceed 5 m.p.h., and prohibited past a point opposite telephone hut in centre of dock.
	Old Loading Dock back road	All outside cylinder types.
Hatton...	Through crossovers between Up and Down Main Lines at 112m. 4c.	W.R. Diesel Cars Nos. 19 to 38.
	Up Side dock...	W.R. Diesel Cars Nos. 19 to 38.
	Down Bay Line and connections thereto from Down Main Line.	60XX class, B.R. Standard class 8 and Gas Turbine engine No. 18000 are permitted subject to a speed restriction of 5 m.p.h.
Lapworth	Bay Platform line	60XX, and 47XX classes.
Knowle & Dorridge...	Cattle Pens	All outside cylinder types.
Widney Manor	Cattle Pen Sidings	All outside cylinder types.
	Front Road—dead end on London side of compound at 120m. 75c.	All 4–6–0 classes and 47XX class.
Tyseley	**South**	
	Down Relief line to Carriage Siding	60XX class, B.R. Standard class 8 and Gas Turbine engine No. 18000 are permitted subject to a speed restriction of 5 m.p.h.
	Down Loop	60XX class.
	Carriage Sidings	
	All sidings except No. 6	60XX class.
	Loco Yard. 60XX class engines may work over:— All connections and approaches leading to engine sheds from Small Heath end. Engine Shed lines and turntables. Loco Yard Coal Sidings and Stage. Balancing Machine siding. Up and Down engine loop lines.	
Small Heath and Sparkbrook ...	B.S.A. Sidings beyond gate...	ALL except 0–6–0T engines in "BLUE," "YELLOW" and "UNCOLOURED" groups.

ARDLEY TO OXLEY NORTH—continued.

Station	Connections and Sidings	Engines Prohibited
Bordesley Junction	**Small Heath Mileage Yard**	
	Empty Shed Road from the connection at 127m. 35½c. to a point inside Shed 160 feet from south end of Shed	All outside cylinder types.
	"Side of Empty Shed" Road over curve at south end of Shed	All 4–6–0 classes and 47XX classes, B.R. Standard class 9F.
	Metal Warehouse...	All outside cylinder types.
	Metal Shed No. 5 Road	All 4–6–0 classes and 47XX class, B.R. Standard class 9F.
	Field Sidings	4–6–0 classes and 47XX class permitted at slow speed only.
	Field Sidings, beyond road crossing	B.R. Standard class 9F.
Bordesley Station	Cattle Pens	Outside cylinder types not to exceed 5 m.p.h.
Birmingham (Moor Street)... ...	Hoist Road leading to Roads Nos. 3, 4 and A Shed road	All 4–6–0 classes and 47XX class, B.R. Standard class 9F.
	Sidings Nos. 2, 3, 4 and "A" Shed	B.R. Standard class 9F.
Birmingham (Snow Hill)	**South End**	
	Short Dock Sidings Up Side	60XX class.
	Tunnel Sidings Down Side	60XX class.
	North End	
	Connections into Nos. 3, 4, 9 and 10 bays	60XX class.
	Up Loop to back road Northwood Street Sidings and thence to table road.	The following classes are subject to a speed restriction of 5 m.p.h.: 60XX class, B.R. Standard class 8, and Gas Turbine locomotive 18000. Special care to be exercised over bridge at 129m. 45c. near entrance to table.
Hockley	**Goods Depot**	
	General Shed—Nos. 1–9 roads inclusive	ALL except inside cylinder 0–6–0T engines.
	No. 10 road	Outside cylinder classes not to exceed 5 m.p.h.
	North	
	Slip road of compound in Up Goods line leading to Up Relief and Up Main	All 4–6–0 classes and 47XX class.
	Slip road of compound in Up Relief leading to Up Main	All 4–6–0 classes and 47XX class.
	Slip road of compound in Down Relief leading to Up Relief	All 4–6–0 classes and 47XX class.
	Slip road of compound in Down Main leading to Up Main	All 4–6–0 classes and 47XX class.
	Down Relief to Up Relief past Disc No. 26	W.R. diesel cars 19–38.
	Down Loop to Up Relief or Up Main past Disc No. 19	W.R. diesel cars 19–38.
Handsworth & Smethwick	**Goods**	
	Siding on West side of platform at South end of Goods Shed	All outside cylinder classes.
	Crossover between Shed roads at South end of Shed	All outside cylinder classes.
	Bottom Yard	All except 0–6–0T.
	Sandwell Park Sidings	ALL except 0–6–0T types in "BLUE," "YELLOW" and "UNCOLOURED" groups.
West Bromwich	**Up Side** loading docks	ALL except 16XX, 54XX and 57XX.
	Down Side	
	Crossover—spare road to Goods Shed road	All outside cylinder types.
	Goods Shed alongside Platform inside and outside of Shed	All outside cylinder types.
	Grain Shed line beyond road crossing...	All outside cylinder types.
	Bottom Coal Road	B.R. Standard Class 9F.
Wednesbury Central	**Up Side**	
	Tube Shed No. 2 back road	B.R. Standard class 9F.
	Exchange Sidings	
	Over curves in L.M.R. maintenance at South end ...	All 4–6–0 types and 47XX class.
	Goods	
	Shed road through Shed...	All outside cylinder types.
	Basin Yard...	All 4–6–0 types and 47XX class, B.R. Standard class 9F.
	North	
	Willingworth Wagon Repair Siding	All 4–6–0 types and 47XX class, B.R. Standard class 9F.
	Monway Branch (Patent Shaft and Axletree) over connections near canal bridge	All 4–6–0 types and 47XX class, B.R. Standard class 9F.
Priestfield	Stowheath—Bayliss, Jones & Bayliss Siding	ALL except 0–6–0T and 0–4–2T classes.
Wolverhampton (Low Level) ...	**Carriage Sidings and Shed**	
	South end	4–6–0 classes and 47XX class permitted at slow speed only.
	North end	4–6–0 types and 47XX class engines may work into following sidings at slow speed:— Nos. 1, 2 and 3 Shed roads. All other roads prohibited.
	Nos. 5 and 6 Shed Roads...	B.R. Standard class 9F.
	Sidings Nos. 1 and 3 at back of Shed	B.R. Standard class 9F.
	Carriage Sidings and Shed, South end:—	
	Nos. 4, 5 and 6 roads	B.R. Standard class 9F.
Dunstall Park...	Short Dead End Spur, south end of sidings	ALL except 0–6–0T and 0–4–2T.

Engine Restrictions—continued.

BLETCHINGTON (CEMENT SIDINGS) TO AYNHO JUNCTION

Route Colour "**RED**"

Permitted engines—ALL except 60XX class.

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

Nearest Station	Bridge	Mileage
Bletchington	River Cherwell	69m. 60c.
	Oxford Canal	70m. 21c.
	Oxford Canal	71m. 18c.
	River Cherwell	71m. 47c.
	River Cherwell	71m. 48½c.
	River Cherwell	71m. 75c.
Heyford	River Cherwell	73m. 61c.
	Flood Bridge	75m. 34c.
	Flood Bridge	75m. 39c.

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

KING'S SUTTON TO KINGHAM LINE

Route Colour "**BLUE**"

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

Subject to restrictions in Worcester District Working Timetable.

BANBURY JUNCTION (L.M.R.) VIA WOODFORD HALSE

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

Banbury–Woodford Halse only—2–8–0 (28XX) class.

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

Banbury–Leicester via Woodford Halse and Rugby Central—"County" class, 10XX, 4–6–0.

1. Not to use the connection from the Up Main to the Down Goods Line in Woodford Halse Station.
2. Not to pass under the hanging bow of the ex G.C. Load Gauge.
3. The shoe of the A.T.C. apparatus to be "clipped" up in the inoperative position between Woodford Halse and Leicester.
4. The underclearance of the locomotive to be maintained at not less than 4 inches above rail level.

BANBURY (MERTON STREET)

ENGINES AUTHORISED				REMARKS
Western Region	B.R. Standard	Diesel	L.M. Region	
None	**All except:—** 4–6–2 70XXX 71XXX 2–10–0 92XXX	**All except:—** 350 h.p. B.R. 500 h.p. E.E. 10000 and 10001 } As single and 10201, 10202, 10203 } double units.	**All except:—** 4–4–0 41049–41198 4–6–0 45500–45742 46100–46170 4–6–2 46200–46212 46220–46257 0–8–0 48893–49454 2–8–0 48000–48772 53801–53810 90000–90774	
LEAMINGTON SPA (MILVERTON)—LEAMINGTON SPA (AVENUE)				
None	All	All	**All except:—** 2–8–0 53801–53810 L.M. 0–6–0 2F } Ex Cal. L.M. 0–4–4 2P } Ex Cal. L.M. 0–6–0 3F } Ex Cal.	

Engine Restrictions—continued.

STRATFORD-UPON-AVON—FENNY COMPTON

Route Colour "DOTTED RED"

ENGINES AUTHORISED				REMARKS
Western Region	B.R. Standard	Diesel	L.M. Region	
2–8–0 90XXX W.D.*	2–6–0 76XXX§ 77XXX 2–6–2T 82XXX 84XXX 2–6–4T 80XXX§ 4–6–0 75XXX§ 2–10–0 92XXX¶	D 5000 Class D 5100 Class D 5300 Class D 5500 Class D 5700 Class D 5900 Class D 6100 Class D 8000 Class D 8200 Class D 8400 Class 200 and 204 h.p. B.R. 350 and 500 h.p. 10800	0–4–4T 41901 0–6–0T 41702–41879 47200–47681 51336–51524 4–4–0 40396–40700 0–6–0 43180–43629 43800–44606 52089–52526 58115–58305 2–4–2T 50721–50850 2–6–2T 40001–40209 2–6–0 43000–43049 43112–43121 46400–46502 4–6–0 44658–45499§ 2–8–0 48000–48772* 90000–90774*	*Speed not to exceed 25 m.p.h. §Speed not to exceed 20 m.p.h. ¶—Except engines fitted with mechanical stokers.

STRATFORD-UPON-AVON OLD TOWN BOX (ex L.M.R.)—STRATFORD-UPON-AVON L.M. JUNCTION (W.R.)

2–8–0 90XXX W.D.	2–6–0 76XXX 4–6–0 73XXX	D 5700 Class D 8000 Class 200 and 204 h.p. B.R. 350 and 500 h.p. 10800	0–6–0 43800–44606 2–6–0 43000–43049 43112–43121 4–6–0 44658–45499 2–8–0 48000–48772 90000–90774	

HONEYBOURNE–HATTON LINE

Station	Connections and Sidings	Engines Prohibited
Stratford-upon-Avon ...	**Goods** Malt and Grain Sidings	B.R. Standard class 9F.

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

Note.—The A.T.C. shoe of all W.R. engines must be clipped in the inoperative position when working to the L.M.R. via Bordesley Junction.

W.R. engines 4500–4574, 94XX and W.D. 2–8–0 classes are permitted to work to Washwood Heath (Bromford Bridge Box) and may work into the following sidings:—

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

49XX class permitted to Water Orton or Lawley Street via Bordesley Junction, subject to the following conditions:—

Washwood Heath Down Sidings

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

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

Washwood Heath Up Sidings.

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

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

Washwood Heath Down Coal Sidings.

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

(b) Permitted into Sidings Nos. 2 to 14 inclusive and 16 to 19 inclusive.

Water Orton Sidings.

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

22XX class permitted to Lawley Street, Washwood Heath and Water Orton, including all lines and sidings authorised for L.M.R. (ex Midland Class 3F) 0–6–0 tender engines.

Engine Restrictions—continued.

WALSALL STREET BRANCH

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

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

CANNOCK ROAD JUNCTION TO BUSHBURY BRANCH

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

22XX Class
53XX Class } Subject to a restriction of 15 m.p.h.
Engines Nos. 4500–4574 } through platform No. 1 at Stafford.

STAFFORD ROAD JUNCTION TO VICTORIA BASIN BRANCH

Route Colour "**DOTTED RED**"

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

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

OXFORD, WORCESTER AND WOLVERHAMPTON LINE

Bilston (W.M.)	Beyond Underbridge on Hickman's Branch	B.R. Standard class 9F.
Dudley South	Carriage Sidings	ditto
Princes End	Shed Road	ditto
	South Staffs Private Siding	ditto
Blowers Green	Grazebrook Private Siding and connections thereto...	ditto
	South Staffs Wagon Co. Sidings and connections thereto	ditto
	S.G.B. Co.'s Siding	ditto
Round Oak	Park Head Sidings Nos. 2 and 3 from South end	ditto
Kingswinford Junction South.	Moor Lane Weighbridge Road...	ditto
	Marsh and Baxter Private Siding	ditto
Brettell Lane	Goods Depot Sidings	ditto
	Bailey Pegg's Siding	ditto
	Harris and Pearson's Siding	ditto
	King Harrison's Siding	ditto
Stourbridge Junction ...	Hall's Private Siding	ditto

BILSTON WEST—MESSRS. STEWARTS & LLOYDS, MILLFIELDS SIDINGS

The following classes of locomotives may work into Nos. 1, 2 and 3 Millfield Sidings as far as the existing Stopboard:—
W.R. engines, series 16XX, 22XX, 32XX, 36XX, 37XX, 45XX, 46XX, 54XX, 55XX, 57XX, 64XX, 67XX, 74XX, 77XX, 84XX, 87XX, 94XX, 96XX, 97XX.
L.M.R. engines, Class 8F 2–8–0.
B.R. engines, Classes 2, 3, 4 and 5.

KINGSWINFORD BRANCH

Bromley	W. J. Price Private Siding	B.R. Standard class 9F.
Pensnett	Corbyns Hall Sidings	ditto
	Hinton and Perry Brick Works—Front and Back Works Sidings ...	ditto
Baggeridge Junction ...	Walkers Bricks Works Sidings	ditto
	Himley Brick Works Sidings	ditto

WINDMILL END BRANCH

Windmill End	**Netherton Goods Branch** Beyond Level Crossing	B.R. Standard class 9F.
Coxes Lane	Hingley's Siding	ditto
	Tarmac Sidings	ditto

Engine Restrictions—continued.

B.R. STANDARD ENGINES

Class 8P (4–6–2) (71XXX)	... As for "King" Class.
Class 7 (4–6–2) (70XXX)	... As for "Castle" Class.
Class 5 (4–6–0) (73XXX)	... Prohibited on all "Blue," "Yellow" and "Uncoloured" routes. As for W.R. 4–6–0 49XX class.
Class 4 (4–6–0) (75XXX)	... Prohibited on "Yellow" and "Uncoloured" routes. As for W.R. 4–6–0 78XX class.
Class 4 (2–6–0) (76XXX)	... Prohibited on "Yellow" and "Uncoloured" routes. As for W.R. 78XX class.
Class 4 (2–6–4T) (80XXX)	... Prohibited on "Yellow" and "Uncoloured" routes. As for W.R. 51XX class.
Class 2 (2–6–2T) (82XXX)	... Prohibited on "Uncoloured" routes. Engine No. 82030, and engines numbered 82035 to 82044 inclusive, when working over "Yellow" or specially authorised "Uncoloured" routes, must not be coupled to another engine of the same class.
Class 2 (2–6–0) (78XXX)	... These engines are in the "Uncoloured" group for route purposes. (Subject to clearance tests in respect of sidings and crossovers.)
Class 2 (2–6–2T) (84XXX)	... "Uncoloured" group for route purposes. (Subject to clearance tests in respect of sidings and crossovers.)
Class 9F (2–10–0) (92XXX) (including engines fitted with "Franco-Crosti" boilers).	... "Double Red" and "Red" routes: as for W.R. 2–8–0 28XX class. "Blue" routes as for W.R. 28XX class: speed not to exceed 50 m.p.h. "Dotted Blue" routes: as for W.R. 2–8–0 28XX class, speed not to exceed 25 m.p.h. "Yellow" and "Uncoloured" routes prohibited.

Restricted to 5 m.p.h. over turnouts and sharp surves in Goods Yards and Stations and if the permanent way is in a poor condition they should be prohibited from working.

Subject to clearance tests in respect of Sidings and Crossovers. Not to work between:—

Stourbridge E.S.S. Box and Stourbridge Junction North—Up Line.

Stourbridge Junction North and Lye—Up Line.

Rowley Regis and Stourbridge Junction North—Down Line.

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

B.R. DIESEL LOCOMOTIVES

B.R. Type	Power, etc.	Wheel Arrangements	Route Colour	Class No.
1	800 h.p. diesel electric ... (B.T.H. and N.B. Loco.) *Single or double unit. Prohibited Old Hill to Halesowen.	B.B. ...	Yellow* ...	D.8400.
2	1,000 h.p. diesel electric ... (N.B. Loco.) Also permitted as Single or Double Unit over Yellow routes specially authorised for 43XX class engines.	B.B. ...	Blue ...	D.8000.
2	1,000 h.p. diesel hydraulic ... (N.B. Loco.) Prohibited Halesowen to Rubery.	B.B. ...	Yellow ...	D.6100.
2	1,100 h.p. diesel electric ... (E.E.C.) Prohibited on Great Bridge Branch.	B.B. ...	Blue ...	D.5900.
2	1,160 h.p. diesel electric ... (B.C. & W.) Prohibited on Great Bridge Branch.	B.B. ...	Blue ...	D.5300.
2	1,200 h.p. diesel electric ... (Metro Vick.) Prohibited on Great Bridge Branch.	C.B. ...	Blue ...	D.5700.
2	1,250 h.p. diesel electric ... (Brush Bagnall.) Also permitted on Yellow routes specially authorised for 43XX class.	A.1.A.–A.1.A.	Blue ...	D.5500.
4	2,000 h.p. diesel electric ... (E.E.C.)	1.C.C.1. ...	—	D.200.
4	2,000 h.p. diesel hydraulic ... (N.B. Loco.) May work coupled together or coupled to 1,000 h.p. diesel hydraulic engine (N.B. Loco.)	A.1.A.–A.1.A.	Red ...	D.600.
4	2,200 h.p. diesel hydraulic ... (Swindon.)	B.B. ...	Red ...	D.800–D.832.
4	2,300 h.p. diesel electric. May work as single or double unit.	1.C.C.1.	Red ...	—
4	3,300 h.p. diesel electric ... (E.E.C.)	C.C. ...	—	D.1000.

Engine Restrictions—continued.

DIESEL SHUNTING ENGINES

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

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

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

Diesel electric shunting engine Nos. 15100 to 15106.

Maximum speed 20 m.p.h.
Route classification—"Yellow."

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

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

Engine route classification—"Uncoloured."

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

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

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

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

MULTIPLE DIESEL UNIT TRAINS

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

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

G.W.R. 4-4-0 No. 3440 "City of Truro"

Permitted: "Double Red" and "Red" routes.
"Dotted Red" and "Blue" routes maximum speed 40 m.p.h.
"Dotted Blue" routes maximum speed 25 m.p.h.

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

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

L.M. Region Engines working on Western Region

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

EASTERN AND NORTH EASTERN REGION ENGINES WORKING ON WESTERN REGION

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

Class A3 (4-6-2)... ...	... Banbury Junction and Banbury main lines only. May use Goods Loops in emergency subject to speed restriction of 5 m.p.h.
Class B1 (4-6-0)... ...	... Ardley to Birmingham–Cement Sidings to Aynho Junction permitted on running lines only.
Class B12/3 (4-6-0) ...	... All "Blue", "Dotted Red" and "Red" routes for through working only.
Class B16/1 (4-6-0) ...	... Cement Sidings–Banbury Junction for through working only.
Class 16/2 (4-6-0) ...	... Cement Sidings–Banbury Junction in emergency only.
Class B.17 (4-6-0) ...	... Ardley–Banbury Junction–Cement Sidings–Ardley Junction for through working only.
Class D.11/1 & /2 (4-4-0)	... Cement Sidings–Banbury Junction. For through working only.
Class J.11 (0-6-0) ...	... Cement Sidings–Banbury Junction.
Class J.20 (0-6-0) ...	... Cement Sidings–Banbury. Running lines only.
Class J.39 (0-6-0) ...	... Cement Sidings–Banbury Junction. For through working.
Class K2 (2-6-0)... ...	... Cement Sidings–Aynho Junction. For through working only.
Class K.3 (2-6-0) ...	... Cement Sidings–Aynho Junction. For through working only subject to maximum speed of 50 m.p.h. Ardley–Birmingham (S.H.). For through working only.
Class N.7 (0-6-2T) ...	... Ardley–Banbury.
Class O.4 (2-8-0) ...	... "Blue," "Dotted Red" and "Red" routes restrictions as for 28XX class engines.
Class V.2 (2-6-2)... ...	... Ardley–Oxley North as for "Double Red" engines. Also permitted in case of emergency between Bletchington (Cement Sidings) to Aynho Junction under the same conditions as W.R. 60XX class engines.

SOUTHERN REGION ENGINES WORKING ON THE WESTERN REGION

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

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

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

REFUGE SIDINGS AND LOOPS

STATION	Refuge Sidings	Running Loops	Number of Wagons Siding or Loop holds §
DOWN			
Astrop Sidings to Banbury South ...	—	1	401
Banbury South	—	1	80
Banbury General Station to Junction	—	1	213
Banbury Junction to Cropredy ...	—	1	545
Claydon Crossing	1	—	61
Greaves Siding to Southam Road ...	—	1	126
Fosse Road	—	1	76
Leamington General South to North	—	1	38
Warwick	1	—	36
Budbrook to Hatton	—	1	467
Bearley East	1	—	57
Wilmcote	1	—	60
Stratford-upon-Avon East* ...	—	1	57
Lapworth	—	1	112
Knowle and Dorridge	1	—	36
Knowle to Bentley Heath	—	1	89
Solihull*	1	—	69
Acocks Green	—	1	59
Tyseley South to Small Heath South	—	1	134
Small Heath South to Small Heath North	—	1	90
Small Heath North to Bordesley South	—	1	100
Bordesley South to Bordesley North	—	1	82
Shirley	1	—	35
Earlswood Lakes	1	—	57
Henley-in-Arden	1	—	42
Hockley to Soho	—	1	143
Handsworth (Queen's Head) to South	—	1	54
Wednesbury Central to Bilston Central	—	1	303
Stow Heath	—	1	61
Wolverhampton South to North ...	—	1	44
Oldbury & Langley Green East to Middle	—	1	66
Rowley Regis	—	1	40
Cradley East	1	—	20
Stourbridge Junction Middle to North	—	1	52
Kingswinford Branch Line	—	1	41
Kingswinford Junction	—	1	61
Oxley Branch Junction and Oxley North	—	1	71
Round Oak North	—	1	66
Blowers Green Sidings	1	—	42
Princes End	—	—	42
UP			
Round Oak	1	—	38
Oxley North and Oxley Branch Junction	—	1	71
Pensnett	1	—	79
Bromley	—	1	50
Kingswinford Junction	—	1	70
Stourbridge Engine Shed	—	1	52
Stourbridge Junction South ...	—	1	60
Stourbridge Junction Middle to North	—	1	52
Cradley West to East	—	1	31
Cradley West	1	—	31
Oldbury & Langley Green Middle to East	—	1	68
Wolverhampton North to South	—	1	42
Stow Heath	—	1	74
Priestfield Junction...	1	—	38
Wednesbury Central North to South	—	1	42
Swan Village Junction to West Bromwich...	—	1	141
Handsworth South to Queen's Head	—	1	57
Soho to Hockley South	—	1	153
Earlswood Lakes	1	—	57
Shirley	1	—	60
Bordesley South to Small Heath North	—	1	99
Small Heath North to Small Heath South	—	1	84
Small Heath South to Tyseley South	—	1	142
Solihull*	1	—	131
Widney Manor	1	—	68
Bentley Heath to Knowle (Main)...	—	1‡	80
Lapworth	1	—	72
Wilmcote	1	—	52
Hatton West to North	—	1	55
Hatton North to South	—	1	57
Warwick	—	1	68
Leamington General North ...	1	—	43
Leamington General North to South	—	1	43
Fosse Road	—	1	66
Southam Road	1	—	67
Fenny Compton	—	1	75
Claydon Crossing	1	—	48
Cropredy	1	—	71
Banbury Junction to Astrop Sidings	—	1	718

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

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

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

INSTRUCTIONS FOR CALCULATING LOADS OF FREIGHT TRAINS

1. The maximum "engine" and "working" loads applicable to the lines referred to in this Working Time Table are shewn on pages 109 to 113.

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

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

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

3. The maximum "engine" and "working" loads shewn on pages 109 to 113 apply (with a few exceptions specially indicated) to ordinary freight wagons of 13-ton capacity. For train loading purposes, the calculation of larger capacity wagons is to be in accordance with the table provided—see Clause 6.

4. Special Class wagons, when loaded and empty, are to be calculated as shewn in tables on pages 134 to 137.

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

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

6. For the purpose of calculating mixed loads, a Ready Reckoner is given on page 131, shewing the relationship of all classes of traffic and empties (including larger capacity wagons) to each other.

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

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

"C" HEADCODE					"D" AND "E" HEADCODE					
10XX	49XX, 59XX, 69XX, 79XX	*43XX, *53XX, *63XX, *73XX	Diesel D6XX, D8XX	Diesel D63XX plus D63XX coupled	10XX	49XX, 59XX, 69XX, 79XX	43XX, 53XX, 63XX, 73XX	22XX, 32XX	Diesel D6XX, D8XX	Diesel D63XX plus D63XX coupled
4037, 4073–4099, 5000–5099, 70XX	68XX	*78XX			4037, 4073–4099, 5000–5099, 70XX	68XX	78XX			
47XX	B.R. Class 5 73XXX	B.R. Class 4 75XXX			47XX	B.R. Class 5 73XXX, 28XX, 38XX	B.R. Class 4 75XXX			
B.R. Class 7 70XXX					B.R. Class 7 70XXX					
B.R. Class 9F 92XXX					B.R. Class 9F 92XXX					
Number of wagons conveying Class 3 traffic or equivalent not to exceed					Number of wagons conveying Class 3 traffic or equivalent not to exceed					
50	50	50	50	50	70	67	64	45	70	70

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

Instructions for Calculating Loads of Freight Trains—continued

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

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

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

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

Type of Tank Wagon	Highest headcode ordinary freight train on which vehicle can be conveyed.	
	Loaded	Empty
Unstarred	"H"	"E"
One Star	"E"	"D" if wheelbase 10ft. or more; otherwise "E"
Two Stars	"C"	"C"
Three Stars (including demountable)	"C"	"C"

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

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

Examples:—

(*a*) 7.10 p.m. A to B at.....(time)
50 equal 65 Class 3 equal 60 length.
Engine 4901.
Bristol Enginemen and Guard 8.0 p.m.

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

FREIGHT TRAIN LOADS—READY RECKONER

Shewing Relationship of Different Classes of Traffic to each other

Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties	Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties
1	1	2	3	41	55	82	100
2	3	4	5	42	56	84	100
3	4	6	8	43	57	86	100
4	5	8	10	44	59	88	100
5	7	10	13	45	60	90	100
6	8	12	15	46	61	92	100
7	9	14	18	47	63	94	100
8	11	16	20	48	64	96	100
9	12	18	23	49	65	98	100
10	13	20	25	50	67	100	100
11	15	22	28	51	68	100	100
12	16	24	30	52	69	100	100
13	17	26	33	53	71	100	100
14	19	28	35	54	72	100	100
15	20	30	38	55	73	100	100
16	21	32	40	56	75	100	100
17	23	34	43	57	76	100	100
18	24	36	45	58	77	100	100
19	25	38	48	59	79	100	100
20	27	40	50	60	80	100	100
21	28	42	53	61	81	100	100
22	29	44	55	62	83	100	100
23	31	46	58	63	84	100	100
24	32	48	60	64	85	100	100
25	33	50	63	65	87	100	100
26	35	52	65	66	88	100	100
27	36	54	68	67	89	100	100
28	37	56	70	68	91	100	100
29	39	58	73	69	92	100	100
30	40	60	75	70	93	100	100
31	41	62	78	71	95	100	100
32	43	64	80	72	96	100	100
33	44	66	83	73	97	100	100
34	45	68	85	74	99	100	100
35	47	70	88	75	100	100	100
36	48	72	90				
37	49	74	93				
38	51	76	95				
39	52	78	98				
40	53	80	100				

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

Where variations occur between calculations obtained by the Ready Reckoner and the Maximum Loads shewn on pages 109 to 113 the latter must be strictly adhered to.

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

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

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

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

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

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

DIMENSIONS OF SPECIAL WAGONS

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

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

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

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

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

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

(For Notes see page 137)

Dimensions of Special Wagons—continued

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

(For Notes see page 137)

Dimensions of Special Wagons—continued

CODE	DESCRIPTION	Highest head-code ordinary freight train on which vehicle can be conveyed		Equals		Maximum length over buffers of vehicle		Maximum carrying capacity of vehicle	Maximum Tare of vehicle	
				when empty	when loaded					
		Loaded	Empty	Loaded Class 3 wagons		Ft.	in.	Tons.	T.	C.
LOWMAC AB, MR ...	Machine Well Trucks	F	E	1	3	39	6	21	10	18
LOWMAC EF, EL, EM ...		F	E	1	3	31	0	15	10	17
LOWMAC EK		F	E	X	2	28	6	14	8	6
LOWMAC EN, ET, EU ...		F	E	1	3	33	0	20	11	15
LOWMAC EO		F	E	1	3	32	11	22	11	7
LOWMAC EP, EQ, ER, ES		F	E	1	4	33	5	25	13	11
LOWMAC MD, MG ...		F	E	X	2	31	4	15	8	5
LOWMAC MH, MJ, MK, ML		F	E	1	3	30	0	20	10	17
LOWMAC MO, MS, SC, SH		F	E	1	4	33	5	25	13	12
LOWMAC MU, SF, SG ...		F	E	1	3	36	7	20	13	0
LOWMAC SD		F	E	1	3	32	6	20	8	14
LOWMAC WB, WC, WE, WG, WH, WR		F	E	1	2	30	0	15	8	16
LOWMAC WBB, WP ...		F	E	1	4	33	0	25	13	11
LOWMAC WF		D	D	X	1	36	6	6	7	2
LOWMAC WM		F	E	1	3	30	0	20	9	12
LOWMAC WN, WW ...		F	E	1	3	36	7	20	11	15
LOWMAC WT		D	D	X	1	28	11	8	7	13
LOWMAC WV		D	D	1	2	31	11	15	8	10
MACKEREL (Engnr's Dept.)	Hopper Ballast Wagon	D	D	1	3	24	8	17	9	1
MATCAR	Motor Car Truck	C	C	2	3	61	8½	12½	24	16
MERMAID (Engineer's Dept.)	Ballast Side Tip Wagon	D	D	1	3	24	0	14	9	19
MINNOW (Engineer's Dept.)	Sleeper Wagon	F	F	1	2	31	6	14	8	14
MOGO	Motor Car Van	C	C	X	1	20	6	12	7	11
OYSTER (Engineer's Dept.)	Ballast Plough Brake Van	E	—	2	3	24	5	16	16	0
PALBRICK A, B	13-ton and 16-ton Pallet Brick Wagons	C	C	X	2	20	11	13 & 16	6	18
PARROT	20-ton Case Wagon	F	F	2	4	63	0	20	18	14
PIGIRON	30-ton Wagon	D	D	1	4	20	6	30	9	7
PILCHARD(Engineer's Dept.)	Ballast and Sleeper Bogie Wagon ...	E	E	1	3	36	7	20	14	7
PIPE	Steel Pipe Wagon	D	D	1	2	24	6	13	8	10
PIPE FIT		C	C	1	2	24	11	12	8	12
PLATE	Steel Plate Wagon	D	D	1	3	30	1½	22	9	13
PLATE FIT		C	C	1	3	30	1½	22	9	13
PRAWN (S. and T. Dept.)...	Bogie Bolster Wagon	F	E	2	5	48	0	30	15	6
PRESFLO	Compressed Air Discharge Wagon	D	C	1	3	20	6	20	12	8
PRESFLO (fitted with Roller Bearing Axle Boxes)		C	C							
PROTOL EB	Propeller Trolleys	F	D	1	3	31	0	20	12	5
PROTOL ED		F	D	2	4	42	0	20	18	18
PROTOL EG		F	D	2	6	49	0	40	22	4
RECTANK EA, EB, MA, MB, WB	—	F	D	2	5	37	2	35	15	2
ROLL WB, WC, WE, WH	10–15-ton Wagons	H	F	1	3	23	0	15	9	11
SALMON	Bogie Rail Wagon	F	F	3	8	65	0	50	27	0
SHARK (Engineer's Dept.)	Ballast Plough Brake Van	E	—	2	4	24	5	20	20	0
SHRIMP	Bogie Bolster Wagon	F	E	2	5	48	0	30	17	12
SIGNAL DEPT. WAGON...	10-ton and 14-ton Wagons	D	D	X	2	28	0	10/14	5	11
SINGLE	Single Bolster Wagon	F	E	X	1	19	6	12	5	18
SLEEPER	Chaired Sleeper Wagon	F	F	1	3	35	5	18	11	16
SLEEPER WAGON ...	10–14 tons	E	E	X	2	31	6	14	7	17
	Fall Down Sides	F	F	1	2	34	6	14	8	12
SLUDGE (Engineer's Dept.)	Refuse Wagon	F	F	X	2	19	6	14	8	3
SOLE (Engineer's Dept.) ...	Ballast Wagon	D	D	X	2	23	8	12	6	12
STARFISH (Engineer's Dept.)	Ballast Wagon	D	D	X	2	19	6	10	6	2
STRIPCOIL	42-ton Wagon	H	H	2	6	33	0	42	18	4
	56-ton Wagon	H	H	3	9	36	5	56	29	3
STURGEON...	Rail, Sleeper and Ballast Wagon ...	F	F	3	8	69	1	50	25	13
STURGEON A (Engineer's Dept.)	Bogie, Rail Sleeper (Modified Design)	F	F	3	8	69	1	50	27	18
SULPHATE	Bogie Wagon	F	E	2	7	42	0	50	20	15
TIERWAG	Motor Car Truck	C	C	2	3	59	11	12½	24	16
TRANSFORMER EA ...	Transformer Wagons	H	H	4	11	65	6	70	40	0
TRANSFORMER MA ...		H	H	4	10	62	6	60	39	19
TRANSFORMER MB ...		H	H	6	18	87	1	120	58	1
TRANSFORMER MC ...		H	H	7	21	92	1	135	72	11
TRANSFORMER WL ...		H	H	8	20	89	6	120	75	19
TRESTLE AB, ED	Trestle Plate Wagons	F	D	2	6	55	0	42	20	
TRESTLE EA		E	D	1	3	30	1½	21	9	
TRESTLE EG		F	D	2	6	49	0	40	18	
TRESTLE EH		F	D	2	7	43	10½	50	20	

(For Notes see page 137)

Dimensions of Special Wagons—continued

CODE	DESCRIPTION	Highest head-code ordinary freight trains on which vehicle can be conveyed.		Equals		Maximum length over buffers of vehicle.		Maximum carrying capacity of vehicle.	Maximum Tare of vehicle.	
				when empty	when loaded					
		Loaded	Empty	Loaded Class 3 wagons		Ft.	in.	Tons.	T.	C.
TRESTROL AO, ED, MD, ME, MO	Trestle Trolleys (Tare weights include trestles)	F	E	3	7	64	9	40	28	11
TRESTROL EA		F	E	3	8	58	6	50	26	18
TRESTROL EB, MF ...		F	E	4	9	63	0	50	38	0
TRESTROL EC, MG ...		F	E	4	9	71	0	55	38	0
TRESTROL EJ		E	D	1	3	32	0	20	10	19
TRESTROL EM		F	E	3	6	64	4½	30	31	8
TRESTROL EN		F	E	3	6	63	0	30	25	15
TRESTROL MB, MC ...		F	E	3	7	61	8	35	31	6
TROUT (Engineer's Dept.)	Hopper Ballast Wagon...	D	D	1	3	24	7	25	9	18
TUBE...	Long Open	D	D	X	2	28	0	15	7	12
TUBE FIT		C	C	1	3	33	9¾	20	10	8
TUBE BA		D	D	1	3	33	9¾	22	9	10
TUNNY (Engineer's Dept.)	Ballast Wagon	D	D	1	3	24	6	20	8	18
TWIN	Bolster Wagon	F	E	1	3	34	1	20	10	12
TWINCASE...	Single Bolster Wagons short coupled in pairs	F	E	1	3	37	2	18	12	0
WALRUS (Engineer's Dept.)	Hopper Ballast Wagon...	E	E	2	6	35	6	40	20	9
WARFLAT	Flat Wagon	E	D	2	7	43	10½	50	20	0
WELTROL EB	Well Trolley	F	F	3	7	58	6	40	33	0
WELTROL EC		F	F	2	5	57	6	30	19	13
WELTROL ED, MV ...		F	F	2	6	38	6	40	21	18
WELTROL EF, ML, SA ...		F	F	2	6	59	0	40	24	19
WELTROL EG		F	F	3	8	51	8	54	26	18
WELTROL EH		F	F	3	8	58	7	55	28	2
WELTROL EK		F	F	4	12	57	6	81	38	16
WELTROL EL		F	F	2	5	58	6	25	23	5
WELTROL EM		F	F	2	4	58	6	20	22	12
WELTROL EN		F	F	7	18	83	2	110	72	16
WELTROL EP, MR ...		F	F	4	9	62	6	50	37	3
WELTROL ES		F	F	5	11	75	1	65	49	8
WELTROL EU, MU ...		F	F	5	13	73	8	80	47	13
WELTROL MA		F	F	1	3	33	6	20	14	0
WELTROL MB, MC ...		F	F	2	4	45	0	20	19	13
WELTROL MJ, MK ...		F	F	2	6	49	0	40	22	0
WELTROL MO, MP ...		F	F	3	8	58	1	50	29	13
WELTROL WB		F	F	2	3	53	0	15	15	1
WELTROL WBB		F	F	2	5	43	6	25	21	15
WELTROL WC, WN ...		F	F	2	4 or 6	56	0	25 or 40	18	15
WELTROL WE, WO ...		F	F	2	4 or 6	65	0	20 or 35	24	19
WELTROL WF, WP, WX		F	F	2	5 or 6	57	0	25 or 40	21	10
WELTROL WG, WR, WT, WU, WW		F	F	2	6	50	0	35	23	8
WELTROL WH		F	F	2	9	45	6	65	23	12
WELTROL WJ		F	F	3	8	57	0	50	28	6
WELTROL WK		F	F	2	3	49	0	10	17	2
WELTROL WL		H	H	8	20	89	6	120	82	2
WELTROL WM		F	F	2	3 or 4	65	7	12 or 20	21	3
WELTROL WY		F	F	1	2	37	0	15	8	6
WELTROL WZ		F	F	2	4	50	0	25	16	8
WHEELWAG EA	—	D	D	X	1	28	0	10	7	10
WHEELWAG EH		E	D	1	3	32	0	15	10	19
WHEELWAG ET		E	D	2	4	47	3	20	18	2
—	10-ton to 14-ton Rail Tank Wagon ...	According to stars painted on vehicles. See page 130		1	2½	20	6	14	10	0
—	20-ton Rail Tank Wagon			1	3	24	6	20	12	10
—	22-ton (Esso Rail Tank Wagon) ...			1	3½	27	9½	22	13	0
—	23-ton Rail Tank Wagon			2	4	27	8	23	17	12
—	40-ton Bogie Tank Wagon			2	6	51	5	40	22	7
—	40-ton Tank Wagon			2½	6½	33	10	40	24	0
WHELK (S. and T. Dept.)...	Bogie Plate Wagon	F	E	2	6	55	0	42	19	18
WHITING (Engineer's Dept.)	Rail and Ballast Wagon	F	F	X	2	31	6	14	7	10
WINKLE (S. and T. Dept.)	Plate Wagon	D	D	1	3	30	2	22	9	13

Notes.

*—See special tables in pages 132 and 133.

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

In compiling the WORKING LOAD, allowance must be made for the additional length of any vehicle exceeding 21 feet over buffers in order to conform with the maximum length of train over section which train works. See also appropriate clause under " Instructions for Calculating Loads of Freight Trains " shewn on pages 129 and 130.

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

Calculation for Freight Train Loading Purposes

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

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

CALCULATION OF COACHING STOCK

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

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

DIMENSIONS OF VEHICLES OVER 21 FEET IN LENGTH

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

CONTINENTAL FERRY WAGONS

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

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

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

MISCELLANEOUS INFORMATION

WORKING OF SPECIAL TRAINS OF CATTLE WAGONS FOR FISHGUARD

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

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

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

Engines capable of maintaining vacuum timing should always be provided and whenever practical 43XX types should be supplied.

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

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

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

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

COMPUTATION OF LOADS OF FREIGHT TRAINS

IRON ORE—BANBURY TO SOUTH WALES LOADED IN 25/27-TON HOPPER WAGONS

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

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

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

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

Tare of Crane	Equivalent in Class 1 Traffic
Not exceeding 32 tons	1½
Exceeding 32 tons but not exceeding 48 tons	2
" 48 " " " " 64 "	3
" 64 " " " " 80 "	4
" 80 " " " " 96 "	5
" 96 " " " " 112 "	6
" 112 " " " " 128 "	7
" 128 " " " " 144 "	8
" 144 " " " " 160 "	9

WORKING OF LIGHT ENGINES IN STEAM COUPLED TOGETHER

ROUTES OTHER THAN MAIN LINE ROUTES

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

Permanant and temporary speed restrictions, also the instruction relating to the speed of light engines (as laid down on page 145 of the General Appendix) must be observed.

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

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

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