K98 WEEKDAYS

KEMBLE, GLOUCESTER AND SEVERN TUNNEL JUNCTION

DOWN

		F			E		E		F		F		H	
		6.35 pm SX, 7.0 pm SO Stoke Gifford to Rogerstone			4.30 pm Washwood Heath to Severn Tunnel Jn.		4.30 pm Washwood Heath to Severn Tunnel Jn.		10.55 am Acton to Margam		4.55 pm Yarnton SX, 4.40 pm Hinksey SO to Sev. Tun. Jn. or Rogerstone		5.40 pm Woodford to Ebbw Vale	
		7T27			6V04		6V04		7F45		7T50		8V84	
		SO	SX		SX		SO		SX				SX	
		PM	PM		PM		PM		PM		PM		PM	
KEMBLE ... ... dep	1	..	..	..	..	..	..	..	4 18	..	..	..	..	..
Coates ... arr	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
... ... dep	3	..	..	..	..	..	..	..	..	..	..	..	..	..
Sapperton Sidings ... arr	4	.....	.....	.....	.....	.....	.....	.....	[2]	.....			.....	.....
... ... dep	5	..	..	..	..	..	..	..	..	..			..	..
Stop Board ... arr	6	.....	.....	.....	.....	.....	.....	.....	4P47	.....			.....	.....
... ... dep	7	..	..	..	..	..	..	..	4 57	..			..	..
Chalford ... arr	8	.....	.....	.....	.....	.....	.....	.....	.....	.....			.....	.....
... ... dep	9	..	..	..	..	..	..	..	..	..			..	..
Brimscombe ... arr	10	.....	.....	.....	.....	.....	.....	.....	5 10	.....			.....	.....
... ... dep	11	..	..	..	..	..	..	..	5P20	..			..	..
STROUD ... arr	12	.....	.....	.....	.....	.....	.....	.....	.....	.....			.....	.....
... ... dep	13	..	..	..	..	..	..	..	[5]	..			..	..
Stonehouse (Bur. Rd.) ... arr	14	.....	.....	.....	.....	.....	.....	.....	.....	.....			.....	.....
... ... dep	15	..	..	..	..	..	..	..	..	..			..	..
Standish Junction ...	16	.....	.....	.....	.....	.....	.....	.....	5 44	.....			.....	.....
GLOUCESTER South Junction	17	..	..	..	..	..	..	..	..	..			..	..
GLOUCESTER T. Sidings ... arr	18	.....	.....	.....	.....	.....	.....	.....	6WE 0	.....			.....	.....
GLOUCESTER ... ... dep	19	..	..	..	..	..	..	..	6WE20	..			..	..
GLOUCESTER Tramway Junction ... arr	20	.....	.....	.....	.....	.....	.....	.....	.....	.....			.....	.....
GLOUCESTER ... ... dep	21	..	..	..	7 10	..	7 18	..	6 24	..	8*32	..	10 21	..
GLOUCESTER Old Yard ... arr	22	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
GLOUCESTER Central ... ... arr	23	..	..	..	7C13	..	7C21	..	..	..	9W24	..	10CW27	..
GLOUCESTER ... ... dep	24	.....	.....	.....	7C18	.....	7C26	.....	6 25	.....	9W29	.....	10CW37	.....
GLOUCESTER Docks Branch Sidings arr	25	..	..	..	..	..	..	..	..	..	A	..	..	..
GLOUCESTER ... dep	26	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Over Sidings ... ... arr	27	..	..	..	7W25	..	7W*33	..	..	..	..	..	..	..
... dep	28	.....	.....	.....	7W30	.....	7W*58	.....	.....	.....	.....	.....	.....	.....
Oakle Street Signals	29				..	..	..	..	..	..	..	..	..	..
Grange Court ... arr	30				.....	.....	.....	.....	6*43	.....	.....	.....	.....	.....
... ... dep	31				..	..	..	..	7*15	..	..	..	..	..
Newnham Signals ...	32				.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Bullo Pill ... ... arr	33				..	..	..	..	..	..	..	..	..	..
... dep	34	SUSPENDED	SUSPENDED		7 51	.....	8 19	.....	7 25	.....	9 56	.....	11 8	.....
Awre Junction ... ... arr	35				..	..	..	..	..	..	..	..	..	..
... dep	36				.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Gatcombe Signals	37				..	..	..	..	..	..	..	..	..	..
Lydney ... arr	38				.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
... ... dep	39	8*20	8 9	..	8 6	..	8 34	..	7 44	..	10 12	..	11 26	..
Woolaston ...	40	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Beachley Junction	41	8 38	8 24	..	8 19	..	8 47	..	8 0	..	10 27	..	11 43	..
SEVERN TUNNEL JN. arr	42	9C 4	8C*47	.....	8 40	.....	9 8	.....	8 30	.....	10CW48	.....	12C 9	.....

A—Water at Over Sidings if necessary for regulation purposes

KEMBLE, GLOUCESTER AND SEVERN TUNNEL JUNCTION

	H	D	D	F		D		D		F		F			D		F		K
	6.50 pm Swindon	6.35 pm Worcester to Cardiff	6.15 pm Reading West Jn. to Sev. Tun. Jn.	6.55 pm SO Stourbridge Jn. to Severn Tunnel Jn.		7.8 pm Banbury O.I.C. to Cardiff		9.25 pm Stoke Gifford to Oxley Sidings		7.10 pm Yarnton to Rogerstone		7.35 pm Bristol (East Depot) to Rogerstone			To Cardiff		7.10 pm Yarnton to Rogerstone		Transfer to Docks Branch Sidings
	8T77	5T02	5T86	6T49		5T04		5H43		7T52		7T67			5T03		7T52		9F50
	SO	ADV SX	ADV SX	SO		SX		SO		MF SX		SX			ADV SX		FO		
	PM	PM	PM	PM		PM		PM		PM		PM			PM		PM		PM
1	7 22	..	8 40	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
3	5	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
4	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
5	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
6	8P 7	.....	8P59	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
7	8 17	..	9 0	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
8	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
9	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
10	8 30	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
11	8P40	..	9 11	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
12	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
13	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
14	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
15	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
16	9 1	.....	9 24	.....	.....	.....	.....	10 15	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
17	..	..	..	..	..	..	..	10CW37	..	..	..	..	..	..	..	..	..	..	..
18	9CW19	.....	9CW37	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
19	9CW48	..	10CW10	..	..	..	..	South Jn arr. 10CW27 pm	..	..	..	..	..	..	11 20	..	..	..	11 50
20	.....	.....	*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
21	9 52	8 48	10 14	9*36	..	9 40	..	.....	..	10 40	..	..	..	..	..	..	11 16	..	..
22	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
23	..	8CW52	..	9C43	..	9C44	..	.....	..	10W45	..	..	..	..	..	..	11W*20	..	..
24	9 58	9CW*3	10 16	9C48	.....	9C49	.....	.....	.....	10W55	.....	.....	.....	.....	11 25	.....	11W41	.....	11 56
25	..	..	..	..	..	..	..	..	..	A	..	..	..	..	..	..	*A	..	12 6
26	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
27	10* 8	..	10*22	9W58	..	9W*58	..	..	..	A—Water at Over Sidings if necessary for regulation purposes	..	SUSPENDED	..	..	..	..	11*50	..	..
28	10*15	.....	10*27	10W 3	.....	10W*18	.....	.....	.....		.....		.....	.....	.....	.....	12* 3	.....	.....
29	..	..	..	..	..	..	..	..	..		..		..	..	..	..	→	..	..
30	.....	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....	.....	.....	To page 90	.....	.....
31	..	..	..	..	..	..	..	..	..		..		..	..	..	..		..	..
32	.....	.....	.....	.....	.....	.....	.....	.....	.....		.....		.....	.....	.....	.....		.....	.....
33	..	..	..	..	..	..	..	..	..		..		..	..	..	..		..	..
34	10 45	9 26	10 47	10 24	.....	10 38	.....	.....	.....	11 23	.....	.....	.....	.....	11 45	.....	A—Water at Over Sdgs. if necessary for regulation purposes	.....	.....
35	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..		..	..
36	.....	10	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....		.....	.....
37	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..		..	..
38	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	10*50	.....	.....	am	.....		.....	.....
39	11 3	9 48	10 59	10 39	..	10 50	..	..	..	11 39	..	11*29	..	..	11 57	..		..	..
40	.....	.....	10	.....	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	→	.....		.....	.....
41	11 20	10 0	11 17	10 52	..	11 4	..	..	..	11 56	..	11 49	..	..	To page 90	..		..	..
42	11 50	10 17	11 39	11 11	.....	11*21	.....	.....	.....	12W*17	.....	12C10	.....	.....	.....	.....	.....	.....	.....

K100 WEEKDAYS

SUNDAYS

KEMBLE, GLOUCESTER AND SEVERN TUNNEL JUNCTION

DOWN

		H	K		D	E				H	H			D	F
		9.0 pm Swindon to Rogerstone	Transfer to D.B.S.		9.10 pm Bristol to Oxley Sidings	10.40 pm Stoke Gifford				9.0 pm (Sats.) Swindon to Sev. Tun. Jn.	7.30 pm (Sats.) Woodford to Sev. Tun. Jn. ⑥to Stoke Gifford			9.15 pm (Sats.) Banbury to Severn Tunnel Jn.	8.10 pm Yarnton to Rogerstone
		8T50	9F50		5H43	6H65				8T50	8V85			5T60	7T52
		SX	SO		ADV SX	SO									
		PM	PM		PM	PM				am	am			am	am
KEMBLE ... ... dep	1	9 35	..	..	..	..	..	..	..	..	..	..	..	..	..
Coates ... arr	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
... ... dep	3	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Sapperton Sidings ... arr	4	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
... ... dep	5	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Stop Board ... arr	6	10P 5	.....	.....	.....	.....	.....	.....	.....	SUSPENDED	SUSPENDED	.....	.....	.....	.....
... ... dep	7	10 15	..	..	..	..	..	..	..			..	..	..	..
Chalford ... arr	8	.....	.....	.....	.....	.....	.....	.....	.....			.....	.....	.....	.....
... ... dep	9	..	..	..	..	..	..	..	..			..	..	..	..
Brimscombe ... arr	10	10 30	.....	.....	.....	.....	.....	.....	.....			.....	.....	.....	.....
... ... dep	11	10P40	..	..	..	..	..	..	..			..	..	..	..
STROUD ... arr	12	10 52	.....	.....	.....	.....	.....	.....	.....			.....	.....	.....	.....
... ... dep	13	11 24	..	..	..	..	..	..	..	..	..	..	..	..	..
Stonehouse (Bur. Rd.) ... arr	14	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
... ... dep	15	..	..	..	MX	..	..	..	..	..	..	..	..	..	..
Standish Junction ...	16	11 38	.....	.....	11 55	11 32	.....	.....	.....	.....	.....	.....	.....	.....	.....
South Junction	17	..	..	..	12CW17	..	..	..	..	←	..	..	..	..	..
GLOUCESTER T. Sidings ... arr	18	11 56	.....	.....		11 46	.....	.....	.....	11 46	.....	.....	.....	.....	.....
... ... dep	19	12G25	11 55	..		..	..	..	..	12* 5	..	..	..	..	..
Tramway Junction ... arr	20	→	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
... ... dep	21	To page 91	am Sun.	..	South Jn. arr. 12CW*7 am	..	..	..	..	..	12* 0	..	..	12 56	12 15
Old Yard ... arr	22		12 5	.....		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Central ... ... arr	23		12 14	..		..	..	..	..	..	12G 3	..	..	1CW 0	12CW18
... ... dep	24	.....	.....	.....		.....	.....	.....	.....	12 11	12G13	.....	.....	1CW10	12CW28
Docks Branch Sidings arr	25	..	..	..	..	..	..	..	..	..	..	..	..	..	..
... dep	26	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Over Sidings ... ... arr	27	..	..	..	..	..	..	..	..	..	..	..	..	..	12*37
... dep	28	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1*21
Oakle Street Signals	29	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Grange Court ... arr	30	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
... ... dep	31	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Newnham Signals ...	32	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Bullo Pill ... ... arr	33	..	..	..	..	..	..	..	..	..	..	..	..	..	..
... dep	34	.....	.....	.....	.....	.....	.....	.....	.....	12 39	12 44	.....	.....	.....	1 44
Awre Junction ... ... arr	35	..	..	..	..	..	..	..	..	..	..	..	..	..	..
... dep	36	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Gatcombe Signals	37	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Lydney ... arr	38	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
... dep	39	..	..	..	..	..	..	..	..	12 57	1 2	..	..	1 45	2 0
Woolaston	40	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	5	.....
Beachley Junction ...	41	..	..	..	..	..	..	..	..	1 14	1 19	..	..	2 2	2 15
SEVERN TUNNEL JN. arr	42	.....	.....	.....	.....	.....	.....	.....	.....	1 40	1 49	.....	.....	2 20	2W26

KEMBLE, GLOUCESTER AND SEVERN TUNNEL JUNCTION

	E		H		H		F	D		F		H		H		K		D	
	11.20 pm (Sats.) Stoke Gifford to Bordesley Jn.		9.37 pm (Sats.) Woodford to Sev. Tun. Jn.		10.20 pm (Sats.) Branston to East Usk Jn.			9.50 pm (Sats.) Acton to Cardiff		11.40 pm (Sats.) Didcot to Rogerstone		12.40 am Woodford to to Sev. Tun. Jn.		1.45 am Woodford to Sev. Tun. Jn.		Transfer		10.5 pm (Sats.) Tavistock Jn. to Crewe	
	7H25		8V87		8V13			5T08		7T09		8V78		8V79		9F51		5M44	
	am		am		am		am	am		am		am		am		am		am	
1	..	..	..	..	..	..	..	2 11	..	..	..	..	..	..	..	..	..	..	..
2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
3	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
4	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
5	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
6	.....	.....	.....	.....	.....	.....	.....	2P30	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
7	..	..	..	..	..	..	..	2 31	..	..	..	Stables at Over Sidings until 4.30 am Mondays	..	Stables at Grange Court until 6.50 am Mondays	..	..	..	..	..
8	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
9	..	..	..	..	..	..	..	..	..	..	..	.....	..	.....	..	..	..	..	..
10	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
11	..	..	..	..	..	..	..	..	..	..	..	.....	..	.....	..	..	..	..	..
12	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
13	..	..	..	..	SUSPENDED	..	..	..	..	SUSPENDED	..	..	..	..	..	..	..	..	..
14	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
15	..	..	..	..	.....	..	..	..	..	.....	..	.....	..	.....	..	..	..	..	..
16	12 14	.....	.....	.....	.....	.....	.....	2 42	.....	.....	.....	.....	.....	.....	.....	.....	.....	5 23	.....
17	1 0	..	..	..	.....	..	..	..	..	.....	..	.....	..	.....	..	..	..	6 0	..
18	.....	.....	.....	.....	.....	.....	.....	3 8	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
19	..	..	..	..	.....	..	..	3E40	..	.....	..	.....	..	.....	..	6 0	..	..	..
20	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
21	..	..	2 32	..	2*52	..	..	..	..	3 50	..	5 7	..	5 52	..	..	..	..	..
22	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	6 5	.....	.....	.....
23	..	..	2CW36	..	2CW55	..	..	..	..	3CW54	..	..	..	..	..	..	..	..	..
24	.....	.....	2CW46	.....	3CW 5	.....	.....	3 45	.....	4CW 1	.....	5 9	.....	5 54	.....	.....	.....	.....	.....
25	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
26	.....	.....	.....	.....	.....	.....	2 45	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
27	..	..	..	..	..	..	..	..	..	..	..	5N16	..	..	..	..	..	..	..
28	.....	.....	.....	.....	.....	.....	2 49	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
29	..	..	..	..	..	..	..	..	..	..	..	.....	..	.....	..	..	..	..	..
30	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	6 15	.....	.....	.....	.....	.....
31	..	..	..	..	..	..	..	..	..	..	..	Works forward to Alexandra Dock Jn. at 4.30 am Mondays N—Over Sidings Down Loop	..	Works forward to Severn Tunnel Jn. at 6.50 am Mondays.	..	..	..	..	..
32	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
33	..	..	..	..	..	..	3 12	..	..	..	..	.....	..	.....	..	..	..	..	..
34	.....	.....	3 17	.....	3 36	.....	3 32	.....	.....	4 30	.....	.....	.....	.....	.....	.....	.....	.....	.....
35	..	..	..	..	..	..	..	15	..	..	..	.....	..	.....	..	..	..	..	..
36	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
37	..	..	..	..	..	..	..	..	..	..	..	.....	..	.....	..	..	..	..	..
38	.....	.....	.....	.....	.....	.....	3 54	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
39	..	..	3 35	..	3 54	..	..	4 32	..	4 45	..	.....	..	.....	..	..	..	..	..
40	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
41	..	..	3 52	..	4 11	..	..	4 44	..	5 0	..	.....	..	.....	..	..	..	..	..
42	.....	.....	4 18	.....	4W35	.....	.....	5D 0	.....	5CWE24	.....	.....	.....	.....	.....	.....	.....	.....	.....

South Jn. arr 12.28 am

South Jn. arr. 5D34 am

K102 WEEKDAYS

SEVERN TUNNEL JUNCTION, GLOUCESTER AND KEMBLE

UP

		Ruling Gradient 1 in	F		H		H			H		J		F	E
			11.30 pm (Suns.) Gloucester to Hanwell Bridge Sidings		7.0 pm Alex Dock Jn. to Hanwell Bridge Sidings		6.10 pm Quakers Yard to Hanwell Bridge			10.0 pm SX Sev. Tun. Jn. to Old Oak Common		8.15 pm FX Washwood Heath to Westerleigh		10.15 pm (Suns.) Cardiff to Banbury	3.0 pm MWO Wallerscote to Bridgwater
			7A11		8A08		8A16			8A19		9V28		7H05	6V20
			MO		MX		MX			MX		MSX			TThO
SEVERN TUNNEL JN. dep	1	100 R & F	am		am		am			am		am		Sun. PM 11 13	am
Beachley Junction	2	—	..	..	..	..	..	..	..	..	..	..	..	11 34	..
Woolaston ...	3	186 F	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lydney ... ... arr	4	109 R	..	..	..	..	..	..	..	..	..	..	..	..	..
... dep	5		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	11 48	.....
Gatcombe Signals	6	—	..	..	..	..	..	..	..	..	..	..	..	..	..
Awre Junction ...	7	198 R	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	am	.....
Bullo Pill ... ... arr	8	316 R	..	..	..	..	..	..	..	..	..	..	..	MO	..
... dep	9		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	12 4	.....
Newnham Signals	10	311 F	..	..	..	..	..	..	..	From page 113	..	..	..	..	..
Grange Court ... ... arr	11	264 F	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	12*18	.....
... ... dep	12		..	..	..	..	..	..	..	.....	..	..	..	12*47	..
Oakle Street Signals ...	13	238 F	.....	.....	.....	.....	.....	.....	.....	←	.....	.....	.....	.....	.....
Over Sidings ... ... arr	14	—	..	..	..	..	..	..	..	11W57	..	..	..	..	..
... dep	15		.....	.....	.....	.....	.....	.....	.....	11W41	.....	.....	.....	.....	.....
GLOUCESTER Docks Branch Sidings arr	16	—	..	..	..	..	..	..	..	..	..	..	..	..	..
... dep	17		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Central ... ... arr	18	95 R	..	..	..	..	..	..	..	12C51	..	..	..	1CW 7	..
... dep	19		.....	.....	.....	.....	.....	.....	.....	12C56	.....	South Jn. arr. 12W0 night	.....	1CW17	.....
Old Yard	20	178 R	..	..	..	..	..	..	..	..	..		..	..	..
Tramway Junction ... arr	21	—	.....	.....	.....	.....	From page 113	.....	.....	.....	.....		.....	.....	.....
... ... dep	22		..	..	..	..		..	..	1 0	..		..	1 21	..
T. Sidings ... arr	23	178 R	.....	.....	.....	.....	←	.....	.....	.....	.....		.....	.....	.....
... ... dep	24		..	..	..	..		..	..	..	..		..	..	..
South Junction ...	25	286 R	.....	.....	.....	.....	.....	.....	.....	1 4	.....	12W 5	.....	.....	1WE24
Standish Junction	26	280 R	From page 115	..	From page 113	..	12 12	..	..	1*36	..	1* 0	..	..	1 40
Stonehouse (Bur. Rd.) ... arr	27	347 R	.....	.....	.....	.....	.....	.....	.....	.....	.....	Standish Jn. arr. 12*34 am	.....	.....	.....
... ... dep	28		..	..	..	..	..	..	..	..	..		..	..	..
STROUD ... arr	29	234 R	←	.....	←	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
... ... dep	30		..	..	..	..	..	..	..	..	..		..	..	
Brimscombe ... arr	31	185 R	12 8	.....	12*17	.....	12*36	.....	.....	2 3	.....		.....	.....	
... ... dep	32		12AE12	..	12AE29 *	..	1AE*1	..	..	2AE7	..	..	..	..	South Jn. arr. 1NE2 am
Chalford ... arr	33	70 R	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
... ... dep	34		..	..	..	..	..	..	..	..	..	..	..	..	
Sapperton Sidings ... arr	35	60 R	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
... ... dep	36		..	..	..	..	..	..	..	..	..	..	..	..	
Coates ... arr	37	94 F	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
... ... dep	38		..	..	..	..	..	..	..	..	..	..	..	..	..
KEMBLE ... arr	39	143 F	12 38	.....	12 59	.....	1 31	.....	.....	2 38	.....	.....	.....	.....	.....

Standish Jn. arr. 1*23 am

SEVERN TUNNEL JUNCTION, GLOUCESTER AND KEMBLE

	F	K		F		D	D		H	E		D	H		H	D		H	
	10.15 am Llandilo Jn. to Woodford	Transfer Trip to Barnwood Sidings		To Swindon		9.10 pm FSX Oxley Sidings to Tavistock Jn.	9.10 pm FO Oxley Sidings to Bristol		11.0 pm Rogerstone to Old Oak Common FSX Didcot FO	To Stoke Gifford		9.55 pm SX Margam to Birmingham (Moor Street)	To Swindon		1.10 am Rogerstone to Gloucester	2.20 am MX Worcester to Stoke Gifford		To Swindon	
	7M43	9B08		7A22		5C14	5C14		8A31	6B33		5H35	8B22		8H66	5B27		8B22	
	MX	MX		MX		ADV MSX	ADV SO		MX	MX		ADV MX	MX		MX	MSX		MO	
1	PM	am		am		am	am		am 11 58	am		am 1 35	am 1 25		am 2 31	am		am 2 30	
2		..	..	..	..	..	..	..	12 25	..	..	1 46	1 58	..	2 59	..	..	3 9	..
3																			
4		..	..	..	..	..	..	..	..	..	..	..	..	..	3 20	..	..	..	..
5									12 43			1 56	2 16		3*55			3 27	
6		..	..	..	..	..	..	..	..	..	..	..	..	..	→	..	..	..	..
7															To page 104				
8		..	..	..	..	..	..	..	..	..	..	..	..	..		..	..	..	..
9									1 1			2 8	2 36					3 45	
10	From page 112	..	..	..	..	..	..	..	South Jn. arr. 1*47 am	..	..	..	..	..	..	..	..	..	..
11																			
12		..	..	..	..	..	..	..		..	..	..	..	..	..	..	..	..	..
13	←																		
14	12N*2	..	..	..	..	..	..	..		..	..	..	5	..	..	..	..	..	..
15	1N*47	1 38																	
16	am	..	..	..	..	..	..	..			..	..	..	..	..	..	..	..	..
17	MX																		
18	..	..	..	..	..	..	..	..	1W33		..	2CW31	3W14	..	..	..	..	4W18	..
19	1 57	1 43							1W38			2CW41	3W19					4W23	
20	..	..	..	..	..	..	..	..	..	N—New Yard	..	..	..	..	..	..	..	..	..
21																			
22	1 58	..	..	..	..	..	..	..	1 42	..	..	2 45	3 23	..	..	South Jn. arr. 3.28 am	..	4 26	..
23																			
24	..	..	..	1 50	..	..	..	..	..	..	..	..	..	..	..		..	..	..
25						2CW*20	2CW20		2* 0	3N 0			3 26			3CW54		4 30	
26	..	..	..	2 7	..	2 33	2*35	..	2 19	3*25	..	..	3 42	..	..	4 8	..	4 46	..
27																			
28	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
29																			
30	..	..	..	..	..			..	..		..	..	4 6	..	..	..	..	5 10	..
31				2 27		South Jn. arr. 2CW0 am	South Jn. arr. 2CW0 am		2*41	Standish Jn. arr. 3*19 am			4AE10					5AE14	
32	..	..	..	2AE31	..			..	2AE*50		..	..		..	..	..	..		..
33																			
34	..	..	..	..	..			..	..		..	..	..	..	..	..	..	..	..
35																			
36	..	..	..	..	..			..	..		..	..	..	..	..	..	..	..	..
37																			
38	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
39				2 59					3 20				4040					5047	

K104 WEEKDAYS

SEVERN TUNNEL JUNCTION, GLOUCESTER AND KEMBLE

UP

		F	F	E		D		C	H		H		E		H
		12.10 am Rogerstone to Yarnton	12.50 am Rogerstone to Yarnton	1.30 am Cardiff to Banbury Jn.		2.15 am Worcester to Stoke Gifford		9.25 pm SX Liverpool (Edge Hill) to Stoke Gifford	1.10 am Rogerstone		12.5 am Washwood Heath to Stoke Gifford		1.30 am Cardiff to Banbury O.I.C.		3.45 am Norton Jn. to Stoke Gifford
		7A16	7A16	6H06		6B19		4V77	8H66		8V33		6H06		8B29
		MX	MO	MO		SO		MSX	MX		MSX		MSX		MO
SEVERN TUNNEL JN. dep	1	am 1 8	am 1 49	am 2 12	.....	am	.....	am	am From page 103	.....	am	.....	am 3W 0	.....	am .....
Beachley Junction	2	1 29	1 56	2 30	..	..	..	..	←	..	..	..	3 34	..	..
Woolaston	3	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lydney ... ... arr	4	1*50	..	..	..	..	..	..	3 20	..	..	..	..	..	..
..... dep	5	2*25	2 10	2 42	.....	.....	.....	.....	3*55	.....	.....	.....	3 46	.....	.....
Gatcombe Signals	6	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Awre Junction	7	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Bullo Pill..... ... ... arr	8	..	..	..	..	..	..	..	..	..	..	..	..	..	..
..... dep	9	2 46	2 26	2 57	.....	.....	.....	.....	4 16	.....	.....	.....	4 1	.....	.....
Newnham Signals	10	5	A—Water at Over if necessary for regulation purposes	..	..	..	..	..	..	..	..	..	..	..	..
Grange Court ..... arr	11	.....		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
... ... dep	12	..		..	..	..	..	..	..	..	..	..	..	..	..
Oakle Street Signals.....	13	.....		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Over Sidings ... ... arr	14	..		..	..	..	..	..	4 45	..	..	..	..	..	..
..... dep	15	.....		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
GLOUCESTER Docks Branch Sidings arr	16	A—Water at Over if necessary for regulation purposes		..	..	..	..	..	..	..	..	..	..	..	..
..... dep	17	A		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Central ... ... arr	18	3W*25	2W54	3C22	..	..	..	South Jn. arr. 4CW31 am	..	..	..	..	4CW23	..	..
..... dep	19	3W*30	2W59	3CW32	.....	.....	.....		.....	.....	.....	.....	4CW33	.....	.....
Old Yard	20	A	..	..	..	South Jn. arr. 3.39 am	..		..	..	..	..	..	..	..
Tramway Junction ... arr	21	.....	.....	.....	.....		.....		.....	.....	.....	.....	.....	.....	.....
... ... dep	22	3 34	3 3	3 36	..		..		..	..	..	..	4 37	..	..
T. Sidings ..... arr	23	.....	.....	.....	.....		.....		.....	.....	.....	.....	.....	.....	.....
... ... dep	24	..	..	..	..		..		..	..	..	..	..	..	..
South Junction	25	.....	.....	.....	.....	3CW58	.....	4CW25	.....	.....	.....	.....	.....	.....	5CW10
Standish Junction	26	..	..	..	..	4 14	..	5* ON	..	..	..	..	..	..	5 29
Stonehouse (Bur. Rd.)..... arr	27	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
... ... dep	28	..	..	..	..	..	..	..	..	..	..	..	..	..	..
STROUD ..... arr	29	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
... ... dep	30	..	..	..	..	..	..		..	..		..	..	..	
Brimscombe ..... arr	31	.....	.....	.....	.....	.....	.....		.....	.....		.....	.....	.....	
... ... dep	32	..	..	..	..	..	..		..	..		..	..	..	
Chalford ..... arr	33	.....	.....	.....	.....	.....	.....		.....	.....		.....	.....	.....	
... ... dep	34	..	..	..	..	..	..		..	..		..	..	..	
Sapperton Sidings..... arr	35	.....	.....	.....	.....	.....	.....		.....	.....		.....	.....	.....	
... ... dep	36	..	..	..	..	..	..		..	..		..	..	..	
Coates..... arr	37	.....	.....	.....	.....	.....	.....		.....	.....		.....	.....	.....	
... ... dep	38	..	..	..	..	..	..		..	..		..	..	..	
KEMBLE ..... arr	39	.....	.....	.....	.....	.....	.....		.....	.....		.....	.....	.....	

Standish Jn. arr. 4'36 am

South Jn. arr. 4CW31 am

South Jn. arr. 4.50 am

SEVERN TUNNEL JUNCTION, GLOUCESTER AND KEMBLE

	D		H		D		E#	F		D		C		H		F		H	
	11.25 pm FSX Saltney to Stoke Gifford		2.45 am Rogerstone		11.50 pm FSX Llandilo Jn. to Old Oak Common		2.15 am Rogerstone to Woodford			10.45 pm FO Saltney to Stoke Gifford		3.35 am Margam to Swindon		2.5 am Washwood Heath to Stoke Gifford		11.10 pm SX Oxley to Swindon		3.15 am Alex. Dock Jn. to Old Oak Common	
	5B30		8H66		5A42		5M35	7H66		5B30		4B20		8V35		7B18		8A48	
	ADV MSX		MO		MSX		MSX			ADV SO		TThO		MO		MX		MO	
1	am		am 3 40		am 4 34		am 3 2	am		am		am 5 16		am		am		am 4 1	
2	..	..	4 3	..	4 52	..	3 20	..	..	..	..	5 34	..	..	..	..	..	4 37	..
3																			
4	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
5			4 21		5 2		3 34					5 43						4 55	
6	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
7																			
8	..	..	4 39	..	..	..	..	..	..			..	..	..	..	..	..	..	..
9					5 14		3 50					5 54						5*18	
10	..	..	..	..	..	..	..	..	..	South Jn. arr. 5CWD 5.5am		..	..	..	..	..	..	..	..
11							4*13												
12	..	..	..	..	..	..	4*15	..	..			8		..	..	..	..	..	..
13																			
14	..	..	5 8	..	..	..	..	..	..			..	..			..		5WE*51	..
15																		6WE1	
16	..	..	..	..	..	..													
17								..	..	..	..	..	..	Standish Jn. arr. 6*52 am		South Jn. arr. 6CW36 am		..	..
18	..	..	..	..	5W37	..	4CW*39	..	..	..	..	6CW23	..		..		..	6C*11	..
19					5W47		4CW*49					6CW33						6C*20	
20	..	..	..	..	..	..	..	..	..	..	..	..	..		..		..	..	..
21																			
22	..	..	..	..	5 51	..	4 53	..	..	..	6 19	6 36	..	..	..	..	..	6 24	..
23																			
24	..	..	..	..	..	..	..	6 0	..	..		..	..	..	..	..	..	6 28	..
25	5CW38				5 53					6 19		6 39		6CW*35		6CW16			
26	5 52	..	..	..	6 4	..	..	6 17	..	6025		6 48	..	7*10	..	6 33	..	6 44	..
27																			
28	..	..	..	..	..	..	..	..	..	..		..	..	..	..	..	..	..	..
29	South Jn. arr. 5CWD23 am							6 31			Barnwood Sidings arr. 6*23 am								
30		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
31					6 23							7 6				6 52		7 8	
32		..	..	..	6AE27	..	..	..	..	..	..	7AE10	..	..	..	6AE56	..	7AE12	..
33																			
34	..	..	..	..	..	..	..	..	..	..	..	..	..		..		..	..	..
35																			
36	..	..	..	..	3	..	..	..	..	..	..	3	..		..		..	7*33	..
37																		8* 6	
38	..	..	..	..	..	..	..	..	..	..	..	..	..	South Jn. arr. 6CW*13 am	..	..	..	..	..
39					6 53							7 34				7 22		8 18	

#—"F" beyond Gloucester

K106 WEEKDAYS

SEVERN TUNNEL JUNCTION, GLOUCESTER AND KEMBLE

UP

		D	F		F	H		E	F	G	E		H	H	
		12.55 am Saltney to Stoke Gifford	12.50 am Margam to Honeybourne		2.55 am Cardiff to Woodford	9.45 pm SX Llandilo Jn		4.20 am Alex. Dock Jn. to Gloucester Old Yard		6†20 E B V ex Ross-on-Wye	4.20 am Alex. Dock Jn. to Gloucester Old Yard		12.35 am MO, 10.55 pm SX Neath Jn to Yarnton	11.10 pm SX Neath to Yarnton	
		5B30	7H93		7M36	8H61		6H69	7H67	0B48	6H69		8A55	8A55	
		MO	MSX	MO	SX	MX		MO			MX		MO	MX	
		am	am	am	am	am		am	am	am	am		am	am	
SEVERN TUNNEL JN. dep	1	.....	5 6	4 56	4 5	4 58	.....	5 38	.....	.....	5 38	.....	5 53	5*40	.....
Beachley Junction	2	..	5 12	5 40	4 26	5 21	..	5 51	..	..	5 51	..	6 16	6 6	..
Woolaston	3	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lydney ... ... arr	4	..	..	..	..	5042	..	6 6	..	..	6 6	..	..	6*27	..
..... dep	5	.....	5 26	5 54	4 40	5 50	.....	6*21	6 10	.....	6 21	.....	6 34	6*31	.....
Gatcombe Signals	6	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Awre Junction	7	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Bullo Pill ... ... arr	8	..	..	..	..	..	..	..	6 30	..	6 42	..	..	..	..
..... dep	9	.....	5 42	6 10	4 56	6 11	.....	6 39	.....	.....	7*16	.....	6 52	6 52	.....
Newnham Signals	10	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Grange Court ... . arr	11	.....	4	5	.....	.....	.....	.....	.....	.....	.....	.....	7* 6	7* 6	.....
... ... dep	12	..	..	..	..	..	..	..	..	7 0	..	..	7*53	7*53	..
Oakle Street Signals.....	13	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Over Sidings ... ... arr	14	..	6W*9	6W*33	..	6 40	..	7 1	..	..	7 41	..	8W*16	8W*16	..
..... dep	15	.....	6W*25	6W*55	.....	.....	.....	7*30	.....	.....	8*20	.....	8W*56	8W*56	.....
GLOUCESTER Docks Branch Sidings arr	16	..	..	..	..	..	..	..	..	7† 5	..	..	..	..	..
..... dep	17	.....	.....	.....	.....	.....	.....	.....	.....	.....	4	.....	.....	.....	.....
Central ... ... arr	18	..	7C 5	4C*12	7CW15	..	..	..	..	..	..	..	9C 7	9C 7	..
..... dep	19	.....	7C12	7C*12	7CW25	.....	.....	7 37	.....	.....	8 31	.....	9C12	9C12	.....
Old Yard	20	..	..	..	..	..	..	7 42	..	..	8 35	..	..	..	..
Tramway Junction ... arr	21	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
... ... dep	22	..	7 16	7 16	7 29	..	..	..	..	..	..	..	9 16	9 16	..
T. Sidings ..... arr	23	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
... ... dep	24	..	..	..	..	..	..	..	..	..	..	..	..	..	..
South Junction	25	7W10	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Standish Junction	26	7 25	..	..	..	..	..	..	..	..	..	..	..	..	..
Stonehouse (Bur. Rd.)..... arr	27	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
... ... dep	28	South Jn. arr. 7W0 am	..	..	..	..	..	..	..	..	..	..	..	..	..
STROUD ..... arr	29	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
... ... dep	30		..	..	..	..	..	..	..	..	..	..	..	..	..
Brimscombe ..... arr	31		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
... ... dep	32		..	..	..	..	..	..	..	..	..	..	..	..	..
Chalford ..... arr	33		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
... ... dep	34		..	..	..	..	..	..	..	..	..	..	..	..	..
Sapperton Sidings ..... arr	35		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
... ... dep	36		..	..	..	..	..	..	..	..	..	..	..	..	..
Coates..... arr	37		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
... ... dep	38		..	..	..	..	..	..	..	..	..	..	..	..	..
KEMBLE ..... arr	39		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

To be regulated when the 3.35 am TThO Margam to Swindon runs.

SEVERN TUNNEL JUNCTION, GLOUCESTER AND KEMBLE

	E#	K		D		H	K	H			H	G	H		H		K	K	K
	5.40 am Alexandra Dock Jn. to Woodford	To Barnwood Sidings		3.35 am MO Crewe to Stoke Gifford		3.45 am Aberdare to Moreton Cutting	To Barnwood Sdgs.	To Swindon			To Gloucester	Light Engine	To Gloucester		6.53 am Woodford to Stoke Gifford		To Barnwood Sdgs.	To Barnwood Sidings	To Barnwood Sdgs.
	6M37	9F57		5V19		8A69	9B08	8B68			8H74	0B53	8H74		8B81		9F59	9F57	9F57
				MO		SX	Q				SX	SX	SO		SX Q PM		SX Q	SX	SO
1	am 6 11	am		am		am 8C 6	am	am			am 9 5	am	am 9 5				am	am	am
2	6 31	..	..	..	..	8 32	..	..	..	..	10 9	..	10 33	..	..	..	..	..	..
3																			
4	6*44	..	..	..	..	..	..	..	..	..	10 29	..	10 54	..	..	..	..	..	..
5	7* 5					8 50					10 46	10 57	11 30						
6	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
7																			
8	..	..	..	..	..	..	..	..	..	..	11 9	11 19	11 54	..	..	..	..	..	..
9	7 26					9 8					11*30		12*15						
10	4	..	..	..	..	..	..	..	..	..	→	..	→	..	..	..	..	..	..
11											To page 108								
12	..	..	..	..	..	..	..	..	..	..		..	To page 108	..	..	..	..	..	..
13																			
14	7*50	..	..	..	..	9WE37	..	..	..	..	..	..	..	..	South Jn. arr. 12CW4 am	..	..	..	..
15	9*39	8N42				9WE57	10 30											11 45	11 55
16	..	..	..	..	..	..	..	..	..	..	..	..	..	..		..	..	..	..
17																			
18	9CW40	..	..	South Jn. arr. 9CW20 am	..	10C* 7	..	..	..	..	..	..	..	..		..	11 35	..	..
19	9CW50	8 55				10C*34	10 37											11 52	12 1
20	..	..	..			..	..	..	..	..	..	..	..	..		..	11 37	..	..
21																			
22	9 53	8 57	..		..	10 38	10 39	..	..	..	..	..	..	..	..	..	..	11 53	12 2
23																			
24	..	..	..	..	..	..	..	10 30	..	..	..	..	..	..		..	..		
25		Barnwood Sidings arr. 9.0 am		9CW16		10 42		10 35							12CW14			Barnwood Sidings arr. 11.55 pm	
26	..		..	9 24	..	11 2	..	10 53	..	..	..	..	..	..	12*51	..	..		..
27								11 1											
28	..	..	..	..	..	..	..	11 20	..	..	..	..	..	..		..	..		..
29								11 31											
30	..	..	..	..	..	..	..	12C 1	..	..	..	..	..	..	..	..	..	..	..
31						11 27		12 14											
32	..	..	..	..	..	11AE31	..	12AE40	..	..	..	..	..	..	Standish Jn. arr. 12*36 am	..	..	..	..
33								N											
34	..	..	..	..	..	..	..	→	..	..	..	..	..	..		..	..	..	..
35								To page 108											
36	..	..	..	..	..	..	..		..	..	..	..	..	..		..	..	..	..
37																			
38	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
39						12 1													

#—"E" Beyond Gloucester

N—Jn. 8*44 am 8*47 am

Barnwood Sdgs. arrive 10.42 am

N—Sats. dep. 12AE45 pm

K108 WEEKDAYS

SEVERN TUNNEL JUNCTION, GLOUCESTER AND KEMBLE

UP

		F		E	H		H	H	K	F	K		K	H
		8.20 am Cardiff to Yarnton		9.20 am Alexandra Dock Jn. to Stourbridge Jn.	8.30 am Hereford to Gloucester		9.5 am Severn Tunnel Junction	9.5 am Severn Tunnel Jn.	To Barnwood Sidings	10.25 am Bordesley Jn. to Swindon	Transfer		Transfer	10.30 am Gloucester
		7A40		6H55	8H71		8H74	9H74	9F50	7B38	9F50		9F51	8B68
		SX		SX			SX	SO	SO	SX	SX		SO	
		am		am	am		am	am	PM	PM	PM		PM	PM
SEVERN TUNNEL JN. dep	1	10C*27	.....	11C 0	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Beachley Junction	2	10C*40	..	11 23		..	..	..	..	..	..	..	..	..
Woolaston	3	.....	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	.....
Lydney ... ... arr	4	10 57	..	..		..	From page 107	Fom page 107	..	..	..	..	..	..
..... dep	5	11* 8	.....	11 35		.....			.....	.....	.....	.....	.....	.....
Gatcombe Signals	6	..	..	..		..			..	..	..	..	..	..
Awre Junction	7	.....	.....	.....		.....	←	←	.....	.....	.....	.....	.....	.....
Bullo Pill ... ... arr	8	11*33	..	..		..	11 9	11 54	..	..	..	..	..	..
..... dep	9	11*55	.....	11 49		.....	11*30	12*15	.....	.....	.....	.....	.....	.....
Newnham Signals	10	..	..	..		..	..	PM	..	..	..	..	..	..
Grange Court ..... arr	11	.....	.....	.....		.....	11 46	12 32	.....	.....	.....	.....	.....	.....
... ... dep	12	..	..	..		..	12*27	12*50	..	..	..	..	..	..
Oakle Street Signals..... ...	13	.....	.....	.....		.....	PM	.....	.....	.....	.....	.....	.....	.....
Over Sidings ... ... arr	14	..	..	..		..	12 48	1 11	..	..	..	..	..	..
..... dep	15	.....	.....	.....		.....	1 20	1*48	.....	.....	.....	.....	.....	.....
GLOUCESTER Docks Branch Sidings arr	16	PM	..	PM		..	..	..	..	..	..	..	..	..
..... dep	17	*	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	.....
Central ... ... arr	18	12W*26	..	12CW14		..	..	..	..	..	..	..	..	..
..... dep	19	12W*36	.....	12CW24	1 17	.....	1 27	1 57	.....	South Jn. arr. 2.41 pm		.....	.....	.....
Old Yard	20	..	..	..	1 21	..	..	..	1 30		1 50	..	2 15	..
Tramway Junction ... arr	21	.....	.....	.....	.....	.....	1 29	1 52	.....		.....	.....	.....	.....
... ... dep	22	12 40	..	12 28	..	..	..	..	1 33		..	..	..	..
T. Sidings ..... arr	23	.....	.....	.....	.....	.....	1 34	2 1	.....		1 58	.....	2 20	.....
... ... dep	24	..	..	..	..	..	..	..	..		..	..	..	..
South Junction	25	.....	.....	.....	.....	.....	.....	.....	.....	3C 5	.....	.....	.....	.....
Standish Junction	26	..	..	..	..	..	..	..	..	3*35	..	..	..	SO SX
Stonehouse (Bur. Rd.)..... arr	27	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
... ... dep	28	..	..	..	..	..	..	..	..	..	..	..	..	From page 107 / From page 107
STROUD ..... arr	29	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	← ←
... ... dep	30	A—Water at Over if necessary for regulation purposes	..	..	..	..	..	..	Barnwood Sidings arr. 1.35 pm	..	..	..	..	12 14 / 12 14
Brimscombe ..... arr	31	.....	.....	.....	.....	.....	.....	.....	.....	3 58	.....	.....	.....	12AE45 / 12AE40
... ... dep	32	..	..	..	..	..	..	..		4AE2	..	..	..	12 56 / 12 51
Chalford ..... arr	33	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1 10 / 1 10
... ... dep	34	..	..	..	..	..	..	..	..	..	..	..	..	.....
Sapperton Sidings ..... arr	35	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	..
... ... dep	36	..	..	..	..	..	..	..	..	..	..	..	..	.....
Coates..... arr	37	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	..
... ... dep	38	..	..	..	..	..	..	..	..	..	..	..	..	.....
KEMBLE ..... arr	39	.....	.....	.....	.....	.....	.....	.....	.....	4 28	.....	.....	.....	1 38 / 1 38

Standish Jn. arr. 3*22 pm

SEVERN TUNNEL JUNCTION, GLOUCESTER AND KEMBLE

	C	F	F		E		C	H	H	H	D	C		K	D	H	F	C	F
	10.40 am Bromford Bridge to Avonmouth	10.35 am Cardiff to Barnwood Sdgs.	10.30 am Cardiff to Barnwood Sdgs.		10.30 am Cardiff to Bordesley Jn.		9.20 pm FSX Edinburgh to Stoke Gifford	8.15 am Margam to Moreton Cutting	To Moreton Cutting	To Moreton Cutting	10.45 am Crewe to Stoke Gifford	1.20 pm Harringlow Bridge to Westeleigh		2.40 pm Dymock	10.45 am Crewe to Bristol W.D.	12.25 pm Washwood Heath to Stoke Gifford	12.15 pm Alexandra Dock Jn. to Woodford	1.45 pm Cardiff to Banbury O.L.C.	2.20 pm Rogerstone to Yarnton Empties
	4V50	7H75	7H75		6H06		4V49	8A51	8A87	8A87	5V24	4V51		9B57	5V24	8V21	7M38	4H11	7A61
	SX PM	SX	SO PM		SX am		ADV MSX PM	MSX PM	SO PM	MO PM	SO PM	MFO PM		SX PM	ADV SX PM	SX PM	SX PM	SX PM	SX PM
1	.....	11 25	.....	.....	11056	.....	.....	12*30	1 25	1 0	.....	.....	.....	.....	.....	.....	1 40	2 33	3 1
2	..	11 46	12 5	..	12 17	..	..	1 15	1 58	1 26	SUSPENDED	..	..	..	..	..	2 1	2 49	3 23
3	.....	PM	.....	.....	PM	.....	.....	.....	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....
4	..	12 3	12 22	..	12*32	..	..	..	..	..		..	..	..	..	..	..	..	..
5	.....	12 24	12 37	.....	12*50	.....	.....	1 31	2 16	1 44		.....	.....	.....	.....	.....	2 15	2 58	3 39
6	..	..	..	..	..	..	..	..	..	..		..	..	..	..	..	..	..	..
7	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....
8	..	12*46	..	..	..	..	..	.....	.....	.....		..	..	..	..	..	..	3*12	..
9	.....	12*55	12 56	.....	1 8	.....	.....	1 49	2 35	2 2		.....	.....	.....	.....	.....	2 31	3*20	3 53
10	..	..	..	..	..	..	..	..	..	..		..	..	..	..	..	..	..	..
11	.....	.....	.....	.....	1*20	..	..	.....	.....	.....		.....	.....	.....	.....	.....	.....	3*34	4* 6
12	..	..	..	..	1*30	..	..	..	..	..		..	..	..	..	..	..	3*52	4*15
13	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....
14	..	1 22	1 22	..	..	..	..	2W*18	..	..		..	..	..	..	..	2W*54	..	..
15	.....	1 42	1 42	.....	.....	.....	.....	2W*30	.....	.....		.....	.....	4 7	.....	.....	3W*10	.....	.....
16	..	..	..	..	..	..	..	..	..	..		..	..	4 12	..	..	..	..	A
17	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....		.....	.....	5* 0	.....	.....	.....	.....	.....
18	..	..	..	..	..	..	..	2CW40	3CW 8	2CW35	South Jn. arr. 3W29 pm	..	..	..	..	..	3C20	4CW 8	..
19	.....	1 49	1 49	.....	1 56	.....	.....	2CW45	3CW18	2CW45		.....	.....	5* 7	.....	.....	3C25	4CW22	4 37
20	..	..	..	..	..	..	..	..	..	..		..	..	..	..	..	..	..	..
21	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....
22	..	1 50	1 50	..	1 57	..	..	2 49	3 22	2 49		..	..	..	..	..	3 29	4 26	4 38
23	.....	.....	.....	.....	.....	.....	.....	2*55	.....	2*55		.....	.....	5 14	.....	.....	.....	.....	.....
24	..	..	..	..	..	..	..	3*22	..	3*16		..	..	..	..	..	..	..	..
25	1CW*8	.....	.....	.....	.....	.....	3CW42	4	3 25	.....	3W34	4W*55	.....	.....	5CW50	6CW*2	.....	.....	.....
26	1 21	..	..	..	..	..	3 53	3 45	3 41	3 45	4* 0	5 11	..	..	6 5	6 21	..	..	
27	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....
28	..	..	..	..	..	..	..	..	..	..		..	..	..	..	..	..	..	..
29	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....
30		..	..	..	..	..		..	..	..	..		..	..					
31	South Jn. arr. 12CW*58 pm	.....	.....	.....	.....	.....	South Jn. arr. 3CW22 pm	4 9	4 5	4 9	Standish Jn. arr. 3*50 pm	South Jn. arr. 4D32	.....	.....	South Jn. arr. 5CW32 am	South Jn. arr. 5CW*51 pm	.....	.....	.....	A—Water at Over if necessary for regulation purposes
32		..	..	..	..	..		4AE13	4AE9	4AE13			..	..			..	..	
33		.....	.....	.....	.....	.....		.....	.....	.....			.....	.....			.....	.....	
34		..	..	..	..	..		..	..	..			..	..			..	..	
35		.....	.....	.....	.....	.....		.....	.....	.....			.....	.....			.....	.....	
36		..	..	..	..	..		..	..	..			..	..			..	..	
37		.....	.....	.....	.....	.....		.....	.....	.....			.....	.....			.....	.....	
38		..	..	..	..	..		..	..	..			..	..			..	..	
39		.....	.....	.....	.....	.....		4 44	4 39	4 44			.....	.....			.....	.....	

K110 WEEKDAYS

SEVERN TUNNEL JUNCTION, GLOUCESTER AND KEMBLE

UP

		E		K	F		K		F		D		K	
		10.30 am Margam to Woodford		Transfer	2.0 pm Washwood Heath to Stoke Gifford		Trip to Barnwood Sdgs.		2.45 pm Rogerstone to Woodford		To Paddington		Transfer	
		6M40		9F50	7V20		9B08		7M41		5A64		9B02	
		SX			SX		SO		FX		SO		SX	
SEVERN TUNNEL JN. dep	1	PM 1 18		PM	PM		PM		PM 4*14		PM		PM	
Beachley Junction	2	1 47	..	..	..	..	..	..	4 40	..	..	..	..	..
Woolaston	3													
Lydney ... ... arr	4	..	..	..	..	..	..	..	..	..	..	..	..	..
..... dep	5	1 59							4 54					
Gatcombe Signals	6	..	..	..	..	..	..	..	..	..	..	..	..	..
Awre Junction	7	S												
Bullo Pill ... ... arr	8	..	..	..	..	..	..	..	..	..	..	..	..	..
..... dep	9	2 19							5 10					
Newnham Signals	10	..	..	..	..	..	..	..	..	N—Over Jn.	..	..	..	..
Grange Court ..... arr	11	2*31							5*23					
... ... dep	12	3* 8	..	..	..	..	..	..	5*36		..	..	..	..
Oakle Street Signals.....	13													
Over Sidings ... ... arr	14	3E*23	..	..	..	..	..	..	5N*53		..	..	..	..
..... dep	15	4E*53							9N* 8					
Docks Branch Sidings arr	16	4*56	..	..	..	..	..	..	→		..	..	..	..
..... dep	17	→							To page 112					
Central ... ... arr	18	To page 111	..	..	..	..	..	..			..	..	..	..
..... dep	19													
GLOUCESTER Old Yard	20		..	5 36	..	..	6 20	..	..	..	..	..	6 30	..	6 31	..
Tramway Junction ... arr	21													
... ... dep	22	..	..	..	..	..	6 24	..	..	..	..	..	6 33	..	..	..
T. Sidings ..... arr	23			5 41									6 37		6 36	
... ... dep	24	..	..	..	..	..	..	..	..	..	..	..	7* 5	..	..	..
South Junction	25				6CW31											
Standish Junction	26	..	..	..	6 49	..	..	..	..	..	..	..	7 18	..	..	..
Stonehouse (Bur. Rd.)..... arr	27															
... ... dep	28	..	..	..	..	..	..	..	..	..	..	..	7*24	..	..	..
STROUD ..... arr	29												7 35			
... ... dep	30	..	..	..	..	..	..	..	..	..	..	..	7 48	..	..	..
Brimscombe ..... arr	31												7 58			
... ... dep	32	..	..	..	..	..	..	..	..	..	..	..	8AE2	..	..	..
Chalford ..... arr	33															
... ... dep	34	..	..	..	..	..	..	..		..	..	..	..	..	..	..
Sapperton Sidings..... arr	35								SO—Over Sidings dep. 9.0 pm							
... ... dep	36	..	..	..	..	..	..	..		..	..	..	..	..	..	..
Coates..... arr	37															
... ... dep	38	..	..	..	..	..	..	..		..	..	..	..	..	..	..
KEMBLE ..... arr	39												8 27			

.. "F"—Beyond Gloucester

Barnwood arr. 6.25 pm

SEVERN TUNNEL JUNCTION, GLOUCESTER AND KEMBLE

	E#		D		C	K	F-SX H-SO	F	C		E#	F		E#	D	F	H	E	E
	3.25 pm Cardiff to Woodford		1.0 pm Neath to Cambridge E.R.		4.10 pm Margam to Kidderminster	Transfer to Barnwood Sdgs.	4.35 pm Hereford to Gloucester "T" Sidings	10.40 am SO Aberdare to Yarnton	8.0 pm Norton Jn. to Stoke Gifford		10.30 am Margam to Woodford	To Gloucester "T" Sidings		10.15 am Llandilo Jn. to Woodford L.M.R.	To Old Oak Common FSX Paddington FO	6.20 pm Cardiff to Yarnton	To Bristol East Depot	To Moreton Cutting	To Moreton Cutting
	7M42		5E09		4H93	9F59	7H77¶	7A56	4B90		6M40	7H70		7M43	5A04	7A04	8B82	6A11	6A11
			ADV		FSX	SX		SO	SO		SX	SO	SX		ADV SX			SX	SO
1	PM 4 51	.....	PM 5 18	.....	PM 6 9	.....	PM	PM 5 10	PM	.....	PM	.....	.....	PM 6W*33	.....	PM 7 21	PM 6 50	PM 7 35	PM 7 35
2	..	..	5 37	..	6 32	..	..	6 29	..	..	..	..	..	7 0	..	7 32	7 47	7 56	7 56
3	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
4	..	..	..		..	..	..	6*47	..	..		..	..	..	..	..	..	..	..
5	5 27	.....	5 47	Calls at Gloucester Old Yard when required to attach Livestock traffic only	6 41	.....	.....	7* 6	.....	.....	N—Over Jn.	8 25	8 35	7 12	.....	7 46	8 5	8 14	8 8
6	..	..	..		..	..	..	..	..	..		..	..	..	..	..	..	..	..
7	.....	.....	.....		.....	.....	.....	.....	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....
8	..	..	..		..	..	..	..	..	..		8 47	8 57	..	..	..	..	..	..
9	5 43	.....	5 59		6 52	.....	.....	7 26	.....	.....		9*30	9*30	7 27	.....	8 2	Via Severn Bridge	8 32	8 23
10	..	..	..		..	..	..	..	..	..	From page 110	..	..	→	..	→		..	..
11	.....	.....	.....		.....	.....	6*59	.....	.....	.....		.....	.....	To page 112	.....	To page 112		.....	.....
12	..	..	..		..	..	7P*27	..	..	..		..	..		..			..	..
13	.....	.....	.....		.....	.....	.....	.....	.....	.....	←	.....	.....	.....	.....	.....	.....	.....	.....
14	6N*7	..	6E19		..	..	..	7WE54		..	4* 4	9 57	9 57	..	..	..		..	..
15	11N*30	.....	6E40		..	..	..	8WE50	South Jn. arr. 8CW45 pm	.....	8*47H	10*19	10*19	.....	.....	.....		.....	.....
16	→	..	..		..	..	N	..		..	..	→	→	..	..	..	..	..	..
17	.....	.....	.....		.....	.....	.....	.....		.....	.....	To page 112	To page 112	.....	.....	.....	.....	.....	.....
18	To page 113	..	6G49		7GW*13	.....	.....	.....	.....	..	8G57	.....	.....	..	..	..	..	9WG 4	8GW45
19	.....	.....	7G*6		7GW*28	.....	7 49	8 57		.....	9G 2	.....	.....	.....	.....	.....	.....	9GW14	8GW58
20	..	..	..	..	..	7 35	..	..		..	..	..	..	..	..	..		..	..
21	.....	.....	.....	.....	.....	.....	.....	.....		.....	.....	.....	.....	.....	.....	.....		.....	.....
22	..	..	7 10	..	7 32	7 37	7 50	8 58	..	..	9 6	..	..	..	..	..		9 18	9 2
23	.....	.....	.....	.....	.....	.....	7 55	.....	.....	.....	.....	.....	.....	.....	.....	.....		9*22	.....
24	..	..	..	..	..	Barnwood Sidings arr. 7.40 pm	..	..		..	..	..	..	..	8 45	..		9*35	..
25	.....	.....	.....	.....	.....	.....	.....	.....	8GW55	.....	.....	.....	.....	.....	.....	.....	SUSPENDED	3	9 5
26	..	..	..	..	..	.....	..	..	9 6	..	..	..	..	..	9 0	..		9 57	9 18
27	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....		.....	.....
28	..	..	..	..	..	.....	..	..	..	..	..	..	..	..	..	..		..	..
29	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	9 15	.....	.....	.....	.....
30	..	..	..	..	..	..	..	..	..	..	..	..	..	..	9235	..	..	..	..
31	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	9 42	.....	.....	10 21	9 38
32	..	..	..	..	..	..	..	..	..	..	..	..	..	..	9AE46	..	..	10AE25	9AE42
33	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Z—Asstd. from Stroud in accordance with Note A, p. 184	.....	.....	.....	.....
34	..	..	..	..	..	..	..	..	..	..	..	..	..	..		..	..	..	..
35	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....		.....	.....	.....	.....
36	..	..	..	..	..	..	..	..	..	..	..	..	..	..		..	..	..	..
37	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....		.....	.....	.....	.....
38	..	..	..	..	..	..	..	..	..	..	..	..	..	..		..	..	..	..
39	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	10 12	.....	.....	10 50	10 7
	—"F" Beyond Gloucester						¶ 8H72—SO	SUSPENDED			#—"F" Beyond Gloucester			#—"F" Beyond Gloucester					

K112 WEEKDAYS

SEVERN TUNNEL JUNCTION, GLOUCESTER AND KEMBLE

UP

		F		E#		F		E		F		F	F		C
		To Swindon		10.15 am Llandilo Jn. to Woodford		8.25 pm SX 8.35 pm SO Lydney to Gloucester "T" Sdgs.		To Honeybourne		2.45 pm Rogerstone to Woodford		2.45 pm Rogerstone to Woodford	6.20 pm Cardiff to Tarnton		8.2 pm Bramford Bridge to Avonmouth
		7B91		6M43		7H70		6H92		7M41		7M41	7A04		4V36
										FSX		SO			SX
SEVERN TUNNEL JN. dep	1	PM		PM		PM		PM		PM		PM	PM		PM
Beachley Junction	2	..	..	..	..	..	..	..	..		..		..	..	..
Woolaston ...	3	.....	.....	From page 111	.....	.....	.....	N—Over Jn 9*52 pm	.....	N—Over Jn.	.....	N—Over Jn.	.....	.....	.....
Lydney ... ... arr	4	..	..		..	..	..		..		..		..	..	..
... dep	5	.....	.....	←	.....	.....	.....		.....		.....		From page 111	.....	.....
Gatcombe Signals	6	..	..		..	..	..		..		..		←	..	..
Awre Junction ... arr	7	.....	.....	.....	.....	.....	.....		.....		.....			.....	.....
Bullo Pill ... ... arr	8	..	..	..	..	..	..		..		..			..	..
... dep	9	.....	.....	7 27	.....	.....	.....		.....		.....		8 2	.....	.....
Newnham Signals	10	..	..	..	..	From page 111	..		..	From page 110	..	From page 110	..	..	South Jn. arr. 10CW8 pm
Grange Court ... arr	11	.....	.....	7*37	.....		.....		.....		.....		.....	.....	
... ... dep	12	..	..	11*20	..	←	..		..	←	..	←	..	..	
Oakle Street Signals	13	.....	.....	.....	.....	.....	.....		.....		.....		.....	.....	
Over Sidings ... ... arr	14	..	..	11E*37	..	9 57	..	..	..	5N*53	..	5N*53	8 25	..	
... dep	15	.....	.....	11E*57	.....	10*19	.....	.....	.....	9N*8	.....	9N* 0	9*24	.....	
GLOUCESTER Docks Branch Sidings arr	16	..	..	→	..	..	..	..	..	..	..	..	..	..	..
... dep	17	.....	.....	To pages 103 and 114	.....	.....	.....	9N40	.....	.....	.....	.....	.....	.....	.....
Central ... ... arr	18	..	..		..	..	..	10* 8	..	..	..	..	9034	..	..
... dep	19	.....	.....		.....	10*32	.....	10*13	.....	9 17	.....	9 9	9039	.....	.....
Old Yard	20	..	..		..	..	..	..	..	..	..	..	..	..	..
Tramway Junction ... arr	21	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
... ... dep	22	..	..	..	..	..	..	10 17	..	9 18	..	9 10	9 43	..	..
T. Sidings ... arr	23	.....	.....	.....	.....	10 35	.....	.....	.....	.....	.....	.....	.....	.....	.....
... ... dep	24	9 10	..	..	..	10 39	..	..	..	..	..	..	..	..	.....
South Junction ...	25	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	10CW18
Standish Junction	26	9 27	..	..	..	..	..	..	..	..	..	..	..	..	10 34
Stonehouse (Bur. Rd.) ... arr	27	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
... ... dep	28	..	..	..	..	..	..	..	..	..	..	..	..	..	..
STROUD ... arr	29	9 41	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
... ... dep	30	10*22	..	..	..	..	..	..	..	..	..	..	..	..	..
Brimscombe ... arr	31	10 35	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
... ... dep	32	10AE39	..	..	..	..	..	..	..	..	..	..	..	..	..
Chalford ... arr	33	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
... ... dep	34	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Sapperton Sidings ... arr	35	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
... ... dep	36	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Coates ... arr	37	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
... ... dep	38	..	..	..	..	..	..	..	..	..	..	..	..	..	..
KEMBLE ... arr	39	11 8	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

#—"E" Beyond Gloucester

SEVERN TUNNEL JUNCTION, GLOUCESTER AND KEMBLE

	H		H		C		H		H		H		E#		H			H	
	6.0 pm SO Alexandra Dock Jn. to Stourbridge Jn.		12.30 pm Llandilo Jn. to Moreton Cutting		6.15 pm Margam to Banbury		7.35 pm Hereford		12.30 pm Llandilo Jn to Gloucester		7.0 pm Alex. Dock Jn. to Hanwell Bridge Sidings		3.25 pm Cardiff to Woodford		10.10 pm Quakers Yard to Hanwell Bridge			To Old Oak Common	
	8H50		8A13		4H13		8H70		8H76		8A08		6M42		8A16			8A19	
	SO		SX		SX		SX		SO		SX				SX			SX	
1	PM 7 53	.....	PM 7*49	.....	PM 8 32	.....	PM	.....	PM 8 20	.....	PM 8*39	.....	PM	.....	PM 9L 6	.....	.....	PM 10 0	.....
2	8 8	..	8 15	..	8 50	..	..	..	9 25	..	9 24	..	Z—Over Jn.	..	9 40	..	..	10 26	..
3	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....		.....	.....	.....	.....	.....	.....
4	8*29	..	8*40	..	..	..	..	..	..	..	..	..		..	..	..	..	..	..
5	9*33	.....	9*37	.....	8 59	.....	.....	.....	9 43	.....	9 47	.....		.....	9 58	.....	.....	10 44	.....
6	..	..	..	..	..	..	..	..	..	..	..	..		..	..	..	..	..	..
7	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....		.....	.....	.....	.....	.....	.....
8	..	..	..	..	..	..	..	..	..	..	10* 8	..		..	10*29	..	..	11* 5	..
9	9 44	.....	9 58	.....	9 10	.....	.....	.....	10 1	.....	10*18	.....	From page 111	.....	10*50	.....	.....	11*25	.....
10	..	..	..	..	..	..	..	..	..	..	..	..		..	..	..	..	..	..
11	.....	.....	.....	.....	.....	.....	9 26	.....	.....	.....	.....	.....	←	.....	.....	.....	.....	.....	.....
12	..	..	..	..	..	..	10P*20	..	..	..	..	..		..	..	..	..	..	..
13	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....		.....	.....	.....	.....	.....	.....
14	10*13	..	10W27	..	9*W30	..	10 40	..	..	..	10W*41	..	6N* 7	..	11WE19	..	..	11WE57	..
15	10*38	.....	10W36	.....	9W*38	.....	11 2	.....	5	.....	11WE9	.....	11N*30	.....	11WE35	.....	.....	12WE41	.....
16	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	→	..
17	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	To page 102	.....
18	10C48	..	10C46	..	9C45	.....	..	..	..	..	11C*19	..	..	..	11C45	..	..	..	..
19	10C53	.....	10C51	.....	9C50	..	11 9	.....	10 36	.....	11C*29	.....	11 37	.....	11C48	.....	.....	.....	.....
20	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
21	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
22	10 57	..	10 53	..	9 53	..	11 10	..	10 38	..	11 33	..	11 38	..	11 52	..	..	..	..
23	.....	.....	.....	.....	.....	.....	11 15	.....	10 42	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
24	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
25	.....	.....	10 59	.....	.....	.....	.....	.....	.....	.....	11 37	.....	.....	.....	11 56	.....	.....	.....	.....
26	..	..	11 15	..	..	..	..	..	..	..	11 53	..	..	..	12 12	..	..	..	..
27	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	MX	.....	.....	.....	→	.....	.....	.....	.....
28	..	..	..	..	..	..	..	..	..	..	a.m.	..	..	..	To page 102	..	..	..	..
29	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
30	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
31	.....	.....	11*39	.....	.....	.....	.....	.....	.....	.....	12*17	.....	.....	.....	.....	.....	.....	.....	.....
32	..	..	12AE14	..	..	..	..	..	..	..	12*29	..	..	..	..	..	..	..	..
33	.....	.....	*	.....	.....	.....	.....	.....	.....	.....	AE	.....	.....	.....	.....	.....	.....	.....	.....
34	..	..	..	..	..	..	..	..	..	..	→	..	..	..	..	..	..	..	..
35	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	To page 102	.....	.....	.....	.....	.....	.....	.....	.....
36	..	..	..	..	..	..	..	..	..	..		..	..	..	..	..	..	..	..
37	.....	.....	MX	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
38	..	..	am	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
39	.....	.....	12 44	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

#—"F" Beyond Gloucester

SUNDAYS

SEVERN TUNNEL JUNCTION, GLOUCESTER AND KEMBLE

UP

		J		H			D			E#			D		
		8.15 pm (Sats.) Washwood Heath to Westerleigh		7.30 pm (Sats.) Woodford to Stoke Gifford			8.40 pm (Sats.) Margam to Moor St.			10.15 am (Sats.) Llandilo Jn. to Woodford			9.10 pm (Sats.) Oxley Sidings to Bristol T.M.		
		9V28		8V85			5H35			6M43			5B05		
				Q						(Sat.)					
SEVERN TUNNEL JN. dep	1	am		am			am 12* 6			PM			am		
Beachley Junction	2	..	..	..	..	..	12 30	..	..	..	..	..	..	..	..
Woolaston	3														
Lydney ... ... arr	4	..	..	..	..	..	..	..	..		..	..	..	..	..
... ... dep	5						12 40								
Gatcombe Signals	6	..	..		..	..	..	..	..		..	..	..	..	..
Awre Junction	7														
Bullo Pill ... ... arr	8	..	..		..	..	..	..	..		..	..	..	..	..
... ... dep	9						12 54								
Newnham Signals	10	..	..		..	..	..	..	..		..	..	..	..	..
Grange Court ... ... arr	11						3								
... ... dep	12	..	..		..	..	..	..	..		..	..	..	..	..
Oakle Street Signals	13														
Over Sidings ... ... arr	14	..	..		..	..	1 17	..	..		..	..	..	..	..
... ... dep	15						1 32								
GLOUCESTER Docks Branch Sidings arr	16		..		..	..	..	..	..		..	..	..	..	..
... ... dep	17														
Central ... ... arr	18		..		..	..	1 CW 42	..	..		..	..		..	..
... ... dep	19						1 CW 52				1 38				
Old Yard	20		..		..	..	..	..	..		..	..		..	..
Tramway Junction ... arr	21														
... ... dep	22		..		..	..	1 57	..	..		1 39	..		..	..
T. Sidings ... ... arr	23														
... ... dep	24		..		..	..	..	..	..		..	..		..	..
South Junction	25	12W10		1 CW*25									2 CW*16		
Standish Junction	26	12*33	..	1 47	..	..	..	..	..		..	..	2 30	..	..
Stonehouse (Bur. Rd.) ... arr	27														
... ... dep	28	..	..	..	..	..	..	..	..		..	..	..	..	..
STROUD ... ... arr	29														
... ... dep	30	..	..	..	..	..	..	..	..		..	..	..	..	..
Brimscombe ... ... arr	31														
... ... dep	32	..	..	..	..	..	..	..	..		..	..	..	..	..
Chalford ... ... arr	33														
... ... dep	34	..	..	..	..	..	..	..	..		..	..	..	..	..
Sapperton Sidings ... arr	35														
... ... dep	36	..	..	..	..	..	..	..	..		..	..	..	..	..
Coates ... ... arr	47														
... ... dep	38	..	..	..	..	..	..	..	..		..	..	..	..	..
KEMBLE ... ... arr	39														

South Jn. arr. 12W5 am

South Jn. arr. 12CW*3 am

SUSPENDED

N—Over Jn.

From page 112

10*35
1N*28 am

South Jn. arr. 1CW56 am

#—"F" Beyond Gloucester

SEVERN TUNNEL JUNCTION, GLOUCESTER AND KEMBLE

	K			F			E			F			C			F			
	To Barnwood Sdgs.			9.55 pm (Sats.) Llandilo Jn.			To Stoke Gifford			11.15 pm (Sats.) Oxley Sidings to Swindon			9.20 pm (Fris.) Edinburgh to Stoke Gifford			To Hanwell Bridge Sidings			
	9F50			7H63			6B33			7B18			4V50			7A11			
1	am			am 3 24			am			am						PM			
2	..	..	..	3 47	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
3				..																
4	..	..	..	4D 1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
5				4 10																
6	..	..	..	..	..	..		..	..	..	..	..	..	..	..	..	..	..	..	..
7																				
8	..	..	..	..	..	..		..	..	..	..	..	..	..	..	..	..	..	..	..
9				4 27																
10	..	..	..	..	..	..		..	..	..	..	..	..	..	..	..	..	..	..	..
11																				
12	..	..	..	..	..	..		..	..	..	..	..	..	..	..	..	..	..	..	..
13																				
14	..	..	..	4 50	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
15	1 55																			
16	..	..	..	..	..	..	..	..	..	..	..	..		..	..	..	..	..	..	..
17																				
18	..	..	..	..	..	..	..	..	..	..	..	..		..	..	..	..	..	..	..
19	2 4									South Jn. arr. 4.42 am										
20	..	..	..	..	..	..	..	..	..	..	..	..		..	..	..	..	..	..	..
21																				
22	2 5	..	..	..	..	..	..	..	..	..	..	..		..	..	..	..	..	..	..
23							3K 0													
24		..	..	..	..	..	..	..	..	..	..	..		..	..	..	11 30	..	..	..
25	Barnwood Sidings arr. 2.8 am									5C 6				8CW20						
26	..	..	..	..	..	..	3 13	..	..	5 23	..	..		8 34	..	..	11 47	..	..	..
27																				
28	..	..	..	..	..	..	..	..	..	..	..	..		..	..	..	..	..	..	..
29																				
30	..	..	..	..	..	..	..	..	..	..	..	..		..	..	..	..	..	..	..
31										5 43							12 8			
32	..	..	..	..	..	..	..	..	..	5AE47	..	..		..	..	..	12AE12	..	..	..
33																	→			
34	..	..	..	..	..	..	..	..	..	..	..	..		..	..	..	To page 102	..	..	..
35																				
36	..	..	..	..	..	..	..	..	..	..	..	..		..	..	..		..	..	..
37																				
38	..	..	..	..	..	..	..	..	..	..	..	..		..	..	..	..	..	..	..
39										6D16										

New Yard — Z

WEEKDAYS KINGHAM AND CHIPPING NORTON

STAFF SECTIONS

BETWEEN

Chipping Norton and Kingham { Electric Train Token Section.

UP	Ruling Gradient 1 in	B			K											
		Mixed														
		2H91			9B89											
					TTh FO											
		am			am											
KINGHAM ..... dep	80 R	7 10	.....	.....	10 30	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Sarsden Halt and Siding ...	98 R	7 16	..	..	R	..	..	..	..	..	..	..	..	..	..	..
Gas Works Siding.....	—	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
CHIPPING NORTON arr	95 R	7 22	..	..	10 45	..	..	..	..	..	..	..	..	..	..	..
..... dep		.....	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Great Rollright Sdg. ... arr	700 R	..	..	..	Q to Great Rollright	..	..	..	..	..	..	..	..	..	..	..

WEEKDAYS CHIPPING NORTON AND KINGHAM

Mile Post Mileage from Paddington				DOWN	Ruling Gradient 1 in	B						K				
Via King's Sutton		Via King-ham				Mixed										
						2H91						9B88				
M	C	M	C									TTh FO PM				
						am										
94	66	—	—	Great Rollright Sdg. .....arr	100 R	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
				... ... dep		..	..	..	..	..	..	..	..	..	..	..
97	75	89	21	CHIPPING NORTON arr	80 F	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
				... ... dep		8 0	..	..	..	..	..	1 0	..	..	..	..
—	—	88	70	Gas Works Siding.....	—	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
—	—	86	47	Sarsden Halt and Siding ...	95 F	8 5	..	..	..	..	..	..	..	..	..	..
—	—	84	59	KINGHAM ..... arr	—	8 10	.....	.....	.....	.....	.....	1 15	.....	.....	.....	.....

WEEKDAYS KINGHAM AND CHELTENHAM SPA K117

SINGLE LINE between Kingham and Andoversford Junction, worked by Electric Train Token.

DOUBLE LINE between Andoversford Junction and Cheltenham.

STAFF SECTIONS.
Kingham and Bourton-on-the-Water
Bourton-on-the-Water and Notgrove
Notgrove and Andoversford Junction

STOW-ON-THE-WOLD.—Intermediate Token Instruments provided.

Coupling of Freight, Ballast and Mineral Trains, Bourton-on-the-Water to Notgrove.—Two Down Freight Mineral, or Ballast Trains worked by ordinary engines may be coupled from Bourton-on-the-Water to Notgrove, in accordance with Rule 134 of the Book of Rules and Regulations.

Trains can be crossed at all stations on the Branch except Stow-on-the-Wold.

Mile Post Mileage from Paddington M	C	DOWN	Ruling Gradient 1 in				K								
							9B29								
							MW FO PM								
84	59	KINGHAM ..... dep	—	.....	.....	.....	12 30	.....	.....	.....	.....	.....	.....	.....	.....
89	23	Stow-on-the-Wold	83 R	..	..	..	12N55	..	..	..	..	..	..	..	..
91	32	Bourton-on-the-Water arr	83 F	.....	.....	.....	1 2		.....	.....	.....	.....	.....	.....	.....
		... ... dep		..	..	..	1X55		..	..	..	..	..	..	..
96	38	Notgrove	60 R	.....	.....	.....	2N17		.....	.....	.....	.....	.....	.....	.....
98	22	Stop Board	60 R	..	..	..	P		..	..	..	..	..	..	..
101	11¼	Andoversford Junction	60 F	.....	.....	.....	.....		.....	.....	.....	.....	.....	.....	.....
101	16	ANDOVERSFORD ... arr	L	..	..	..	2 33		..	..	..	..	..	..	..
		..... dep		.....	.....	.....	2 48		.....	.....	.....	.....	.....	.....	.....
101	30	Stop Board ... ... arr	76 F	..	..	..	P		..	..	..	..	..	..	..
		..... dep		.....	.....	.....	.....		.....	.....	.....	.....	.....	.....	.....
106	8	Cheltenham L'ckh'pton arr	75 F	..	..	..	3 6		..	..	..	..	..	..	..
		..... dep		.....	.....	.....	3 15		.....	.....	.....	.....	.....	.....	.....
—	—	Lansdown Junction	90 F	..	..	..	3PN26		..	..	..	..	..	..	..
—	—	CHELTENHAM SPA (Malvern Road) ..... arr	216 R	..	..	..	..		..	..	..	..	..	..	..
—	—	CHELTENHAM SPA (St. James') ... ... arr	168 R	..	..	..	3 35		..	..	..	..	..	..	..

N—Stow-on-the-Wold arr. 12.45 pm, Notgrove arr. 2.12 pm, Lansdown Jn. arr. 3.21 pm

CHELTENHAM SPA AND KINGHAM

UP	Ruling Gradient 1 in					K									
						9B88									
						MW FO am									
CHELTENHAM SPA dep	—	.....	.....	.....	.....	8 10	.....	.....	.....	.....	.....	.....	.....	.....	.....
(St. James')		..	..	..	..	A	..	..	..	..	..	..	..	..	..
CHELTENHAM SPA arr	168 R	.....	.....	.....	.....	R		.....	.....	.....	.....	.....	.....	.....	.....
(Malvern Road) dep		..	..	..	..	R		..	..	..	..	..	..	..	..
Lansdown Junction	218 F	.....	.....	.....	.....	8 15		.....	.....	.....	.....	.....	.....	.....	.....
Cheltenham Leckh'ton ...	100 R	..	..	..	..	8N38		..	..	..	..	..	..	..	..
ANDOVERSFORD ... arr	62 R	.....	.....	.....	.....	9 7		.....	.....	.....	.....	.....	.....	.....	.....
..... dep		..	..	..	..	9X37		..	..	..	..	..	..	..	..
Andoversford Junction ...	L	.....	.....	.....	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....
Notgrove	60 R	..	..	..	..	10X39N		..	..	..	..	..	..	..	..
Stop Board (96m. 28c.) ...	L	.....	.....	.....	.....	P		.....	.....	.....	.....	.....	.....	.....	.....
Bourton-on-the-Water arr	60 F	..	..	..	..	10 26		..	..	..	..	..	..	..	..
... ... dep		.....	.....	.....	.....	10 41		.....	.....	.....	.....	.....	.....	.....	.....
Stow-on-the-Wold ..... arr	83 F	..	..	..	..	10 49		..	..	..	..	..	..	..	..
... ... dep		.....	.....	.....	.....	11 4		.....	.....	.....	.....	.....	.....	.....	.....
KINGHAM ..... arr	80 R	..	..	..	..	11 16		..	..	..	..	..	..	..	..

N—Leckhampton arr. 8.23 am, Notgrove arr. 9.54 am

WEEKDAYS — WORCESTER AND BROMYARD

SINGLE LINE between Bransford Road Junction and Bromyard worked by the Electric Train Token.

TOKEN SECTION—Bransford Road Junction (Signal Box) and Bromyard.

THE CROSSING STATIONS are:—Bransford Road Junction and Bromyard. The Sidings at Leigh Court, Knightwick and Suckley are locked by a Key fixed to the end of the Electric Token.

An intermediate Electric Token Instrument is installed in a hut adjacent to Suckley Middle Ground Frame.

When necessary a train (not conveying passengers) may be placed in Suckley Loop, or Sidings, for another train to pass in the same or opposite directions.

Mile Post Mileage from Paddington M	C	DOWN	Ruling Gradient 1 in	K						K				
				9B64							9B64			
											MW FO			
				am							am			
120	40	**WORCESTER YARD** dep	—	6 0	.....	.....	.....	.....	.....		10 23	.....	.....	.....
121	12	Worcester (F. Street)	120 F	..	..	..	..	..	..		10234	..	..	..
121	68	Henwick	126 F	.....	.....	.....	.....	.....	.....		3	.....	.....	.....
124	14	Bransford Road Junction ...	162 R	6 17	..	..	..	..	..		10 53	..	..	..
126	4	Leigh Court ..... arr	162 R	.....	.....	.....	.....	.....	.....		11 1	.....	.....	.....
		... ... dep		..	..	..	..	..	..		11 15	..	..	..
129	6	Knightwick ..... arr	100 R	.....	.....	.....	.....	.....	.....		11 29	.....	.....	.....
		... ... dep		..	..	..	..	..	..		11 44	..	..	..
130	37	Suckley ..... arr	60 R	.....	.....	.....	.....	.....	.....		PM	.....	.....	.....
		... ... dep		..	..	..	..	..	..		R	..	..	..
134	0	Stop Board ..... arr	66 R	6P45	.....	.....	.....	.....	.....		12P 1	.....	.....	.....
		... ... dep		6 48	..	..	..	..	..		12 5	..	..	..
134	20	Stream Hall Siding	61 F	.....	.....	.....	.....	.....	.....		.....	.....	.....	.....
135	1	**BROMYARD** ... ... arr	—	6 52	..	..	..	..	..	Z—Worcester (Foregate St.) arr. 10.31 am, calls to pick up Parcels Traffic	12 11	..	..	..

WEEKDAYS — BROMYARD AND WORCESTER

UP	Ruling Gradient 1 in	K												
		9B93												
		MW FO PM												
BROMYARD ..... dep	—	3 0	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Stream Hall Siding	61 R	..	..	..	..	..	..	..	..	..	..	..	..	..
Suckley ..... arr	61 R	3 16	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
... ... dep		3 31	..	..	..	..	..	..	..	..	..	..	..	..
Knightwick ..... arr	60 F	3 36	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
... ... dep	—	4 0	..	..	..	..	..	..	..	..	..	..	..	..
Leigh Court ..... arr	100 F	4 10	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
... ... dep		4 18	..	..	..	..	..	..	..	..	..	..	..	..
Bransford Road Junction ...	162 F	4X24	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Henwick	126 R	R	..	..	..	..	..	..	..	..	..	..	..	..
Worcester (F. Street) ... arr	120 R	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
WORCESTER TUNNEL JN. arr	—	4 38	..	..	..	..	..	..	..	..	..	..	..	..

FOREST OF DEAN BRANCH — WEEKDAYS

SINGLE LINE, worked by Electric Train Token between Bullo Pill West, Eastern United Colliery and Bilson, and by Train Staff only (one engine in steam) between Bilson and Churchway, Bilson and Whimsey, and beween Bilson and Cinderford. The only intermediate crossing place is Eastern United Colliery. Worked by Electric Train Token between Bullo Pill West and Bilson when Eastern United Colliery is closed.

The length of the Loop at Eastern United Colliery is 380 yards, capable of holding engine, 50 wagons, and van.

Mile Post Mileage from Forest of Dean Branch Junction		DOWN	Ruling Gradient 1 in	K	K	K	K	G	K			K	G	
								E B V					E B V	
				9B54	9B54	9B54	9B54	0B54	9B54			9B54	0B54	
M	C				SO	SX	SX	SO	SX			SX	SX	
				am	am	am	am	PM	PM			PM	PM	
—	—	Bullo Pill..... dep	—	7 5	.....	.....	.....	.....	1 0	.....	.....	2 20	.....	.....
2	7	Soudley Sidings...	48 R	..	..	..	..	..	..	..	..	..	..	..
3	31	Eastern United Colliery	71 R	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
4	74	Bilson ... ... arr	99 R	7 35	..	..	..	..	1 30	..	..	2 50	..	..
		..... dep		7 50	9 10	9 10	10 20	10†25	.....	.....	.....	3 10	4†25	.....
5	57	**CINDERFORD**	—	7 55	..	..	..	10†30	..	..	..	..	4†30	..
6	17	Northern United Sidings ... arr	41 R	..	..	9 20	..	..	..	..	..	3 20	..	..
5	60	Cinderford (Whimsey) ..... arr	82 R	.....	9 15	.....	10 25	.....	.....	.....	.....	.....	.....	.....
									Conveys E M. Wagons					

Mileage		UP	Ruling Gradient 1 in	K	K	K	K		K	K	G	K	K	K
											E B V			
				9B54	9B54	9B54	9B53		9B54	9B53	0B53	9B54	9B54	9B53
M.	C.				SX	SX	SX		SO	SO	SX	SX	SX	SX
				am	am	am	am		am	am	PM	PM	PM	PM
1	44	Cinderford (Whimsey) ... ... dep	—	.....	.....	11 15	.....	.....	10 5	.....	.....	.....	.....	.....
—	—	Northern United Sidings	—	..	9 50	..	..	..	..	..	..	3 50	..	..
—	—	Brick Works Siding.....	41 F	.....	.....	.....	.....	.....	.....	.....	.....	R	.....	.....
—	—	Stop Board	—	..	P	..	..	..	..	..	..	P	..	..
—	—	**CINDERFORD**	—	8 25	..	..	..	..	..	11 30	..	..	5 0	..
—	—	Stop Board..... ...	51 F	P	.....	.....	.....	.....	.....	P	.....	.....	P	.....
2	30	Bilson ... ... arr	76 F	8 30	10 5	11 20	..	..	10 15	11 35	1†45	4 5	5 5	..
		..... dep		.....	.....	.....	11 40	.....	———	11 45	.....	.....	.....	5 20
3	18	Stop Board... ... ... arr	178 F	..	..	..	P	..	..	P	..	..	..	P
		..... dep		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
3	73	Eastern United Colliery	58 F	..	..	..	..	..	..	..	..	..	..	..
5	5	Stop Board..... arr	49 F	.....	.....	.....	P	.....	.....	P	.....	.....	.....	P
		... ... dep		..	..	..	..	..	..	..	..	..	..	..
5	17	Soudley Sidings.....	48 F	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
7	33	Bullo Pill ... ... arr	54 F	..	..	..	12 31	..	..	12 36	2† 5	..	..	6 11

K120
WEEKDAYS

BERKELEY ROAD AND SPEECH HOUSE ROAD

DOUBLE LINE		SINGLE LINE		WORKED BY	CROSSING STATIONS	STAFF STATIONS
From	To	From	To			
Berkeley Rd. Sth Jn.	Berkeley Loop Jn.	Berkeley Road ...	Otters Pool Jn. ...	Electric Train Tablet or Token	Sharpness South	Berkeley Rd. and Berkeley Loop Jn.
—	—	—	—			
Otters Pool Jn. ...	Lydney Town ...	Lydney Town ...	Parkend		Severn Bridge	Sharpness South, Severn Bridge.
Parkend	Coleford Jn. ...	Coleford Jn. ...	Speech House Rd. ...		—	Otters Pool Jn., Lydney Town, Tufts Jn. & Parkend
—	—	—	—	Train Staff (one engine in steam)	—	Coleford Jn., Speech House Road
—	—	Tufts Jn. ... ... (Oakwood)	Princess Royal Sdgs. Branch)			

Mile Post Mileage from Berkeley Road		Mileage from Coleford Junction		DOWN		Ruling Gradient 1 in	K			K	K		K	K		
							4.40 am Gloucester			5.0 am Gloucester						
							9B57			9B57	9B60		9B55	9B58		
M	C	M	C				MX			MO	SX		SX	SX		
—	—	—	—	**BERKELEY ROAD** ... dep	1	—	am 6 17	.....	.....	am 6 50	.....	.....	.....	.....	.....	.....
—	—	—	—	Berkeley Road South Jn.	2	150 F	..	..	..	..	..	..	..	..	..	..
1	26	—	—	Berkeley Loop Junction	3	200 F	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
2	24	—	—	Berkeley...	4	200 F	..	..	..	..	..	..	..	..	..	..
3	44	—	—	Sharpness South ..... arr	5	132 R	6 30	.....	.....	7 5	.....	.....	.....	.....	.....	.....
				... ... dep	6		..	..	..	..	..	..	..	..	..	..
4	15	—	—	Sharpness	7	132 R	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
5	40	—	—	Severn Bridge ... ... arr	8	132 R	..	..	..	..	..	..	..	..	..	..
				..... dep	9		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
7	71	—		Otters Pool Junction	10	132 F	..	..	..	..	..	..	..	..	..	..
N	—	—		Lydney (Main Line)	11	—	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
8	15	—	—	Lydney Junction ... ... arr	12	132 F	..	..	..	..	..	..	..	..	..	..
				..... dep	13		.....	.....	.....	.....	7 45	.....	8 5	9 55	.....	.....
8	32	—	—	Engine Shed	14	160 R	..	..	..	..	..	..	..	..	..	..
8	73	—	—	Lydney Town.....	15	160 R	.....	.....	.....	.....	.....	.....	.....	10 0	.....	.....
10	60	—	—	Tufts Junction ..... arr	16	117 R	..	..	..	..	..	..	..	..	..	..
				... ... dep	17	—	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
—	—	—	—	Princess Royal Sidings arr	18	—	..	..	..	..	..	..	..	..	..	..
11	32	—	—	Whitecroft.....	19	173 R	.....	.....	.....	.....	Z	.....	.....	.....	.....	.....
12	25	—	—	Parkend	20	173 R	..	..	..	..	Z	..	8 30	..	..	..
12	71	—	—	Coleford Junction..... arr	21	106 R	.....	.....	.....	.....	8 15	.....	.....	.....	.....	.....
				... ... dep	22		..	..	..	..	8 40	..	..	..	..	..
15	47	2	56	Milkwall ..... arr	23	31 R	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
				... ... dep	24		..	..	..	..	..	..	..	..	..	..
—	—	—	—	Sling.....	25	—	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
15	79	3	8	Stop Board... ... ... arr	26	31 R	..	..	..	..	P	..	..	..	..	..
				..... dep	27		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
16	49	3	58	Coleford ... ... arr	28	47 F	..	..	..	..	9 10	..	..	..	..	..
				..... dep	29		.....	.....	.....	.....	9 30	.....	.....	.....	.....	.....
—	—	—	—	Whitecliffe Siding ... arr	30	—	..	..	..	..	9 35	..	..	..	..	..
13	62	—	—	Bicslade Siding	31	96 R	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
14	67	—	—	Speech House Road ... arr	32	132 R	..	..	..	..	..	..	..	..	..	..

M—Distance Otters Pool Jn. to Lydney Jn. (ML) Signal Box 8 chains.

Z—Cash Box Purposes

WEEKDAYS

BERKELEY ROAD AND SPEECH HOUSE ROAD

SINGLE LINE worked by Train Staff (one engine in steam) between Coleford Junction and Coleford and between Coleford and Whitecliff.

SUNDAYS

	K			K		K		K		F			F					
				10.10 am Gloucester						6.35 pm SX, 7.0 pm SO Stoke Gifford to Rogerstone			7.35 pm Bristol (East Depot) to Rogerstone					
	9B60			9B57		9B60		9B95		7T27			7T67					
	SX			SX		SX		SX		SX	SO		SX					
1	am			am 11*58		am				PM	PM		PM					
2	..	..	..	..	..	..	..	..	..	7 32	7 40	..	10 10	..	..	..	..	..
3										7 35	7 43		10 13					
4	..	..	..	..	..		..	..	..	..	..	..	..	..	..	..	..	..
5				12 13		Whitecroft arr. 11.36 am Parkend arr. 11.57 pm												
6	..	..	..	..	..		..	..	..	..	..	..	..	..	..	..	..	..
7										7NW50	7NW58		10NW27					
8	..	..	..	..	..		..	..	..	..	..	..	..	..	..	..	..	..
9																		
10	..	..	..	..	..		..	..	..	..	..	..	..	..	..	..	..	..
11										8 9	8*20		11*29					
12	..	..	..	..	..	..	..	From page 122	..	N—Sharpness arr. 7W45 pm	N—Sharpness arr. 7W53 pm	..	N—Sharpness arr. 10W22 pm	..	..	..	..	..
13						11 5												
14	..	..	..	..	..	..	..	←	..			..		..	..	..	..	..
15																		
16	..	..	..	..	..	11 20	..	2 6	..			..		..	..	..	..	..
17						11 30		2 16										
18	..	..	..	..	..	..	..	2 31	..	..	..	..	..	..	..	..	..	..
19						11 51		→										
20	..	..	..	..	..	12 22	..	To page 122	..			..		..	..	..	..	..
21						12W27												
22	11 35	..	..	..	..	12W32	..		..	SUSPENDED	SUSPENDED	..	Lydney arr. 10*50 pm	..	..	..	..	..
23	11 52																	
24	12 22	..	..	..	..	..	..	..	..			..		..	..	..	..	..
25																		
26	P	..	..	..	..	..	..	Princess Royal dep. 3.0 pm	..	..	..	..	SUSPENDED	..	..	..	..	..
27																		
28	12 32	..	..	..	..	..	..		..	..	..	..		..	..	..	..	..
29	12 42																	
30	12 47	..	..	..	..	..	..		..	..	..	..		..	..	..	..	..
31																		
32	..	..	..	..	..	12 50	..	..	..	..	..	..	..	..	..	..	..	..

K122

WEEKDAYS SPEECH HOUSE ROAD AND BERKELEY ROAD

Mileage from Speech House Road M	Mileage from Speech House Road C	Mileage from Coleford M	Mileage from Coleford C	UP		Ruling Gradient 1 in	K	K	K	K		K		K	K	
							To Gloucester					To Gloucester				
							9B08	9B55	9B55	9B60		9B02		9B55	9B95	
								SX	SX	SX		SX		SX	SX	
							am	am	am	am		PM		PM	PM	
—	—	—	—	Speech House Road ... dep	1	40 F	..	..	..	..	..	..	..	1 15	..	..
1	5	—	—	Bicslade Siding	2	132 F	.....	.....	.....	.....	.....	.....	.....	R	.....	.....
—	—	—	—	Whitecliffe Siding	3	—	..	..	..	10 20N	..	..	..	..	..	..
—	—	—	—	Coleford ..... arr	4	—	.....	.....	.....	10 25N	.....	.....	.....	.....	.....	.....
				... ... dep	5		..	..	..	10 40	..	..	..	..	..	..
—	—	—	49	Stop Board ..... arr	6	47 R	.....	.....	.....	P	.....	.....	.....	.....	.....	.....
				... ... dep	7		..	..	..	..	..	..	..	..	..	..
—	—	—	—	Sling	8	—	.....	.....	.....	N—White-cliffe Sidings to Coleford	.....	.....	.....	.....	.....	.....
—	—	—	77	Milkwall ... ... arr	9	31 F	..	..	..	G	..	..	..	..	..	..
				..... dep	10		.....	.....	.....		.....	.....	.....	.....	.....	.....
1	76	3	53	Coleford Junction ... ... arr	11	Z96 F	..	..	..	11 15	..	..	..	..	..	..
				..... dep	12		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
2	42	—	—	Parkend	13	106 F	..	9 11	..	..	..	..	..	1 55	..	..
3	46	—	—	Whitecroft	14	173 F	.....	.....	.....	.....	.....	.....	.....	R	.....	.....
—	—	—	—	Princess Royal Sidings ...	15		..	..	..	..	..	..	..	..	3 0	..
4	7	—	—	Tufts Junction ..... arr	16	173 F	.....	.....	.....	.....	.....	.....	.....	2 6	3 10	.....
				... ... dep	17		..	..	..	..	..	..	..	3 20	..	..
5	74	—	—	Lydney Town	18	117 F	.....	.....	10 35	.....	.....	.....	.....	.....	.....	.....
6	35	—	—	Engine Shed	19	160 F	..	..	..	..	..	..	..	..	..	..
6	52	—	—	Lydney Junction ..... arr	20	160 F	.....	9 35	10 40	.....	.....	.....	.....	3 37	.....	.....
				... ... dep	21	—	..	..	..	..	..	..	..	..	..	..
—	—	—	—	Lydney (Main Line)	22	—	.....	.....	.....	.....	.....	N—Arr. 12.57 pm	.....	.....	.....	.....
6	76	—	—	Otters Pool Junction	23	132 R	..	..	..	..	..		..	..	..	..
9	27	—	—	Severn Bridge ..... arr	24	132 R	.....	.....	.....	.....	.....		.....	Parkend arr. 1.31 pm	.....	.....
				... ... dep	25		..	..	..	..	..		..		..	..
10	52	—	—	Sharpness	26	132 F	.....	.....	.....	.....	.....		.....		.....	.....
10	67	—	—	Sharpness South ... ... arr	27	132 F	..	..	..	..	..	..	..		..	..
				..... dep	28		8 6	.....	.....	.....	.....	12 50	.....		.....	.....
12	43	—	—	Berkeley	29	132 F	..	..	..	..	..	1N12	..		..	..
13	41	—	—	Berkeley Loop Junction	30	200 R	.....	.....	.....	.....	.....	.....	.....		.....	.....
—	—	—	—	Berkeley Road South Jn.	31	150 R	..	..	..	..	..	..	..	..	..	..
14	67	—	—	**BERKELEY ROAD** ... arr	32	200 R	8 21	.....	.....	.....	.....	1 22	.....	.....	.....	.....

WEEKDAYS SPEECH HOUSE ROAD AND BERKELEY ROAD SUNDAYS

	K				H				H				H							
					To Stoke Gifford				6.50 pm Sev. Tun. Jn. to Bristol (East Depot)				To Stoke Gifford							
	9B55				8B86				8B82				8B86							
	SX				FO				FX				FX							
	PM				PM				PM				PM							
1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
3	1 20	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
4	1 25	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
5	1 45	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
6	P	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
7	..	..	..	..	..	..	..	..	SUSPENDED	..	..	..	..	..	..	..	..	..	..	..
8	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
9	..	..	..	..	SUSPENDED	..	..	..	.....	..	..	..	..	..	..	..	..	..	..	..
10	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
11	2 20	..	..	..	.....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
12	2 35	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
13	Z	..	..	..	.....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
14	Z	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
15	..	..	..	..	..	..	..	..	..	..	..	..	SUSPENDED	..	..	..	..	..	..	..
16	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
17	..	..	..	..	..	..	..	..	..	..	..	..	.....	..	..	..	..	..	..	..
18	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
19	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
20	3 5	.....	.....	.....	.....	.....	.....	.....	N—Sharpness arr. 8W22 pm	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
21	..	..	..	..	8 30	..	..	..		..	..	..	9 45	..	..	..	..	..	..	..
22	.....	.....	.....	.....	.....	.....	.....	.....	8 5	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
23	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
24	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
25	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
26	.....	.....	.....	.....	.....	.....	.....	.....	8NW27	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
27	..	..	..	..	8 50	..	..	..	8 33	..	..	..	10 6	..	..	..	..	..	..	..
28	.....	.....	.....	.....	9 5	.....	.....	.....	9* 1	.....	.....	.....	10 23	.....	.....	.....	.....	.....	.....	.....
29	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
30	.....	.....	.....	.....	9 16	.....	.....	.....	9 13	.....	.....	.....	10 35	.....	.....	.....	.....	.....	.....	.....
31	..	..	..	..	9*31	..	..	..	9 35	..	..	..	10*39	..	..	..	..	..	..	..
32	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

Z—Cash Box purposes

WEEKDAYS

GLOUCESTER, GRANGE COURT AND HEREFORD

SINGLE LINE, worked by Electric Train Token between Grange Court and Rotherwas Junction.

CROSSING STATIONS :—Grange Court, Longhope, Mitcheldean Road, Ross-on-Wye, Fawley and Rotherwas Junction.

STAFF STATIONS :—Grange Court, Longhope, Mitcheldean Road, Ross-on-Wye, Fawley and Rotherwas Junction.

The Siding points at Blaisdon Siding, Backney Siding, Ballingham and Holme Lacy are locked by a Key fixed to the Train Token. An intermediate instrument exists at Holme Lacy North Ground Frame situated between Fawley and Rotherwas Junction. An auxiliary Electric Token Instrument exists in Hut, 48 yards in advance of Up Main Starting Signal at Rotherwas Junction.

CROSSING ARRANGEMENTS—MITCHELDEAN ROAD.—The Loop at Mitcheldean Road will hold engine, 49 wagons and Brake Van.

BANKING FREIGHT TRAINS FROM HEREFORD TO MITCHELDEAN ROAD.—When a Freight Train is assisted from Hereford the Assistant Engine must be attached in front to Ross-on-Wye, where it must be changed to the rear of the train to Mitcheldean Road.

CROSSING ARRANGEMENTS WITH FREIGHT TRAINS AT LONGHOPE.—The following are the number of wagons with which Freight Trains can cross at Longhope, according to the class of engine:—Tank Engine—28 Ordinary Wagons and Brake Van. Ordinary Tender Engine—27 Ordinary Wagons and Brake Van. Large Tender Engine—26 Ordinary Wagons and Brake Van.

Mile Post Mileage from Paddington		Mileage from Gloucester		DOWN	Ruling Gradient 1 in	E		K	H		H
						6T97		9A39	8T99		8T99
M	C	M	C						SO		SX
—	—	—	—			am		am	PM		PM
—	—	—	—	**GLOUCESTER "T" SIDINGS** ..... dep	—	5 10	.....	.....	.....	.....	.....
114	9	—	—	Gloucester Central	178 F	..	..	..	6V25	..	6V25
115	44	1	35	Over Junction	95 F	.....	.....	.....	.....	.....	.....
—	—	—	—	Docks Branch Sidings	—	6N*6	..	8 15	7N15	..	7N15
121	45	7	36	Grange Court ..... arr	238 R	.....	.....	8X33	7 31	.....	7 31
				... ... dep		6 19	..	8 38	8* 5	..	7 51
123	6	8	79	Blaisdon Siding	60 R	.....	.....	R	.....	.....	.....
125	14	11	5	Longhope ... ... arr	71 R	N—Arr. 5.20 am	..	9 1	Z—Arr. 6.39 pm	..	N—Arr. 6.39 pm
				..... dep			.....	9 11		.....	
128	0	13	71	Mitcheldean Road ... ... arr	75 R		..	9 25		..	
				..... dep			.....	9 40		.....	
128	36	14	27	Stop Board... ... ... arr	330 R	6P46	..	9P44	8P35	..	8P18
				..... dep		6 50	.....	9 47	8 40	.....	8 23
132	8	17	79	Ross-on-Wye ... ... arr	75 F	7X 4	..	9 57	8 50	..	8 33
				..... dep		7 35	.....	.....	9 10	.....	9 3
134	42	20	31	Backney Siding ... ... arr	75 R	..	..	..	..	..	..
				..... dep		.....	.....	.....	.....	.....	.....
136	17	22	8	Fawley... ... ... arr	75 R	7X41	..	..	9*26	..	9*19
				..... dep		8*34	.....	.....	10* 1	.....	9*25
137	11	23	2	Ballingham ... ... arr	70 F	..	..	..		..	
				..... dep		.....	.....	.....		.....	
140	19	26	10	Holme Lacy ... ... arr	74 R	..	..	..	V—Old Yard	..	V—Old Yard
				..... dep		.....	.....	.....		.....	
143	2	28	73	Rotherwas Junction	62 R	8 57	.....	..	10 24	..	9*50
144	17	30	8	Hereford (Barr's Court)... arr	79 F	8 16	..	.....	9 26	.....	9 55
				... ... dep		8 40	.....	..	9*56	..	10 25
149	54	—	—	Hereford (Worcester Sdgs) arr	—	8 45	..	.....	10 8	.....	10 37
				... ... dep		9 0	.....	..	10 25	..	10 55
150	15	31	29	Hereford (Barton) ..... arr	—	9 5		.....	10 30	.....	11 0

Mileage from Hereford (Barr's Court)		UP	Ruling Gradient 1 in	G	H		F(SX) H(SO)		H
				0B48	8H71		7H77¶		8H70
M	C								SX
				am	am		PM		PM
—	—	Hereford (Barton) ..... dep	81 R	.....	.....		.....	.....	.....
—	—	Hereford (Worcester Sdgs) arr	—	..	..		..	..	..
		..... dep		.....	8 30		4 35	.....	.....
—	—	Hereford (Barr's Court)... arr	—	..	8 35		4 39	..	..
		..... dep	—	.....	9 0		5 20	.....	7 35
1	15	Rotherwas Junction	79 R	..	9N 5		5X30	..	7 40
3	78	Holme Lacy ..... arr	62 F	.....	.....		.....	.....	.....
		... ... dep		..	R		..	..	..
7	5	Ballingham ..... arr	74 F	.....	.....		.....	.....	.....
		... ... dep		..	R		..	..	..
8	0	Fawley..... arr	70 R	.....	.....		.....	.....	8X 0
		... ... dep		..	R		..	..	8 18
9	48	Backney Siding ..... arr	75 F	.....	.....		.....	.....	.....
		... ... dep		..	R		..	..	..
12	9	Ross-on-Wye..... arr	75 F	.....	9X50		5 59	.....	8 30
		... ... dep		6†20	10 32		6 9	..	8 43
16	17	Mitcheldean Road..... arr	71 R	6*40	10 52		6X29N	.....	.....
		... ... dep		6*45	11X16		6 38	..	..
16	65	Stop Board..... arr	102 F	.....	11P20		6P42	.....	9P 4
		... ... dep		..	11 24		6 44	..	9 8
19	2	Longhope ..... arr	75 F	.....	11 32		.....	.....	.....
		... ... dep		..	11 42		..	..	..
21	14	Blaisdon Siding	71 F	.....	R		.....	.....	.....
22	52	Grange Court ... ... arr	60 F	..	11 53		6 59	..	9 26
		..... dep		7 0	12 40		7PN1	.....	10P*20
—	—	Docks Branch Sidings	—	7† 5	..		..	..	..
28	49	Over Junction	220 F	.....	.....		.....	.....	.....
30	8	Gloucester Central	95 R	..	1221		7 50	..	11 9
—	—	**GLOUCESTER "T" SIDINGS** arr	—	.....	Z—Old Yard arr.		7 55	.....	11 15

N—Arr. 8R35 am. To follow 2.0 am Parcels, Stockport to Bristol, if latter running to time Oakle St. "R".

Over Sidings arr. 12.58 pm dep. 1*10 pm

N—To be regulated from Mitcheldean Road and Grange Court on Saturdays

¶—No. 8H72 SO

Over S. arr 10.40 dep. 11.2

WEEKDAYS — UPTON-ON-SEVERN AND ASHCHURCH

SINGLE LINE between Ashchurch and Upton-on-Severn, worked by one engine in steam or two or more coupled together.

Mileage M	Mileage C	DOWN	G				K		G		K				
			0B11				9B12		0B11		9B11				
							MW FO		MW FO		SX				
			am				am		am		PM				
—	—	UPTON-ON-SEVERN dep	.....	.....	.....	.....	10 30	.....	.....	.....	.....	.....	.....	.....	.....
		Lode's Siding ... ... arr	..	..	..	..	..	..	..	..	..	..	..	..	..
		..... dep	.....	.....	.....	.....	R	.....	.....	.....	.....	.....	.....	.....	.....
2	2	Ripple ... ... arr	..	..	..	..	.....	..	..	..	..	..	..	..	..
		..... dep	.....	.....	.....	.....	R	.....	.....	.....	.....	.....	.....	.....	.....
5	35	Tewkesbury ... ... arr	..	..	..	..	11† 7	..	..	..	..	..	..	..	..
		..... dep	7†20	.....	.....	.....	.....	.....	11†30	.....	2 15	.....	.....	.....	.....
7	9	ASHCHURCH ... ... arr	7†25	..	..	..	..	..	11†40	..	2 25	..	..	..	..

WEEKDAYS — ASHCHURCH AND UPTON-ON-SEVERN

Mileage M	Mileage C	UP	K		K		K		K						
			9B12		9B12		9B12		9B12						
					MW FO		MW FO		SX						
			am		am		am		PM						
—	—	ASHCHURCH ..... dep	6 45	.....	9 0	.....	.....	.....	1 30	.....	.....	.....	.....	.....	.....
1	54	Tewkesbury ... ... arr	6 55	..	9 10	..	..	..	1 40	..	..	..	..	..	..
		..... dep	.....	.....	.....	.....	9 25	.....	.....	.....	.....	.....	.....	.....	.....
5	7	Ripple ... ... arr	..	..	..	..	..	..	..	..	..	..	..	..	..
		..... dep	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		Lode's Siding ... ... arr	..	..	..	..	..	..	..	..	..	..	..	..	..
		..... dep	.....	.....	.....	.....	R	.....	.....	.....	.....	.....	.....	.....	.....
7	9	UPTON-ON-SEVERN arr	..	..	..	..	10 0	..	..	..	..	..	..	..	..

WEEKDAYS — STONEHOUSE, STROUD AND NAILSWORTH

Worked by Train Staff, only one engine in steam at a time or two or more coupled together between Stonehouse (Bristol Road), Stroud and Nailsworth.

Mileage M	Mileage C	Mileage M	Mileage C	DOWN	K		K	
					8.15 am Gloucester		6.15 am Gloucester	
					9F45		9F47	
					MW FO am		MW FO am	
—	—	—	—	**STONEHOUSE (Bristol Rd)** dep	9 23	.....	.....	.....
1	10	—	—	Ryeford ... ... arr	9 37	..	..	..
				..... dep	9 49	.....	.....	.....
2	32	—	—	Dudbridge ... ... arr	9 56	..	..	..
				..... dep	10 6	.....	11 18	.....
—	—	1	7	**STROUD (Wallbridge)** ... arr	10 15	..	..	..
3	76	—	—	Woodchester ..... arr	.....	.....	11 25	.....
				... ... dep	..	..	11 38	..
4	62	—	—	Newman Henders' Sidings ..... arr	.....	.....	11 45	.....
				... ... dep	..	..	12 0	..
5	47	—	—	**NAILSWORTH** ..... arr	.....	.....	12 7 PM	.....

Mileage M	Mileage C	Mileage M	Mileage C	UP	K		K	
					8.15 am Gloucester		To Gloucester	
					9F44		9F14	
					MW FO PM		MW FO PM	
—	—	—	—	**NAILSWORTH** ..... dep	.....	.....	12 50	.....
0	65	—	—	Newman Henders' Siding ... arr	..	..	..	..
				..... dep	.....	.....	.....	.....
1	51	—	—	Woodchester ... ... arr	..	..	..	..
				..... dep	.....	.....	.....	.....
—	—	—	—	**STROUD (Wallbridge)** ... dep	10 50	..	..	..
3	15	1	7	Dudbridge ..... arr	10 58	.....	1 5	.....
				... ... dep	..	..	1 20	..
4	37	—	—	Ryeford ..... arr	.....	.....	.....	.....
				... ... dep	..	..	..	..
5	47	—	—	**STONEHOUSE (Bristol Rd.)** arr	.....	.....	1 35	.....

WEEKDAYS — ROSS-ON-WYE AND LYDBROOK

SINGLE LINE, worked by Electric Train Staff.

Mile Post Mileage from Ross-on-Wye M	Mile Post Mileage from Ross-on-Wye C	DOWN	Ruling Gradient 1 in	K				K	
				9B52				9B52	
				SX				SX	
				am				PM	
—	—	**ROSS-ON-WYE** ... ... dep.	—	11 45	.....	.....	.....	3 0	.....
4	10	Kerne Bridge ... ... arr.	100 R	R	..	..	..	..	..
		dep.	R	.....	.....	.....	.....	.....	.....
5	40	**LYDBROOK** ... ... arr.	108 R	12 5	..	..	..	3 20	..

UP	Ruling Gradient 1 in	K				K	
		9B51				9B51	
		SX				SX	
		PM				PM	
LYDBROOK ... ... dep.	—	1 15	.....	.....	.....	5 25	.....
Kerne Bridge ... ... arr.	108 F	..	..	..	..	..	..
dep.		.....	.....	.....	.....	.....	.....
ROSS-ON-WYE ... ... arr.	100 R	1 35	..	..	..	5 47	..

COALEY JUNCTION AND DURSLEY

Worked by Train Staff, only one engine in steam at a time or two or more coupled together between Coaley Junction and Dursley.

Mileage M	Mileage C	DOWN		K		K		K		K		K		
				9B44		9B44		9B44		9B44		9B44		
								SO		SX		SX		
—	—	**COALEY JUNCTION**	dep	am 7 52	.....	am 10 20	.....	am 10 50	.....	am 11 30	.....	PM 2 35	.....	.....
0	50	Workman's Mill		..	..	10 25	..	..	..	..	..	..	..	..
1	22	Cam.....	arr	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		... ...	dep	..	..	..	..	..	..	..	..	..	..	..
2	36	**DURSLEY**	arr	8 2	.....	.....	.....	10 59	.....	11 40	.....	2 45	.....	.....

DURSLEY AND COALEY JUNCTION

Mileage M	Mileage C	UP		G (E B V)				K				K		
				0B43				9B43				9B43		
												SX		
—	—	**DURSLEY**	dep	am 8†10	.....	.....	.....	am	.....	.....	.....	PM 1 50	.....	.....
1	14	Cam...	arr	..	..	..	..	..	..	..	..	2 0	..	..
		.....	dep	.....	.....	.....	.....	.....	.....	.....	.....	2 15	.....	.....
1	66	Workman's Mill	arr	..	..	..	..	..	..	..	..	R	..	..
		.....	dep	.....	.....	.....	.....	10 35	.....	.....	.....	R	.....	.....
2	36	**COALEY JUNCTION**	arr	8†19	..	..	..	10 40	..	..	..	2 25	..	..

WEEKDAYS

MORETON-IN-MARSH AND SHIPSTON-ON-STOUR

SINGLE LINE, worked by Train Staff. No Block Telegraph. Colour of Staff, Varnished Beech. Shape, Round. Only one Engine in Steam or two Engines coupled together, allowed on this Branch at the same time.

CLOSED

WEEKDAYS GLOUCESTER AND DYMOCK

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

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

N—Starts from Docks Branch Sidings

DYMOCK AND GLOUCESTER

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

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

LOCAL SERVICES AND TRIPS

WORCESTER RAILWAYS

To Worcester Railways

Goods Yard ... ... dep. 8.30 a.m. **MO**
Goods Yard ... ... „ 3.45 p.m. **SX**

From Hill Evans and Company's Works to Goods Yard

Hill Evans Works ... ... dep. 9.15 a.m. **MO**
Hill Evans Works ... ... „ 4.30 p.m. **SX**

Trips to and from Messrs. Heenan and Froudes (including Thomasson's), Tower Manufacturing Company's Sidings, and Hill Evans and Co., must not exceed 12 ordinary wagons. On trips from the Works, the gross weight of the 12 wagons must not exceed 104 tons.

LOCAL SERVICES AND TRIPS

INTER-YARD TRIPS—GLOUCESTER

("K" HEADCODES)

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

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

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

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

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

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

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

WEEKDAYS

SUNDAYS

	9F57 MX	9F57 MX	9F60	9B48	9F59	9F60	9F57 SX	9F50 SO	9F60 SX	9F60	9F50		9F51
	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.		am.
"T" Sidings ..... dep	5 18	6 35	.....	8 22	8 52	.....	12 10	12 20	.....	.....	11 50	.....	6 0
Old Yard ... ... arr	5 23	6 40	...	...	8 57	...	...	...	...	...	...	...	6 5
..... dep	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Docks Branch Sidings ... ... arr	...	...	...	8 38	...	...	12 26	12 36	...	...	12 6	...	A
..... dep	.....	.....	7 10	.....	.....	9 30	.....	.....	12 40	4 25	.....	.....	.....
Llanthony ... ... arr	...	...	7 15	...	...	9 35	...	...	12 45	4 30	...	...	...

A—Worked by New Yard Front Road Engine No. 1—See page 183.

	9B08 MX	9F57	Q	9F59 SX Q	9F57 SX	9F57 SO	9F60 SX	9F60 SO	9F50 SO	9F50 SX	9F51 SO	9F60 SX	9F50	9F08 SO	9B02 SX	9F60 SX	9F59 SX	9F50
	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.	a.m.
Llanthony ..... dep	.....	.....	.....	.....	.....	.....	12 15	1 0	.....	.....	.....	4...0	.....	.....	.....	7 15	.....	.....
Docks Branch Sdgs. arr	...	...	10 30	...	...	...	12 20	1 5	...	...	...	4 5	...	...	...	7 20	...	...
Over Sidings ..... dep	1 38	8 42	.....	.....	11 45	11 55	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1 55
Old Yard ... ... dep	...	...	...	11 35	...	...	...	...	1 30	1 50	2 15	...	5 36	6 20	6 31	...	7 35	...
"T" Sidings ..... arr	.....	.....	.....	.....	.....	.....	.....	.....	.....	1 56	2 20	.....	5 41	.....	6 56	.....	.....	.....
Barnwood Sidings arr	1 51	9 0	10 42	11 40	11 58	12 5	...	...	1 35	...	...	...	...	6 25	...	...	7 40	2 8

	9F53	9F54	9B08	9F55 SO	9F55	9F55		9F56					9F56
	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.		p.m.					a.m.
Upper Yard ..... dep	5N40	8 0	10 35	11 55	12 30	4 35	.....	9 45	.....	.....	.....	.....	2 0
"T" Sidings... ... ... arr	5N50	8 10	10 45	12 5	12 40	4 45	...	9 55	...	...	...	...	2 10

N—Load not to exceed 20 wagons.

	0F53		9F54	9B08 Q	9F55 SO	9F55 SX		9F55		9F56			9F56
	a.m.		a.m.	a	p.m.	p.m.		p.m.		p.m.			a.m.
"T" Sidings..... dep	6||15	.....	8 35	11 0	12 30	1 10	.....	5 15	.....	10 20	.....	.....	2 30
Upper Yard ... ... arr	6||20	...	8 40	11 5	12 35	1 15	...	5 20	...	10 25	...	...	2 35

		8H62 MX											9F56
		a.m.											a.m.
Upper Yard ..... dep	.....	5 10	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4 45
Eastgate Goods Yard ... ... arr	...	5A15	...	...	...	...	...	...	...	...	...	...	4 50

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

							SX						
							p.m.						
Eastgate Goods Yard ..... dep	.....	.....	.....	.....	.....	.....	9 15	.....	.....	.....	.....	.....	.....
Upper Yard ... ... arr	...	...	...	...	...	...	9 20	...	...	...	...	...	...

WEEKDAYS

	9F53		9F54		9F54 SX	9F55 SX	0F55 SO		9F55 SX	0F55 SX		0F55 SO	0F56 SX	9F52 SO Q	0F56 SX
	a.m.		a.m.		a.m.	a.m.	p.m.		p.m.	p.m.		p.m.	p.m.	p.m.	p.m.
Barnwood Sidings ..... dep	.....	.....	.....	.....	.....	11 20	.....	.....	.....	.....	.....	.....	7||40	11 35	11||50
Upper Yard ... ... arr	...	...	...	...	...	11 45	...	...	...	...	...	...	...	11 48	12||12
..... dep	6 40	.....	9 50	.....	11 20	.....	12||53	.....	2 17	5||35	.....	6† 0	.....	.....	.....
High Orchard ... ... arr	...	...	10 0	...	...	L.E.–	1|| 6	...	2 25	5||45	...	...	7||58	...	...
Hempsted Sidings ..... arr	7 5	.....	.....	.....	.....	SO	.....	.....	.....	.....	.....	.....	.....	.....	.....
Quedgeley ... ... arr	...	...	...	...	11 40	...	...	...	...	...	...	6†20	...	...	...

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

N—Goods Shed.

K130 WEEKDAYS BANANA SCHEDULES FROM AVONMOUTH

UP

		C			C			C		C				
		1.0 pm Avonmouth to Water Orton			3.15 pm Avonmouth to Water Orton			6.10 pm Avonmouth to Water Orton		10.0 pm Avonmouth to Water Orton				
		4M36			4M37			4M38		4M32				
		SX Q PM			SX Q PM			SX Q PM		SX Q PM				
BRISTOL (T.M.) ..... dep	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
BRISTOL (St. Philip's) ... ... dep	2	..	..	..	..	..	..	..	..	..	..	..	..	..
STOKE GIFFORD ..... dep	3	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
WESTERLEIGH SIDINGS ... dep	4	1 30	..	..	3 45	..	..	7* 4	..	10 30	..	..	..	..
Charfield..... arr	5	.....	.....	.....	4* 8	.....	.....	.....	.....	.....	.....	.....	.....	.....
... ... dep	6	1 46	..	..	4*45	..	..	7 26	..	11 1	..	..	..	..
Berkeley Road South Junction	7	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Berkeley Road ... ... arr	8	..	..	..	..	..	..	..	..	..	..	..	..	..
..... dep	9	1 55A	.....	.....	4 55	.....	.....	7 35	.....	11 9	.....	.....	.....	.....
Coaley Junction ... ... arr	10	..	..	..	..	..	..	..	..	..	..	..	..	..
..... dep	11	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Frocester ... ... arr	12	..	..	..	..	..	..	..	..	..	..	..	..	..
..... dep	13	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Stonehouse (Bristol Road) ... ... arr	14	..	..	..	..	..	..	..	..	..	..	..	..	..
..... dep	15	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Standish Junction ... ... arr	16	..	..	..	..	..	..	..	..	..	..	..	..	..
..... dep	17	2 6B	.....	.....	5 7	.....	.....	7 53	.....	11 24	.....	.....	.....	.....
Quedgeley	18	..	..	..	..	..	..	..	..	..	..	..	..	..
Hempstead Sidings ..... dep	19	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Tuffley Junction	20	..	..	..	..	..	..	..	..	..	..	..	..	..
High Orchard ..... dep	21	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Barton Street Junction	22	..	..	..	..	..	..	..	..	..	..	..	..	..
GLOUCESTER EASTGATE..... arr	23	2W15	.....	.....	5W*22	.....	.....	8W 6	.....	11W37	.....	.....	.....	.....
GLOUCESTER SOUTH JN. ... arr	24	..	..	..	GL	..	..	..	..	..	..	..	..	..
..... dep	25	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
GLOUCESTER EASTGATE ... dep	26	2W20	..	..	5W*32	..	..	8W12	..	11W42	..	..	..	..
GLOUCESTER CENTRAL ..... dep	27	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Tramway Junction	28	..	..	..	..	..	..	..	..	..	..	..	..	..
Barnwood Sidings..... arr	29	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
... ... dep	30	..	..	..	..	..	..	ML	..	RL	..	..	..	..
Engine Shed Junction ..... arr	31	ML	.....	.....	RL	.....	.....	.....	.....	.....	.....	.....	.....	.....
... ... dep	32	2 23	..	..	5 37	..	..	8 15	..	11 46	..	..	..	..
Churchdown	33	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Hatherley Junction	34	..	..	..	..	..	..	..	..	..	..	..	..	..
Lansdown Junction	35	2 34	.....	.....	5 50	.....	.....	8 28	.....	11 58	.....	.....	.....	.....
CHELTENHAM (Malvern Rd.) arr	36	..	..	..	..	..	..	..	..	..	..	..	..	..
Cheltenham (Spa Lansdown ..... arr	37	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
... ... dep	38	..	..	..	..	..	..	..	..	MX am	..	..	..	..
Alston Junction.....	39	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
CHELTENHAM (High Street) ... arr	40	..	..	..	5*54	..	..	..	..	..	..	..	..	..
..... dep	41	2 36	.....	.....	6*23	.....	.....	8 32	.....	12 1	.....	.....	.....	.....
Cleeve ... ... arr	42	..	..	..	..	..	..	..	..	..	..	..	..	..
..... dep	43	.....	.....	.....	.....	.....	.....	S	.....	.....	.....	.....	.....	.....
Ashchurch ... ... arr	44	..	..	..	..	..	..	..	..	..	..	..	..	..
..... dep	45	2 49	.....	.....	6 33	.....	.....	8 48	.....	12 14	.....	.....	.....	.....
Bredon ... ... arr	46	..	..	..	..	..	..	..	..	..	..	..	..	..
..... dep	47	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Eckington ... ... arr	48	..	..	..	..	..	..	8*58	..	..	..	..	..	..
..... dep	49	.....	.....	.....	.....	.....	.....	9*18	.....	.....	.....	.....	.....	.....
Defford ... ... arr	50	Water Orton arr. 4.52 pm	..	..	Water Orton arr. 8.50 pm	..	..	Water Orton arr. 11.12 pm	..	Water Orton arr. 3.0 am	..	..	..	..
..... dep	51	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pirton Sidings ... ... arr	52	..	..	..	..	..	..	..	..	..	..	..	..	..
..... dep	53	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Wadborough ... ... arr	54	..	..	..	..	..	..	..	..	..	..	..	..	..
..... dep	55	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Abbotts Wood Junction ... ... arr	56	..	..	..	..	..	..	..	..	..	..	..	..	..
..... dep	57	3 10	.....	.....	6 48	.....	.....	9 28	.....	12 45D	.....	.....	.....	.....
Spetchley ... ... arr	58	..	..	..	..	..	..	..	..	..	..	..	..	..
..... dep	59	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Dunhampstead	60	3 22	..	..	6 56	..	..	9 37	..	12 58	..	..	..	..
Stoke Works Junction..... arr	61	RL	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
... ... dep	62	3 33	..	..	7 3	..	..	9 45	..	1 8	..	..	..	..
Bromsgrove South	63	.....	.....	.....	SL	.....	.....	SL	.....	.....	.....	.....	.....	.....
BROMSGROVE... ... ... arr	64	3W40	..	..	7W*11	..	..	9W*58	..	1W20	..	..	..	..
..... dep	65	3W47	.....	.....	7W*40	.....	.....	10W*6	.....	1W44	.....	.....	.....	.....
Blackwell... ... ... arr	66	..	..	..	..	..	..	..	..	..	..	..	..	..
..... dep	67	4 0	.....	.....	7 50	.....	.....	10 17	.....	1 57	.....	.....	.....	.....
BARNT GREEN ... ... arr	68	4 2	..	..	7 54	..	..	10 21	..	1 59	..	..	..	..
WASHWOOD HEATH SDGS. arr	69	.....	.....	.....	.....	.....	.....	N	.....	.....	.....	.....	.....	.....

To be regulated with 1.0 pm Neath to Cambridge

Z—S.L. from Barnt Green

To be kept clear

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

BANANA SCHEDULES FROM AVONMOUTH AND BARRY

UP

		C			C	
		10.0 pm Avonmouth to Moor St.			10.0 pm Avonmouth to Moor St.	
		4H10			4H10	
		SX Q PM			SX Q PM	
Charfield ... arr	1	.....	.....	.....	.....	.....
... ... dep	2	11 1	..	..	11 1	..
Berkeley Road South Junction ...	3	.....	.....	.....	.....	.....
Berkeley Road ... ... arr	4	..	..	..	..	..
..... dep	5	11 9	.....	.....	11 9	.....
Standish Junction ... ... arr	6	..	..	..	..	..
..... dep	7	11*29A	.....	.....	11*29A	.....
GLOUCESTER EASTGATE ..... arr	8	..	..	..	..	..
GLOUCESTER SOUTH JN. ..... arr	9	11CW42	.....	.....	11CW42	.....
... ... dep	10	11CW52	..	..	11CW52	..
GLOUCESTER EASTGATE ..... dep	11	.....	.....	.....	.....	.....
Engine Shed Junction ... ... arr	12	..	..	..	..	..
..... dep	13	11 57	.....	.....	11 57	.....
Churchdown	14	MX	..	..	MX	..
Hatherley Junction ...	15	am	.....	.....	am	.....
Lansdown Junction	16	12 6	..	..	12 6	..
CHELTENHAM (Malvern Rd.) ... arr	17	.....	.....	.....	.....	.....
... ... dep	18	12 7B	..	..	12 7B	..
Toddington ... arr	19	.....	.....	.....	.....	.....
... ... dep	20	12 26	..	..	12 26	..
Honeybourne Jn. West and Sidings ... arr	21	.....	.....	.....	.....	.....
... ... dep	22	12 38	..	..	12 38D	..
HONEYBOURNE JN. EAST ... arr	23	.....	.....	.....	.....	.....
... ... dep	24	..	..	..	12 39C	..
Long Marston ... arr	25	.....	.....	.....	.....	.....
... ... dep	26	..	..	..	..	..
STRATFORD-UPON-AVON ..... arr	27	.....	.....	.....	12CW52	.....
... ... dep	28	..	..	..	..	..
HONEYBOURNE ... arr	29	.....	.....	.....	.....	.....
... ... dep	30	12 40	..	..	..	..
EVESHAM ... arr	31	.....	.....	.....	.....	.....
... ... dep	32	12 48	..	..	..	..
Pershore ... arr	33	.....	.....	.....	.....	.....
... ... dep	34	12 55E	..	..	..	..
Norton Junction ... arr	35	.....	.....	.....	.....	.....
... ... dep	36	1 3	..	..	..	..
Wylds Lane Junction ... arr	37	.....	.....	.....	.....	.....
... ... dep	38	1 13	..	..	..	..
Worcester Yard ... arr	39	1CW16	.....	.....	.....	.....
... ... dep	40	1CW30	..	..	..	..
WORCESTER (Shrub Hill) ..... arr	41	.....	.....	.....	.....	.....
... ... dep	42	..	..	..	..	..
Tunnel Junction ... arr	43	.....	.....	.....	.....	.....
... ... dep	44	1 35	..	..	..	..
Fernhill Heath ...	45	.....	.....	.....	.....	.....
DROITWICH SPA ... ... arr	46	..	..	..	..	..
..... dep	47	1 44	.....	.....	.....	.....
Stoke Works	48	..	..	..	..	..
Cutnall Green ...	49	..	.....	.....	.....	.....
Hartlebury	50	1 49	..	..	..	..
STOURBRIDGE JUNCTION ... arr	51	.....	.....	.....	.....	.....

UP

		C
		12.45 pm Barry Docks to Bradford
		4N00
		SX Q PM
Beachley ... dep		2 8
Lydney ... ... arr		..
..... dep		2 17
Bullo Pill ... ... arr		2*31
..... dep		2*40
Over Sidings ... ... arr		..
..... dep		3 0
Gloucester Central ... ... arr		3CW 5
..... dep		3CW15
Barnwood Sidings ... ... arr		3 20
..... dep		3035
		RL
Engine Shed Junction		3 38
Lansdown Junction ...		3 47
Cheltenham (Malvern Road) ... ... arr		.....
..... dep		3 49
Toddington ... ... arr		.....
..... dep		4 8
Honeybourne West ... ... arr		.....
..... dep		4 20
Honeybourne East ... ... arr		.....
..... dep		4 21
		10
Stratford-upon-Avon ... ... arr		4W45
..... dep		4W55

A— 9. 0 p.m. Swindon to Rogerstone.
B— 3.25 p.m. Cardiff to Woodford.
C— 1.25 a.m. Honeybourne to Leamington and 8. 0 p.m. Didcot to Spondon.
D— 7.30 p.m. Reading West Junction to Worcester.
E—12.15 a.m. Q Honeybourne to Kidderminster.

} To be kept clear.

K132 WEEKDAYS

BANANA SCHEDULES FROM SOUTHAMPTON

DOWN		C			C			C						
		2.55 am Southampton to Crewe			10.22 am Southampton to Crewe			11.25 am Southampton to Crewe						
		4M40			4M48			4M39						
		MSX Q am			SX Q PM			SX Q PM						
OXFORD ..... dep	1	6 20	.....	.....	1 26	.....	.....	2 52	.....	.....	.....	.....	.....	.....
Yarnton	2	6*45	..	..	1*40	..	..	3 0	..	..	..	..	..	..
KINGHAM ..... arr	3	.....	.....	.....	10	.....	.....	.....	.....	.....	.....	.....	.....	.....
... ... dep	4	7 11	..	..	2 20	..	..	3 26	..	..	..	..	..	..
Moreton-in-Marsh ..... arr	5	7*22	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
... ... dep	6	7*35	..	..	2 31	..	..	3 35	..	..	..	..	..	..
Stop Board ..... arr	7	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
... ... dep	8	..	..	..	..	..	..	..	..	..	..	..	..	..
Honeybourne Jn. South	9	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
HONEYBOURNE ... ... arr	10	..	..	..	..	..	..	..	..	..	..	..	..	..
..... dep	11	7 53	.....	.....	2 43	.....	.....	3 49	.....	.....	.....	.....	.....	.....
EVESHAM ..... arr	12	..	..	..	..	..	..	..	..	..	..	..	..	..
..... dep	13	8 16	.....	.....	2 53	.....	.....	3 57	.....	.....	.....	.....	.....	.....
Pershore ... ... arr	14	..	..	..	..	..	..	..	..	..	..	..	..	..
..... dep	15	8 28	.....	.....	3 2	.....	.....	4 4A	.....	.....	.....	.....	.....	.....
Abbotts Wood Junction	16	..	..	..	..	..	..	..	..	..	..	..	..	..
Norton Junction ..... arr	17	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
... ... dep	18	..	..	..	..	..	..	..	..	..	..	..	..	..
Wylds Lane Junction ..... arr	19	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
... ... dep	20	8 38	..	..	3 12	..	..	4 14	..	..	..	..	..	..
Worcester Yard ..... arr	21	8CW43	.....	.....	3CW15	.....	.....	4CW19	.....	.....	.....	.....	.....	.....
... ... dep	22	9E*20	..	..	3E33	..	..	4E39	..	..	..	..	..	..
WORCESTER (Shrub Hill) ..... arr	23	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
... ... dep	24	..	..	..	..	..	..	..	..	..	..	..	..	..
Tunnel Junction ..... arr	25	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
... ... dep	26	9 25B	..	..	3 40D	..	..	4 44E	..	..	..	..	..	..
Fernhill Heath	27	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
DROITWICH SPA ... ... arr	28	..	..	..	..	..	..	..	..	..	..	..	..	..
..... dep	29	9 35	.....	.....	3 48	.....	.....	4 52	.....	.....	.....	.....	.....	.....
Stoke Works	30	..	..	..	..	..	..	..	..	..	..	..	..	..
Cutnall Green	31	9 40C	.....	.....	3 55	.....	.....	4 57	.....	.....	.....	.....	.....	.....
Hartlebury ... ... arr	32	..	..	..	..	..	..	..	..	..	..	..	..	..
STOURBRIDGE JUNCTION ..... arr	33	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

A—3. 0 p.m. Littleton & Badsey to Worcester to precede ex Pershore.
B—9.20 a.m. **SX** Worcester to Washwood Heath.
C—8.30 a.m. Worcester to Kidderminster.
D—3.30 p.m. **SX** Worcester to Stourbridge.
E—4.40 p.m. **SX** Worcester to Kidderminster.

} To be kept clear.

LIST OF SIGNAL BOXES

Distance Box to Box		NAME OF BOX	TIMES DURING WHICH BOXES ARE OPEN					Whether provided with Switch
			Weekdays			Sundays		
			Opened at		Closed at	Opened at	Closed at	
			Mondays	Other Days				
		OXFORD AND HARTLEBURY						
M	C							
—	—	Oxford Station South	—	Open continuously		—	—	Yes
—	18	Oxford Station North	—	Open continuously		—	—	No
—	25	Oxford North Junction	—	Open continuously		—	—	Yes
1	53	Wolvercot Siding	—	Closed		—	—	Yes
—	64	Wolvercot Junction	—	Open continuously		—	—	No
—	71	Yarnton Junction	6. 0 a.m.	—	—	—	6. 0 a.m.	Yes
3	3	Handborough	5.30 a.m.	—	—	—	5.50 a.m.**B**	Yes
6	21	Charlbury	6. 0 a.m.	6. 0 a.m.	9.50 p.m.	—	—	Yes
3	60	Ascott-under-Wychwood	—	Open continuously		—	—	No
1	20	Shipton	12. 0 noon	12. 0 noon	3. 0 p.m.	—	—	Yes
				(or as required for traffic purposes)				
1	37	Bruern Crossing	—	Open continuously		—	—	No
1	50	Kingham	5. 0 a.m.	—	—	—	5.50a. m.	Yes
2	57	Adlestrop	—	Closed		—	—	—
4	14	Moreton-in-Marsh	5. 0 a.m.	—	—	—	5.50 a.m.	Yes
			—	—	—	11. 0 a.m.	1.15 p.m.	
3	20	Blockley	—	Open continuously		—	—	No
2	1	Chipping Campden	—	Open continuously		—	—	No
3	55	Honeybourne (South Loop Junction)	10.0 p.m.	10. 0 p.m.	5.50 a.m.	—	5.50 a.m.	Yes
—	75	Honeybourne Station South ...	6. 0 a.m.	—	2.0 a.m. (Mon.)	10. 0 p.m.	8. 0 a.m.	Yes
—	34	Honeybourne Station North ...	5.30 a.m.	—	—	—	8. 0 a.m.	Yes
—	—	Honeybourne West Loop Junction	—	Open continuously		—	—	Yes
—	—	Honeybourne East Loop Junction ...	6. 0 a.m.	—	2.0 a.m. (Mon.)	10.0 p.m.	7.50 a.m.	Yes
2	30	Littleton and Badsey	—	Open continuously		—	—	No
2	45	Evesham (W.R.)	4.20 a.m.	—	—	—	5.50 a.m.	Yes
						8.30 p.m.	11.10 p.m.	Yes
2	8	Charlton Siding	—	As required		—	—	Yes
—	71	Fladbury	10. 0 a.m.	10. 0 a.m.	7. 0 p.m.	—	—	Yes
2	48	Pershore	6. 0 a.m.	—	—	—	5.50 a.m.	Yes
			—	—	—	2.30 p.m.	9.30 p.m.	Yes
2	21	Stoulton	—	As required for traffic purposes		—	—	Yes
2	42	Norton Junction	—	Open continuously		—	—	Yes
2	66	Worcester (Wylds Lane Junction)	—	Open continuously		—	—	No
—	29	Worcester (Goods Yard)	5. 0 a.m.	—	—	—	8.45 a.m.	No
—	25	Worcester (Shrub Hill Station) ...	—	Open continuously		—	—	No
—	15	Worcester (Shrub Hill Junction) ...	—	Open continuously		—	—	No
—	21	Worcester (Tunnel Junction) ...	—	Open continuously		—	—	Yes
1	18½	Blackpole Sidings	—	For traffic purposes only		—	—	Yes
1	2	Fernhill Heath	5. 0 a.m.	—	—	—	10. 0 p.m.	No
3	13	Droitwich Spa	—	Open continuously		—	—	Yes
3	20½	Cutnall Green	6. 0 a.m.	—	—	—	5.50 a.m.	Yes
1	51½	Elmley Lovett Sidings	—	For traffic purposes only		—	—	No
—	54	Hartlebury Station	—	Open continuously		—	—	Yes
—	24	Hartlebury Junction	5.15 a.m.	5.15 a.m.	10. 0 p.m.	— **G**	—	Yes

B—Or after last booked Freight train.

G—Open as required for Stourport slack trip working.

		WORCESTER AND HEREFORD						
A	—	Worcester (Rainbow Hill Junction)	—	Open continuously		—	—	Yes
1	6	Henwick	—	Open continuously		—	—	No
2	34	Bransford Road Junction	6. 0 a.m.	6. 0 a.m.	10. 0 p.m.**SX**	—	—	Yes
				6. 0 a.m.	11.55 p.m.**SO**			
2	3	Newland East	—	Open continuously		—	—	No
—	47	Newland West	—	For traffic purposes only		—	—	Yes
—	79	Malvern Link	5.30 a.m.	5.30 a.m.	11.30 p.m.	—	—	Yes
1	23	Great Malvern	10. 0 a.m.	10.0 a.m.	7. 0 p.m.	8.45 a.m.	5.15p.m.	Yes
1	2	Malvern Wells	—	Open continuously		—	—	No

A—9 chains from Shrub Hill Junction; 20 chains from Tunnel Junction.

List of Signal Boxes—continued

Distance Box to Box M	Distance Box to Box C	NAME OF BOX	TIMES DURING WHICH BOXES ARE OPEN — Weekdays — Opened at — Mondays	Weekdays — Opened at — Other Days	Weekdays — Closed at	Sundays — Opened at	Sundays — Closed at	Whether provided with Switch
		WORCESTER AND HEREFORD—continued						
1	55	Colwall	—	Open continuously		—	—	No
3	1¼	Ledbury (North End)	—	Open continuously		—	—	No
1	12¾	Ledbury (Station)	—	Open continuously		—	—	No
3	74	Ashperton	6. 0 a.m.	6. 0 a.m.	9.10 p.m.	—	—	Yes
2	22	Stoke Edith	—	Open continuously		—	—	No
3	5	Withington	8.35 a.m.	8.35 a.m.	4.15 p.m. **SX**	—	—	Yes
			—	8.35 a.m.	2.15 p.m. **SO**	—	—	
2	64	Hereford (Shelwick Junction) ...	—	Open continuously		—	—	Yes
—	76½	Hereford (Barr's Court Junction)	5. 0 a.m.	—	—	—	6. 0 a.m. **D**	Yes
—	26½	Hereford (Brecon Curve)	—	Open continuously		—	—	Yes
—	28	Hereford (Barr's Court Station) ...	—	Open continuously		—	—	Yes
—	16	Hereford (Ayleston Hill)	—	Open continuously		—	—	No
—	§43½	Hereford (Barton Curve)	4.45 a.m.	—	—	—	6. 0 a.m. **D**	Yes
—	46½	Hereford (Barton Station)	—	Open continuously		—	—	No
		STRATFORD-UPON-AVON AND STANDISH JUNCTION						
—	—	Stratford-upon-Avon East	—	Open continuously		—	—	Yes
—	17	Stratford-upon-Avon 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	—	Open continuously		—	—	No
2	40	Milcote	—	Open continuously		—	—	No
2	38½	Long Marston	—	Open continuously		—	—	No
2	39	Honeybourne East Loop Junction ...	6. 0 a.m.	—	2.0 a.m.(Mon.)	10. 0 p.m.	7.50 a.m.	Yes
—	40	Honeybourne West Loop Junction	—	Open continuously		—	—	Yes
—	—	Broadway ... ... **G**	—	Intermediate Block Signals		—	—	Yes
4	47	Toddington	—	Open continuously		10. 0 p.m.	7.50 a.m.	Yes
2	29	Winchcombe	7. 0 a.m.	7. 0 a.m.	1. 0 a.m.	—	1. 0 a.m.	Yes
5	7	Bishop's Cleeve	6. 0 a.m.	—	—	—	5.50 a.m.	Yes
1	67	Cheltenham Race Course	—	As required		—	—	Yes
1	76½	Cheltenham (Malvern Road) East ...	—	Open continuously		—	—	Yes
—	24	Cheltenham (Malvern Road) West	5. 0 a.m.	—	—	—	6. 0 a.m. **D**	No
—	42½	Lansdown Junction	—	Open continuously		—	—	Yes
—	38¼	Hatherley Junction	5. 0 a.m.	—	—	—	6. 0 a.m.	Yes
2	24	Churchdown	—	Open continuously		—	—	Yes
1	37	Elm Bridge	6. 0 a.m.	—	—	—	5.50 a.m.	No
1	8	Engine Shed Junction	—	Open continuously		—	—	—
—	—	Barnwood Ground Frame	6. 0 a.m.	—	—	—	5.50 a.m.	No
—	—	Tramway Junction	—	Open continuously		—	—	No
—	16½	Gloucester Passenger Station ...	—	Open continuously		—	—	Yes
1	18	Gloucester South Junction	—	Open continuously		—	—	Yes
—	—	Standish Junction	—	Open continuously				
		BARNT GREEN MAIN LINE JUNCTION TO CHARFIELD						
—	—	Barnt Green Main Line Junction ...	—	Open continuously		—	—	No
—	56	Linthurst	—	Intermediate Block Signal		—	—	No
1	42	Blackwell	—	Open continuously		—	—	No
2	19	Bromsgrove Station	—	Open continuously		—	—	No
—	32	Bromsgrove South	—	Open continuously		—	—	No
1	53	Stoke Works Junction	—	Open continuously		—	—	No
4	57	Dunhampstead	—	Open continuously		—	—	Yes
4	5	Spetchley Station	6. 0 a.m.	6. 0 a.m.	9.50 p.m.	—	—	Yes
2	45	Abbotts Wood Junction	—	Open continuously		—	—	No
1	72	Pirton Sidings	—	Open continuously		—	—	Yes
2	65	Defford	10.0 a.m.	10. 0 a.m.	6. 0 p.m.	—	—	Yes
1	8	Eckington	—	Open continuously		—	—	No
2	66	Bredon	6. 0 a.m.	—	—	—	5.50 a.m.	Yes
2	12	Ashchurch	—	Open continuously		—	—	Yes
3	37	Cleeve...	6. 0 a.m.	—	—	—	7. 0 a.m.	Yes

D—Or as ordered by Control.

§—From Barr's Court Junction.

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

List of Signal Boxes—continued

Distance Box to Box		NAME OF BOX	TIMES DURING WHICH BOXES ARE OPEN						Whether provided with Switch
			Weekdays			Sundays			
			Opened at		Closed at	Opened at		Closed at	
			Mondays	Other Days					
BARNT GREEN MAIN LINE JUNCTION TO CHARFIELD—continued									
M	C								
2	69	Cheltenham High St.	4. 0 a.m.	—	—	—		7. 0 a.m.	Yes
—	33	Alston Junction	—	Open continuously		—		—	No
—	32	Cheltenham Lansdown Station ...	—	Open continuously		—		—	No
—	29	Lansdown Junction	—	Open continuously		—		—	No
—	38	Hatherley Junction	5. 0 a.m.	—	—	—		6. 0 a.m.	Yes
2	24	Churchdown	—	Open continuously		—		—	Yes
1	37	Elm Bridge	6. 0 a.m.	—	—	—		5.50 a.m.	Yes
N 1	8	Engine Shed Junction	—	Open continuously		—		—	No
—	—	Barnwood Ground Frame	6. 0 a.m.	—	—	—		5.50 a.m.	—
—	41	Tramway Junction	—	Open continuously		—		—	No
—	8	Gloucester Goods Junction ...	5.15 a.m.	—	—	—		6. 0 a.m.	No
—	7	Gloucester Passenger Stn.	—	Open continuously		—		—	No
—	18	Barton Street Junction	—	Open continuously		—		—	No
—	18	California Crossing	—	Open continuously		—		—	No
—	31	Painswick Road Crossing	—	Open continuously		—		—	No
1	3	Tuffley Junction	6. 0 a.m.	—	—	—		1.50 p.m.D	Yes
2	5	Naas Crossing	—	Open continuously		—		—	No
1	62	Haresfield	—	Open continuously		—		—	No
1	23	Standish Junction	—	Open continuously		—		—	Yes
1	41	Stonehouse (Bristol Road)	6. 0 a.m.	—	—	—		8. 0 a.m.	Yes
1	70	Frocester	6. 0 a.m.	—	—	—		5.50 a.m.	Yes
						7.30 p.m.		9.30 p.m.	
2	6	Coaley Junction	6. 0 a.m.	—	—	—		8. 0 a.m.	Yes
2	23	Berkeley Road Junction	—	Open continuously		—		—	No
1	26	Berkeley Road South Junction ...	—	Temporarily closed		—		—	Yes
H—	—	Wick	Intermediate Block Signals			—		—	—
4	4	Charfield	—	Open continuously		—		—	Yes

C—After last Branch train has cleared.

D—Or as ordered by Control

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

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

KEMBLE, GLOUCESTER AND BEACHLEY JUNCTION

5	42	Kemble	—	Open continuously		—		—	No
—	64	Coates	—	As required **M**		—		—	Yes
2	43	Sapperton Sidings	—	Open continuously		10. 0 p.m.		2. 0 p.m.**A**	Yes
								—	
2	1	Frampton Crossing	7.40 a.m.	7.40 a.m.	3. 0 p.m.	—		—	Yes
			4.40,p.m.	4.40 p.m.	12. 0 mdt.	—		—	
1	40	Chalford	5.50 a.m.	5.50 a.m.	10.40 p.m.**L**	2. 0 p.m.		10. 0 p.m.	Yes
					11.45 p.m.**SO**	**L** —		—	
1	29	Brimscombe East	—	Open continuously		10. 0 p.m.		8. 0 a.m.**A**	Yes
—	20	Brimscombe West	11.40 a.m.	11.40 a.m.	1.30 p.m.	—		—	Yes
			6. 0 p.m.	6.0 p.m.**SX**	7.40 p.m.**SX**				
2	40	Stroud...	—	Open continuously		—		—	Yes
2	70	Stonehouse (Burdett Road) ...	6. 0 a.m.	—	—	—		6. 0 a.m.**A**	Yes
1	63	Standish Junction	—	Open continuously		—		—	Yes
1	24¾	Haresfield	—	Open continuously		—		—	No
1	61	Naas Crossing	—	Open continuously		—		—	No
2	9¼	Tuffley Junction	6. 0 a.m.	—	—	—		1.50 p.m.**A**	Yes
1	27¾	Gloucester (South Junction) ...	—	Open continuously		—		—	Yes
—	27	Gloucester (North)	4.30 a.m.	—	—	—		8. 0 a.m.**A**	Yes

A—Or as ordered by Control.

L—Or after last Rail Motor has cleared.

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

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

A—Or as ordered by Control.

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

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

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

E—During Engineers occupation of Severn Tunnel only.

		BARNT GREEN AND ASHCHURCH (VIA EVESHAM)						
—	—	Barnt Green (Main Line Junction)	—	Open continuously		—	—	No
—	39	Barnt Green (Single Line Junction)	4. 0 a.m.	—	—	—	6. 0 a.m.**A**	No
						8.15 a.m.	10.45 a.m.	
						6.45 p.m.	9.10 p.m.	
4	15	Redditch (North)	4. 0 a.m.	—	—	—	5.50 a.m. **A**	No
						8.30 a.m.	11.10 a.m.	
						6.40 p.m.	9.10 p.m.	
—	43	Redditch (South)	4. 0 a.m.	—	—	—	5.50 a.m. **B**	No
						8.30 a.m.	11. 0 a.m.	
						6.40 p.m.	9.10 p.m.	
3	6	Studley and Astwood Bank... ...	—	As required		—	—	
4	18	Alcester	5.35 a.m.	5.35 a.m.	9.35p.m.**SXA**	8.45 a.m.	11.10 a.m. **B**	Yes
					11.10p.m.**SOA**	6.45 p.m.	8.55 p.m. **B**	No
2	67	Broom Junction (North)	5.35 a.m.	5.35 a.m.	9.35p.m.**SXA**	8.45 a.m.	11. 0 a.m. **B**	No
					11. 0p.m.**SOA**	8.50 p.m.	8.55 p.m. **B**	
—	42	Broom Junction (West)	—	Closed		—	—	
2	59	Harvington	5.45 a.m.	5.45 a.m.	9.15p.m.**SXA**	8.50 a.m.	10.25 a.m.	No
					10.45p.m.**SOA**	7.15 p.m.	8.35 p.m.	
3	46	Evesham	5.15 a.m.	—	—	—	3.30 a.m. **A**	No
						9.0 a.m.	10.25 a.m.	
						7.20 p.m.	8.25 p.m.	
3	8	Hinton	—	As required.		—	—	Yes
3	69	Beckford	8.45 a.m.	8.45 a.m. **SX**	10.25 a.m.	—	—	Yes
			—	9.35 a.m. **SO**	—			
3	74	Ashchurch	—	Open continuously		—	—	Yes

A—Or after last train has cleared.

B—Opens as required on Saturdays.

		BROOM JUNCTION AND STRATFORD-UPON-AVON (OLD TOWN)					
—	18‡	Broom Junction East	—	Closed	—	—	—

‡—From Broom Junction North.

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

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

		CHIPPING NORTON AND KINGHAM						
6	42	Chipping Norton	7. 0 a.m.	7. 0 a.m.	5.15 p.m. **ASX** } —	—	—	No
4	16	Kingham	5. 0 a.m.	—	4.45 p.m. (**SO**} —	—	5 50 a.m.	Yes

A—Or until last train has cleared.

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

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

		GLOUCESTER GRANGE COURT AND HEREFORD						
—	—	Gloucester West	—	—	—	—	—	
1	33	Over Junction	4.45 a.m.	—	—	—	8. 0 a.m.†	Yes
—	30	Over Sidings	—	—	—	10. 0 p.m.	8. 0 a.m.†	Yes
—	—	Oakle Street	Intermediate Block Signals			—	—	
5	37¾	Grange Court	Open continuously			—	—	No
3	53	Longhope	6. 0 a.m.	6. 0 a.m.	10. 0 p.m. **A**	1.45 p.m.	4. 0 p.m. **L**	No
					10.45 p.m. Sats. **A**			
2	68	Mitcheldean Road	6. 0 a.m.	6. 0 a.m.	10.15 p.m. **A**	1.45 p.m.	4. 0 p.m. **L**	No
				Sats.	—10.35 p.m. **A**			
4	2	Ross-on-Wye	6.15 a.m.	6.15 a.m.	10.30 p.m. **A**	1.45 p.m.	4.15 p.m. **L**	No
4	11	Fawley	6.45 a.m.	6.45 a.m.	10.40 p.m. **A**	2. 0 p.m.	4.15 p.m. **L**	No
				Sats.	—10.50 p.m. **A**			
6	58	Rotherwas Junction	5.45 a.m.	5.45 a.m.	11.15 p.m. **A**	2. 0 p.m.	8. 0 p.m. **L**	Yes
1	30	Hereford (Barr's Court Station) ...	—	Open continuously		—	—	Yes
—	—	Hereford (Barton Curve)	4.45 a.m.	—	—	—	6. 0 a.m.†	Yes
—	—	Hereford (Barton)	—	Open continuously		—	—	No

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

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

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

List of Signal Boxes—continued

Distance Box to Box 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
		BERKELEY ROAD AND LYDNEY TOWN						
—	—	Berkeley Road Junction	—	Open continuously		—	—	No
*—	—	Berkeley Road South Junction ...	7. 0 p.m.	7. 0 p.m.	C	—	—	Yes
*1	19¾	Berkeley Loop Junction	7.15 p.m.	7.15 p.m.	C	—	—	Yes
2	24½	Sharpness South	6. 0 a.m.	Until last train has cleared 6. 0 a.m.	Until last train has cleared	—	—	No
1	8	Sharpness Swing Bridge	6. 0 a.m.	5.45 a.m.	B	—	—	No
*	67½	Severn Bridge	6.45 a.m.	6.45 a.m.	B	—	—	No
*2	30	Otter's Pool Junction	7.20 a.m.	7.20 a.m.	B	—	—	No
	41½	Lydney Engine Shed...	7.20 a.m.	7.20 a.m.	B	—	—	No

A—During Engineers' occupation of Severn Tunnel only.

B—Until last train has cleared.

C—After last Branch train has cleared.

*—Temporarily closed.

		LYDNEY TOWN AND SPEECH HOUSE ROAD						
—	—	Lydney Town	7.30 a.m.	7.30 a.m.	B	—	—	No
1	59¾	Tufts Junction	7.30 a.m.	7.30 a.m.	B	—	—	No
1	51¾	Parkend	7.45 a.m.	7.45 a.m.	B	—	—	
—	23½	Travellers' Rest	7.45 a.m.	7.45 a.m.	B	—	—	No
—	20½	Coleford Junction	7.45 a.m.	7.45 a.m.	B	—	—	
1	76½	Speech House Road	As required		—	—	—	No

B—Until last train has cleared.

		ROSS ON-WYE AND LYDBROOK						
—	—	Ross-on-Wye...	6.15 a.m.	6.15 a.m.	10.30 p.m. **A**	1.45 p.m.	4.15 p.m. **L**	No

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

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

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

A—Or until last train has cleared.

B—As required.

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

TIME ALLOWANCES FOR FREIGHT TRAINS

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

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

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

OXFORD AND WORCESTER

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

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

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

Time Allowances for Freight Trains—continued

HARTLEBURY, WORCESTER AND HEREFORD

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

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

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

CHIPPING NORTON AND KINGHAM

Great Rollright Siding ...	...	9	**KINGHAM**	...	...
CHIPPING NORTON ...	15	8	Sarsden Halt and Siding ...	...	...
Gas Works Siding	...	...	Gas Works Siding	...	...
Sarsden Halt and Siding ...	...	...	**CHIPPING NORTON** ...	9	13
KINGHAM	10	11	Great Rollright Siding ...	...	10

KINGHAM AND CHELTENHAM

KINGHAM	...	...	**CHELTENHAM** (St. J.) ...	...	...
Stow-on-the-Wold	...	13	**CHELTENHAM** (M. Rd.) ...	1	1
Bourton-on-the-Water ...	...	5	Lansdown Junction	1	1
Notgrove	...	15	Cheltenham Leckhampton ...	5	6
Stop Board	...	4	**ANDOVERSFORD** ...	24	24
Andoversford Junction ...	...	...	Andoversford Junction ...	...	...
ANDOVERSFORD ...	...	8	Notgrove	15	15
Stop Board	1	1	Stop Board 96m. 28c.... ...	...	1
Cheltenham Leckhampton ...	11	11	Bourton-on-the-Water ...	10	10
Lansdown Junction	4	5	Stow-on-the-Wold	...	5
CHELTENHAM (M. Rd.)...	1	1	**KINGHAM**	14	9
CHELTENHAM (St. J.) ...	...	...			

Time Allowances for Freight Trains—continued

STRATFORD-UPON-AVON AND GLOUCESTER

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

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

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

BARNT GREEN AND CHARFIELD

DOWN	Point-to-Point Allowances C Head Code	D Head Code	E Head Code	F Head Code	H Head Code	J & K Head Codes
	Mins.	Mins.	Mins.	Mins.	Mins.	Mins.
Barnt Green	...	...	...	...	...	...
Blackwell	2	3	4	5	6	6
Bromsgrove Station	7	7	12	12	12	12
Bromsgrove South*	3*	3*	3*	3*	3*	3*
Stoke Works Junction... ...	4	4	4	5	5	5
Stoke Works Junction ...	...	...	...	...	...	...
Droitwich	7	7	8	8	9	14
Worcester	11	11	11	12	13	20
Abbotts Wood Junction ...	7	7	8	9	10	12
Dunhampstead	6	6	7	8	9	12
Abbotts Wood Junction ...	8	9	10	12	13	15
Ashchurch	13	14	17	19	21	27
Cheltenham (High St.) ...	...	...	...	14	16	16
Cheltenham Lansdown ...	...	...	...	2	2	3
Gloucester Eastgate	24	25	25	15	16	16
Gloucester E.S. Junction ...	...	...	...	...	...	...
Gloucester South Junction ...	...	...	...	3	3	3
Standish Junction	9	11	13	14	16	23
Standish Junction	14	15	18	19	21	25
Berkeley Road	10	11	12	14	15	20
Charfield	...	...	...	9	...	13
Yate	10	12	...	13	...	22
Westerleigh	...		26	5	35	7

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

*—These times are for pass or stop.

Time Allowances for Freight Trains—continued

KEMBLE GLOUCESTER AND BEACHLEY JUNCTION

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

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

C—Additional five minutes allowed when required to enter Sapperton Sidings Loop. Vans and lightly loaded trains allowed ten minutes only Sapperton Sidings to Stop Board.

U—Local trains worked with two Brake

V—Trains not calling at Chalford allowed eight minutes running time Stop Board to Brimscombe exclusive of starting and stopping allowances.

BARNT GREEN AND ASHCHURCH VIA REDDITCH

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

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

Time Allowances for Freight Trains—continued

GLOUCESTER AND DYMOCK

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

WORCESTER AND BROMYARD

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

GLOUCESTER AND HEREFORD

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

BERKELEY ROAD AND LYDNEY JUNCTION

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

LYDNEY TOWN, SPEECH HOUSE ROAD AND WIMBERRY BRANCH

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

Time Allowances for Freight Trains—continued

FOREST OF DEAN BRANCH

DOWN	Point-to-Point Times (Mins)
Bullo Pill	...
Soudley Sidings	13
Eastern United Colliery	9
Ruspidge	2
Bilson	...
CINDERFORD	...
Bilson	3
Northern United Sidings ...	...
Cinderford (Whimsey)	4

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

COLEFORD JUNCTION AND COLEFORD

DOWN	Point-to-Point Times (Mins)
Coleford Junction	...
Milkwall	13
Stop Board	2
Coleford	4
Whitecliff Sidings	...

UP	Point-to-Point Times (Mins)
Whitecliff Sidings	...
Coleford	...
Stop Board	5
Milkwall	2
Coleford Junction	17

STONEHOUSE (BRISTOL ROAD), STROUD AND NAILSWORTH

DOWN	Point-to-Point Times (Mins)
Stonehouse (Bristol Road)	...
Dudbridge	10
Stroud	8
Woodchester	7
Nailsworth	7

UP	Point-to-Point Times (Mins)
Nailsworth	...
Woodchester	...
Stroud	...
Dudbridge	5
Dudbridge	5
Stonehouse (Bristol Road) ...	8

ROSS-ON-WYE AND LYDBROOK

DOWN	Point-to-Point Times (Mins)
Ross-on-Wye	—
Kerne Bridge	11
Lydbrook	4

UP	Point-to-Point Times (Mins)
Lydbrook	—
Kerne Bridge	4
Ross-on-Wye	12

ASHCHURCH AND UPTON-ON-SEVERN

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

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

ENGINE LOADS FOR MAIN LINE FREIGHT TRAINS

SECTION		WORKING LOADS	MAXIMUM ENGINE LOADS																									
		Maximum number of wagons to be conveyed except by Trains specially provided for in the Service Books or by arrangement	For Group A Engines				For Group B Engines				For Group C Engines				For Group D Engines				For Group DX Engines §§				For Group E Engines				For Group EX Engines §§			
From	To		Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties	Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties	Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties	Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties	Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties	Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties	Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties
DOWN TRAINS																												
Oxford	Moreton-in-Marsh ...	80	32	43	64	80	37	49	74	93	39	52	78	98	52	69	104	130	57	76	114	143	64	85	128	160	70	93	140	175
Moreton-in-Marsh ...	Worcester	70	27	36	54	68	31	41	62	78	33	44	66	83	44	59	88	110	48	64	96	120	53	71	106	133	58	77	116	145
Worcester	Kidderminster ...	60	27	36	54	68	31	41	62	78	33	44	66	83	44	59	88	110	48	64	96	120	53	71	106	133	58	77	116	145
UP TRAINS																												
Stourbridge Jn. ...	Worcester	60	33	44	66	83	38	51	76	95	42	56	84	105	55	73	110	138	61	81	122	153	66	88	132	165	74	99	148	185
Worcester	Evesham	80	33	44	66	83	38	51	76	95	42	56	84	105	55	73	110	138	61	81	122	153	66	88	132	165	74	99	148	185
Evesham	Honeybourne ...	80	29	39	58	73	33	44	66	83	37	49	74	93	48	64	96	120	53	71	106	133	58	77	116	145	64	85	128	160
Honeybourne ...	Chipping Campden...	80	18	24	36	45	21	28	42	53	22	29	44	55	27	36	54	68	27	36	54	68	37	49	74	93	37	49	74	93
Chipping Campden **A**	Moreton-in-Marsh ...	80	25	33	50	63	28	37	56	70	31	41	62	78	42	56	84	105	46	61	92	115	50	67	100	125	55	73	110	138
Blockley **B**	Moreton-in-Marsh ...	80	21	28	42	53	24	32	48	60	26	35	52	65	34	45	68	85	34	45	68	85	42	56	84	105	42	56	84	105
Moreton-in-Marsh ...	Oxford	80	37	49	74	93	43	57	86	108	45	60	90	113	63	84	126	138	69	92	138	173	75	100	150	188	82	109	164	205
DOWN TRAINS																												
Worcester	Malvern Link ...	60	21	28	42	53	24	32	48	60	26	35	52	65	34	45	68	85	38	51	76	95	42	56	84	105	46	61	92	115
Malvern Link ...	Colwall	60	15	20	30	38	17	23	34	43	18	24	36	45	25	33	50	63	25	33	50	63	30	40	60	75	30	40	60	75
Colwall	Hereford	60	21	28	42	53	24	32	48	60	26	35	52	65	34	45	68	85	37	49	74	93	42	56	84	105	46	61	92	115
UP TRAINS																												
Hereford (Barton) ...	Ledbury	60	21	28	42	53	24	32	48	60	26	35	52	65	34	45	68	85	37	49	74	93	42	56	84	105	46	61	92	115
Ledbury	Colwall*	60	11	15	22	28	12	16	24	30	13	17	26	33	17	23	34	43	17	23	34	43	22	29	44	55	22	29	44	55
Ledbury	Colwall†	60	21	28	42	53	23	31	46	58	25	33	50	63	29	39	58	73	29	39	58	73	33	44	66	83	33	44	66	83
Ledbury	Colwall§	60	26	35	52	65	28	37	56	70	30	40	60	75	34	45	68	85	34	45	68	85	38	51	76	95	38	51	76	95
Colwall	Worcester	60	21	28	42	53	24	32	48	60	26	35	52	65	34	45	68	85	37	49	74	93	42	56	84	105	46	61	92	115

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

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

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

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

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

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

Engine Loads for Main Line Freight Trains—continued

SECTION		WORKING LOADS	MAXIMUM ENGINE LOADS																											
			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	Maximum number of wagons to be conveyed except by Trains specially provided for in the Service Books or by arrangement	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																														
Stratford-upon-Avon	Honeybourne Stn. ...	80	24	32	48	60	27	36	54	68	30	40	60	75	40	53	80	100	44	59	88	110	48	64	96	120	53	71	106	133
Stratford-upon-Avon	Moreton-in-Marsh ...	80	18	24	36	45	21	28	42	53	22	29	44	55	27	36	54	68	27	36	54	68	37	49	74	93	37	49	74	93
Stratford-upon-Avon	Moreton-in-Marsh ...	80	23	31	46	58	27	36	54	68	29	39	58	73	38	51	76	95	42	56	84	105	47	63	94	118	52	69	104	130
			(With assistance, Honeybourne South Jct. to Chipping Campden and clear road through Blockley)																											
Stratford-upon-Avon	Toddington	80	24	32	48	60	27	36	54	68	30	40	60	75	40	53	80	100	44	59	88	110	48	64	96	120	53	71	106	133
Honeybourne Stn. ...	Toddington	80	23	31	46	58	27	36	54	68	29	39	58	73	38	51	76	95	42	56	84	105	47	63	94	118	52	69	104	130
Honeybourne Stn. ...	Toddington	80	18	24	36	45	Engines of 4–4–0 (90XX) types.								—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Toddington	Bishop's Cleeve ...	80	37	49	74	93	43	57	86	108	45	60	90	133	63	84	126	158	69	92	138	173	75	100	150	188	83	110	166	208
Bishop's Cleeve ...	Malvern Road ...	80	33	44	66	83	38	51	76	95	42	56	84	105	55	73	110	138	61	81	122	153	66	88	132	165	74	99	148	185
Malvern Road ...	Gloucester	80	37	49	74	93	43	57	86	108	45	60	90	133	63	83	126	158	69	92	138	173	75	100	150	188	82	109	164	205
Gloucester	Stoke Gifford ...	60	23	31	46	58	27	36	54	68	29	39	58	73	38	51	76	95	42	56	84	105	47	63	94	118	52	69	104	130
UP TRAINS																														
Stoke Gifford ... (via Standish Junction)	Gloucester	60	33	44	66	83	38	51	76	95	42	56	84	105	55	73	110	138	61	81	122	153	66	88	132	165	74	99	148	185
Gloucester	Malvern Road ...	70	28	37	56	70	32	43	64	80	35	47	70	88	47	63	94	118	52	69	104	130	57	76	114	143	63	84	126	158
Malvern Road ...	Bishop's Cleeve ...	80	21	28	42	53	24	32	48	60	26	35	52	65	35	47	70	88	35	47	70	88	42	56	84	105	42	56	84	105
Bishop's Cleeve ...	Stratford-upon-Avon	80	25	33	50	63	28	37	56	70	31	41	62	78	42	56	84	105	46	61	92	115	50	67	100	125	55	73	110	138
Moreton-in-Marsh ...	Stratford-upon-Avon	70	27	36	54	68	31	41	62	78	33	44	66	83	44	59	88	110	48	64	96	120	53	71	106	133	58	77	116	145
Honeybourne Stn. ...	Stratford-upon-Avon	80	23	31	46	58	27	36	54	68	29	39	58	73	38	51	76	95	42	56	84	105	47	63	94	118	52	69	104	130
Honeybourne Stn. ...	Stratford-upon-Avon	80	18	24	36	45	(Engines of 4–4–0 (90XX types).								—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

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

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

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

§§—" Hall " Class ... ... 49XX, 59XX, 69XX, 79XX ... } Marked " **DX** "
" Grange " Class ... ... 68XX ... } Marked " **DX** "
" 47XX " 2–8–0 ... ... 47XX ... } Marked " **DX** "
" 28XX " 2–8–0 ... ... 28XX, 38XX ... } Marked " **EX** "

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

Engine Loads for Main Line Freight Trains—continued

SECTION From	SECTION To	WORKING LOADS Maximum number of wagons to be conveyed except by Trains specially provided for in the Service Books or by arrangement	MAXIMUM ENGINE LOADS For Group A Engines Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties	For Group B Engines Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties	For Group C Engines Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties	For Group D Engines Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties	For Group E Engines Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties
DOWN TRAINS																						
Swindon	Coates	70	37	49	74	93	43	57	86	108	45	60	90	113	62	83	124	155	75	100	150	188
Coates	Chalford	70	17	23	34	43	20	27	40	50	22	29	44	55	29Y	39	58	73	35Z	47	70	88
Chalford	Gloucester	70	37	49	74	93	43	57	86	108	45	60	90	113	62	83	124	155	75	100	150	188
Gloucester	Bullo Pill	70	32	43	64	80	37	49	74	93	39	52	78	98	52	69	104	130	63	84	126	158
Bullo Pill	Lydney	70	33	44	66	83	38	51	76	95	42	56	84	105	55	73	110	138	66	88	132	165
Lydney	Chepstow	70	29	39	58	73	33	44	66	83	37	49	74	93	48	64	96	120	58	77	116	145
Chepstow	Caldicot	70	37	49	74	93	43	57	86	108	45	60	90	113	62	83	124	155	75	100	150	188
Caldicot	Severn Tunnel Jn.	70	37	49	74	93	43	57	86	108	45	60	90	113	62	83	124	155	75	100	150	188
UP TRAINS																						
Severn Tunnel Jn.	Caldicot	60	33	44	66	83	38	51	76	95	42	56	84	105	55	73	110	138	66	88	132	165
Caldicot	Chepstow	60	22	29	44	55	25	33	50	63	27	36	54	68	36	48	72	90	43	57	86	108
Chepstow	Lydney	60	33	44	66	83	38	51	76	95	42	56	84	105	55	73	110	138	66	88	132	165
Lydney	Bullo Pill	60	30	40	60	75	35	47	70	88	37	49	74	93	50	67	100	100	60	80	120	150
Bullo Pill	Over Junction	70	33	44	66	83	38	51	76	95	42	56	84	105	55	73	110	138	66	88	132	165
Over Junction	Gloucester "T" Sidings	60‡	22	29	44	55	26	35	52	65	28	37	56	70	37	49	74	93	45	60	90	113
Old Yard	"T" Sidings (See note A)	50	24	32	48	60	27	36	54	68	32	43	64	80	42	56	84	105	50	67	100	125
Gloucester "T" Sidings	Brimscombe	60	28	37	56	70	32	43	64	80	35	47	70	88	47	63	94	118	57	76	114	143
Brimscombe	Chalford	60	13	17	26	33	15	20	30	38	17	23	34	43	22	29	44	55	27	36	54	68
Chalford	Sapperton	60	12	16	24	30	13	17	26	33	14	19	28	35	19	25	38	48	23	31	46	58
Sapperton	Swindon	70	37	49	74	93	43	57	86	108	45	60	90	113	55	73	110	138	66	88	132	165
DOWN TRAINS																						
Grange Court	Mitcheldean Road	50	13	17	26	33	15	20	30	38	17	23	34	43	22	29	44	55	27	36	54	68
Mitcheldean Road	Ross	50	37	49	74	93	43	57	86	108	47	63	94	118	62	83	124	155	75	100	150	188
Ross	Hereford	50	14	19	28	35	16	21	32	40	17	23	34	43	23	31	46	58	28	37	56	70
UP TRAINS																						
Hereford	Ross	50	15	20	30	38	17	23	34	43	18	24	36	45	25	33	50	63	30	40	60	75
Ross	Mitcheldean Road	50	14	19	28	35	16	21	32	40	17	23	34	43	23	31	46	58	28	37	56	70
Mitcheldean Road	Grange Court	50	28	37	56	70	32	43	64	80	35	47	70	88	47	63	94	118	57	76	114	143
DOWN TRAINS																						
Berkeley Road South Jn.	Sharpness South	—	30	40	60	75	35	47	70	88	37	49	74	93	50	67	100	125	60	80	120	150
Berkeley Jn.	Sharpness South	—																				
Sharpness South	Sharpness Station	—	21	28	42	53	24	32	48	60	26	35	52	65	34	45	68	85	42	56	82	105
Sharpness South	Lydney Jn.	—																				
UP TRAINS																						
Lydney Junction	Sharpness Station	—	21	28	42	53	24	32	48	60	26	35	52	65	34	45	68	85	42	56	82	105
Sharpness Station	Sharpness South	—	37	49	74	93	43	57	86	108	45	60	90	113	62	83	124	155	70	93	140	175
Sharpness South	Berkeley Road South Junction	—	23	31	46	58	27	36	54	68	29	39	58	73	38	51	76	95	46	61	92	115
Sharpness South	Berkeley Junction	—	30	40	60	75	35	47	70	88	37	49	74	93	50	67	100	125	61	81	122	153

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

Class 1	Class 2	Class 3	Empties
20	27	40	50

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

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

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

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

Engine Loads for Main Line Freight Trains—continued

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

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

28XX, 38XX } Marked E.X.

From	To	Working load.	For Group D.X. Engines				For Group E.X. Engines			
			1	2	3	Empties	1	2	3	Empties
DOWN TRAINS										
Swindon	Coates	70	69	92	122	173	75	100	150	188
Coates	Chalford	70	29	39	58	73	35	47	70	88
Chalford	Gloucester	70	69	92	122	173	82	109	164	205
Gloucester	Bullo Pill	70	57	76	144	143	70	93	140	175
Bullo Pill	Lydney	70	60	80	120	150	73	97	146	183
Lydney	Chepstow	70	53	71	106	133	64	85	128	160
Chepstow	Severn Tunnel Jn.	70	69	92	122	173	82	109	164	205
UP TRAINS										
Severn Tunnel Jn.	Chepstow	60	36	48	72	90	43	57	86	108
Chepstow	Lydney	60	60	80	120	150	73	97	146	183
Lydney	Bullo Pill	60	55	73	110	138	65	87	130	163
Bullo Pill	Over Junction	70	60	80	120	150	73	97	146	183
Over Junction	Gloucester "T" Sidings	60	37	49	74	93	45	60	90	113
Gloucester "T" Sidings	Brimscombe	60	52	69	122	173	62	83	124	155
Brimscombe	Chalford	60	22	29	44	55	27	36	54	68
Chalford	Sapperton Sidings	60	19	25	38	48	23	31	46	58
Sapperton Sidings	Swindon	70	55	73	110	138	66	88	132	165
CHELTENHAM										
Gloucester	Malvern Road	70	52	69	104	130	62	83	124	155
Malvern Road	Gloucester	80	68	91	136	170	82	109	164	205

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

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

BRIMSCOMBE ASSISTANT ENGINES

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

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

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

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

ENGINE LOADS FOR BRANCH FREIGHT TRAINS

BRANCH From	BRANCH To	WORKING LOADS Maximum number of wagons to be conveyed except by Trains specially provided for in the Service Books or by arrangement	MAXIMUM ENGINE LOADS For Group A Engines Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties	For Group B Engines Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties	For Group C Engines Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties	For Group D Engines Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties	For Group E Engines Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties
DOWN TRAINS																						
CHIPPING NORTON AND KINGHAM																						
Hook Norton	Chipping Norton	50	17	23	34	43	19	25	38	48	21	28	42	53	27	36	54	68	33	44	66	83
Chipping Norton	Kingham	50	17	23	34	43	19	25	38	48	21	28	42	53	27	36	54	68	33	44	66	83
UP TRAINS																						
Kingham	Chipping Norton	45	17	23	34	43	20	27	40	50	22	29	44	55	29	39	58	73	35	47	70	88
Chipping Norton	Hook Norton	45	15	20	30	38	17	23	34	43	18	24	36	45	25	33	50	63	30	40	60	75
KINGHAM AND CHELTENHAM																						
Kingham	Stow-on-Wold...	41	16	21	32	40	18	24	36	45	20	27	40	50	26	35	52	65	32	43	64	80
Stow-on-Wold	Bourton-on-Water	41	25	33	50	63	28	37	56	70	32	43	64	80	42	56	84	105	50	67	100	125
Bourton-on-Water ...	Andoversford	45	12	16	24	30	13	17	26	33	14	19	28	35	17	23	34	43	23	31	46	58
Andoversford	Cheltenham	60	33	44	66	83	35	47	70	88	37	49	74	93	55	73	110	138	62	83	124	155
Cheltenham	Leckhampton	60	20	27	40	50	23	31	46	58	25	33	50	63	33	44	66	83	40	53	80	100
Leckhampton	Charlton Kings	60	14	19	28	35	16	21	32	40	17	23	34	43	22	29	44	55	28	37	56	70
Charlton Kings	Andoversford	60	13	17	26	33	15	20	30	38	17	23	34	43	20	27	40	50	27	36	54	68
Andoversford	Notgrove	45	12	16	24	30	13	17	26	33	14	19	28	35	17	23	34	43	23	31	46	58
Notgrove	Bourton-on-Water	41	29	39	58	73	33	44	66	83	37	49	74	93	48	64	96	120	58	77	116	145
Bourton-on-Water ...	Stow-on-Wold...	41	16	21	32	40	18	24	36	45	20	27	40	50	26	35	52	65	32	43	64	80
Stow-on-Wold	Kingham	45	29	39	58	73	33	44	66	83	37	49	74	93	48	64	96	120	—	—	—	—
MORETON-IN-MARSH AND SHIPSTON-ON-STOUR																						
Moreton-in-Marsh ...	Shipston-on-Stour	25	19	25	38	48	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Shipston-on-Stour ...	Moreton-in-Marsh	25	12	16	24	30	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
WORCESTER AND BROMYARD																						
Worcester	Leigh Court	45	26	35	52	65	30	40	60	75	32	43	64	80	—	—	—	—	—	—	—	—
Leigh Court	Knightwick		18	24	36	45	21	28	42	53	22	29	44	55	—	—	—	—	—	—	—	—
Knightwick	Suckley		15	20	30	38	17	23	34	43	18	24	36	45	—	—	—	—	—	—	—	—
Suckley	Bromyard		12	16	24	30	14	19	28	35	16	21	32	40	—	—	—	—	—	—	—	—
Bromyard	Suckley		12	16	24	30	13	17	26	33	14	19	28	35	—	—	—	—	—	—	—	—
Suckley	Worcester		21	28	42	53	24	32	48	60	26	35	52	65	—	—	—	—	—	—	—	—

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

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

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

Engine Loads for Branch Freight Trains—continued

BRANCH		WORKING LOADS	MAXIMUM ENGINE LOADS																									
		Maximum number of wagons to be conveyed except by Trains specially provided for in the Service Books or by arrangement	For Group A Engines				For Group B Engines				For Group C Engines				For Group D Engines				For Group DX Engines				For Group E Engines				For Group EX Engines			
From	To		Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties	Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties	Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties	Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties	Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties	Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties	Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties
DOWN TRAINS																												
Evesham	Ashchurch	53	28	37	56	70	32	43	64	80	36	48	72	90	47	63	94	118	52	69	104	130	57	76	114	143	63	84	126	158
UP TRAINS																												
Ashchurch ...	Evesham	54	31	41	62	78	36	48	72	90	38	51	76	95	51	68	102	128	56	75	112	140	61	81	122	153	67	89	134	168
STOKE WORKS																												
Droitwich... ...	Stoke Works ...	50	24	32	48	60	—	—	—	—	For 57XX Engines only.				—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Stoke Works ...	Droitwich	50	33	44	66	83	—	—	—	—					—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
DOWN TRAINS																												
Ross-on-Wye ...	Lydbrook Junction	40	18	24	36	45	21	28	42	53	22	29	44	55	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
UP TRAINS																												
Lydbrook Junction	Ross-on-Wye ...	40	18	24	36	45	21	28	42	53	22	29	44	55	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

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

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

For Instructions for Calculating Loads of Freight Trains see pages 193 and 194

Engine Loads for Branch Freight Trains—continued

BRANCH		WORKING LOADS	for Group "A" Engines (Except where otherwise stated)				
From	To	Maximum number of wagons to be conveyed except by Trains specially provided for in the Service Books or by arrangement	Class 1 Traffic	Class 2 Traffic	Class 3 Traffic	Empties	Remarks
GLOUCESTER AND DYMOCK							
Over Junction	Newent	55	30	40	60	75	Group "A" Engines.
Newent	Dymock	40	15	20	30	38	
Dymock	Newent	40	15	20	30	38	
Newent	Over Junction	50	33	44	66	83	
Over Junction	Newent	55	37	49	74	93	
Newent	Dymock	40	25	33	50	63	Group "D" 2–6–0 Engines
Dymock	Newent	40	25	33	50	63	
Newent	Over Junction	50	42	56	84	105	
SEVERN AND WYE LINES. (See page 147 for loadings between Lydney Jn. and Berkeley Road).							
Lydney	Coleford Junction	—	22	29	44	55	
Coleford Junction	Speech House Road	—	17	23	34	43	
Speech House Road	Serridge	—	8	11	16	20	
Serridge	Speech House Road	—	22	29	44	55	
Speech House Road	Lydney	—	42	56	84	105	
Tufts Junction	Princess Royal Sidings ...	—	7	9	14	18	
Coleford Junction	Coleford	—	6	8	12	15	
Coleford	Milkwall	—	8	11	16	20	
Coleford	Whitecliffe Siding	—	33	44	66	83	Group "A" 0–6–0T 16XX class Engines
Whitecliffe Siding	Coleford	—	9	12	18	23	
Princess Royal Sidings ...	Tufts Junction	—	42	56	84	105	
Lydney Junction	Coleford Junction	—	28	37	56	70	
Coleford Junction	Coleford	—	7	9	14	18	Group "C" 0–6–0T Yellow class Engines
Whitecliffe Siding	Coleford	—	12	16	24	30	
Coleford	Milkwall	—	10	13	20	25	
Milkwall	Coleford Junction	—	21	28	42	53	
Coleford Junction	Lydney Junction	—	47	63	94	118	
FOREST OF DEAN LINES							
Bullo Pill	Bilson	40	10	13	20	25	
Bullo Pill	Bilson	40	10‡	15‡	20‡	26‡	
Bilson	Cinderford	—	—	—	—	—	
Bilson	Whimsey	—	—	—	—	—	
Bilson	Bullo Pill	40	33	44	66	83	
§Bilson	Northern United Sidings ...	20	—	—	—	20	
§Bilson	Northern United Sidings ...	20	—	—	—	30‡	
Northern United Sidings ...	Bilson	40	29	—	—	—	
Northern United Sidings ...	Bilson	40	33‡	—	—	—	
Bullo Pill	Bullo Docks	30	25	33	50	63	
Bullo Docks	Bullo Pill	30	7	9	14	18	
GLOUCESTER DOCKS							
Gloucester Docks Branch ...	To Docks	100	33	44	66	83	
	From Docks	100	37	49	74	93	

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

Engine Loads for Branch Freight Trains—continued

		Reference to Braking Table HEADCODE			Maximum Load for 2500 h.p. Sulzer Diesel Electric Locomotives				Equivalent Class 1 wagons NOT to be exceeded by trains not assisted in rear
		D	E	F and Inferior	Class 1	Class 2	Class 3	Empty	
DOWN TRAINS									
Barnt Green	Blackwell	—	N	N	88	117	160	220	81
Blackwell	Bromsgrove	B	—	—	88	117	160	220	—
Bromsgrove	Cheltenham (via Dunhampstead)	—	N	N	88	117	160	220	81
Bromsgrove	Worcester	—	M	M	88	117	160	220	86
Worcester	Cheltenham	—	—	P	88	117	160	220	74
Cheltenham (High St.)	Gloucester (Engine Shed Jcn)	—	—	P	88	117	160	220	82
Gloucester (Engine Shed Jcn.)	Standish Jcn. (via Gloucester S. Jcn.)	—	—	S	84	112	152	210	70
Gloucester (Engine Shed Jcn.)	Standish Jcn. (via Gloucester Eastgate	—	N	N	65	87	118	163	70
Standish Jcn.	Fishponds	—	N	N	88	117	160	220	81
Fishponds	Bristol (Temple Meads) ...	—	—	S	88	117	160	220	99
Mangotsfield	Bath (Green Park)	—	L	L	88	117	160	220	99
UP TRAINS									
Bath (Green Park) ...	Mangotsfield	—	—	S	69	92	125	173	70
Bristol (Temple Meads)	Fishponds	—	—	S	45	60	82	113	41
Fishponds	Standish Jcn.	—	N	N	88	117	160	220	75
Standish Jcn.	Gloucester (Engine Shed Jcn) (Via Gloucester Eastgate)	—	L	L	88	117	160	220	70
Standish Jcn.	Gloucester (Engine Shed Jcn) (via Gloucester South Jcn.)	—	N	N	88	117	160	220	75
Gloucester (Engine Shed Jcn.)	Cheltenham (High St.) ...	—	—	P	88	117	160	220	81
Cheltenham	Worcester	—	N	N	88	117	160	220	81
Worcester	Bromsgrove	—	—	S	78	104	142	195	70
Cheltenham	Bromsgrove (via Dunhampstead)	—	N	N	88	117	160	220	81
Bromsgrove	Blackwell A	—	—	—	8	11	15	20	8
Bromsgrove	Blackwell B	—	—	—	35	47	64	88	—
Bromsgrove	Blackwell C	—	—	—	45	60	82	113	—
Bromsgrove	Blackwell D	—	—	—	55	73	100	138	—
Blackwell	Barnt Green	—	N	N	88	117	160	220	81

A—Unassisted maximum load controlled by existing regulations.

B—Assisted by one 0–6–0T

C—Assisted by two 0–6–0 or one 2–10–0.

D—Assisted by three 0–6–0T or one 2–10–0 and one 0–6–0T.

MAXIMUM LOADS FOR MAIN LINE FREIGHT TRAINS

DIESEL HYDRAULIC LOCOMOTIVES

LOADING SECTIONS		Reference to Table of No. of vacuum fitted vehicles required to be formed next to locomotive‡			MAXIMUM DIESEL Locomotive Loads																				Equivalent Class I wagons. NOT to be excluded by trains not assisted in rear.
		HEADCODE D	HEADCODE E	HEADCODE F and Inferior	D.1XXX				D.8XX				D.6XX				D.7XX				D.6300–D.6305				D.6306–D.6357				
					HEADCODE				HEADCODE				HEADCODE				HEADCODE				HEADCODE				HEADCODE				
From	To	Code letter	Code letter	Code letter	1	2	3	E	1	2	3	E	1	2	3	E	1	2	3	E	1	2	3	E	1	2	3	E	
Stoke Gifford ...	Yate...	—	L	L	90	120	163	225	68	91	124	170	68	91	124	170	68	91	124	170	57	76	104	143	57	76	104	143	81
Yate...	Charfield	—	N	N	90	120	163	225	89	118	162	223	88	117	160	220	89	118	162	223	80	106	145	200	80	106	145	200	99
Charfield	Gloucester ...	—	L	L	90	120	163	225	64	85	116	160	64	85	116	160	64	85	116	160	54	72	98	135	54	72	88	135	76
Gloucester ...	Charfield	—	N	N	62	83	113	155	44	59	80	110	43	57	78	108	44	59	80	110	29	39	53	73	32	43	58	80	54
Charfield	Yate...	—	—	—	90	120	163	225	66	88	120	165	66	88	120	165	66	88	120	165	56	75	102	140	56	75	102	140	79
Yate...	Stoke Gifford ...	—	P	P	74	99	134	185	52	69	95	130	52	69	95	130	52	69	95	130	38	51	69	95	42	56	76	105	63

The loads are subject to limitations of the stipulated maximum loads and No. of vehicles for the different headcode trains, and to the working loads laid down for each section.

‡—A table is given on pages 155–159 showing the minimum of vacuum-braked vehicles required to augment diesel locomotive brake power on falling gradients of varying severity. The code letter in the column to which this note refers indicates the column in the table which must be applied to ascertain the minimum number of such vehicles to be connected next to the locomotive, with brakes operable. The minimum number of vacuum-braked vehicles specified in the General Appendix for partially fitted ("D" and "E" Headcode) trains must be maintained in all cases.

Where no reference letter is shewn for "D" and "E" Headcode trains in respect of certain sections, this is accounted for by the falling gradients not being severe, the vacuum brake power required being governed, not by the falling gradient, but by conditions imposed by the Headcode.

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WORKING OF DIESEL HYDRAULIC LOCOMOTIVES

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

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

CONDITIONS

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

HEADCODE

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

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

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

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

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

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

INCLINE INSTRUCTIONS

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

LOAD

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

TIMINGS

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

ROUTE AVAILABILITY

All Diesel Locomotives are subject to route availability as defined by the Chief Civil Engineer in certificates issued from time to time. (General Route Availability of all Diesel Locomotives at present authorised is set out in the table of Engine Restrictions for B.R. Diesel Locomotives on page 182).

WORKING OF DIESEL LOCOMOTIVES IN MULTIPLE

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

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

ASSISTED TRAINS

The load for trains assisted up inclines must in no case exceed the maximum number of Class 1 wagons shewn, or their equivalent, unless the assistant engine is at the rear of the train. Subject to this limitation, and except where otherwise shewn, the maximum load for such trains will be the maximum for the train engine plus the maximum load the assistant engine can haul, as shewn in the maximum load table. If there is only one Brake Van and the assistant engine is at the rear, an additional wagon of Class 1 Traffic, or two empty wagons not exceeding a total tare weight of 14 tons, may be conveyed in lieu of the second Brake Van for each assistant engine used.

ASSISTED TRAINS must not exceed the **WORKING LOADS** unless authorised, and no trains must exceed the equivalent of 100 13-ton wagons.

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

Code Letter	A			B			C			D			E			F			
Total No. of Wagons on Train (excluding Brake Van)	D8XX, D63XX, D7XXX	D6XX, D1XXX, D11	Two Locos. in Multiple or Tandem	D8XX, D63XX, D7XXX	D6XX, D1XXX, D11	Two Locos. in Multiple or Tandem	D8XX, D63XX, D7XXX	D6XX, D1XXX, D11	Two Locos. in Multiple or Tandem	D8XX, D63XX, D7XXX	D6XX, D1XXX, D11	Two Locos. in Multiple or Tandem	D8XX, D63XX, D7XXX	D6XX, D1XXX, D11	Two Locos. in Multiple or Tandem	D8XX, D63XX, D7XXX	D6XX, D1XXX, D11	Two Locos. in Multiple or Tandem	Total No. of Wagons on Train (excluding Brake Van)
1																			1
2																			2
3	1																		3
4	1			1															4
5	2	1	1	2			1												5
6	3	2	2	2	1	1	2												6
7	4	3	2	3	2	1	2	1	1	1									7
8	4	4	3	4	2	2	3	2	1	2			1						8
9	5	4	4	4	3	3	4	2	2	3	1		2			1			9
10	6	5	5	5	4	3	4	3	2	3	1	1	2			2			10
11	7	6	5	6	4	4	5	4	3	4	2	1	3	1		2			11
12	8	7	6	6	5	5	5	4	4	4	2	2	3	1	1	3			12
13	8	7	7	7	6	5	6	5	4	4	3	2	4	2	1	3	1		13
14	9	8	8	8	6	6	7	6	5	5	4	3	4	2	2	3	1	1	14
15	10	9	8	8	7	7	7	6	6	6	4	3	4	3	2	4	2	1	15
16	11	9	9	9	8	8	8	7	6	6	5	4	5	3	2	4	2	2	16
17	11	10	10	10	9	8	9	7	7	7	5	5	5	4	3	5	3	2	17
18	12	11	11	10	9	9	9	8	8	7	6	5	6	4	3	5	3	2	18
19	13	12	11	11	10	10	10	9	8	8	6	6	6	5	4	5	4	3	19
20	14	13	12	12	11	10	11	9	9	8	7	6	7	5	5	6	4	3	20
21	14	13	13	13	11	11	11	10	10	9	7	7	7	6	5	6	5	4	21
22	15	14	14	13	12	12	12	11	10	10	8	7	8	6	6	7	5	4	22
23	16	15	15	14	13	12	13	11	11	10	9	8	8	7	6	7	6	5	23
24	17	16	15	15	13	13	13	12	12	11	9	9	9	7	7	8	6	5	24
25	17	16	16	15	14	14	14	13	12	11	10	9	9	8	7	8	7	6	25
26	18	17	17	16	15	14	15	13	13	12	10	10	10	8	8	9	7	6	26
27	19	18	18	17	15	15	15	14	14	12	11	10	10	9	8	9	8	7	27
28	20	19	19	17	16	16	16	15	14	13	11	11	11	9	9	10	8	7	28
29	20	19	19	18	17	17	17	15	15	13	12	11	11	10	9	10	8	8	29
30	21	20	20	19	17	17	17	16	16	14	13	12	12	10	10	10	9	8	30
31	22	21	21	20	18	18	18	17	16	15	13	13	13	11	10	11	9	9	31
32	23	22	21	20	19	19	19	17	17	15	14	13	13	11	11	12	10	9	32
33	23	22	22	21	20	19	19	18	17	16	14	14	14	12	11	12	10	10	33
34	24	23	23	22	20	20	20	19	18	16	15	14	14	12	12	13	11	10	34
35	25	24	24	22	21	21	21	19	19	17	15	15	15	13	12	13	11	11	35

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

Code Letter	A			B			C			D			E			F			
Total No. of Wagons on Train (excluding Brake Van)	D8XX, D63XX, D7XXX	D6XX, D1XXX, D11	Two Locos. in Multiple or Tandem	D8XX, D63XX, D7XXX	D6XX, D1XXX, D11	Two Locos. in Multiple or Tandem	D8XX, D63XX, D7XXX	D6XX, D1XXX, D11	Two Locos. in Multiple or Tandem	D8XX, D63XX, D7XXX	D6XX, D1XXX, D11	Two Locos. in Multiple or Tandem	D8XX, D63XX, D7XXX	D6XX, D1XXX, D11	Two Locos. in Multiple or Tandem	D8XX, D63XX, D7XXX	D6XX, D1XXX, D11	Two Locos. in Multiple or Tandem	Total No. of Wagons on Train (excluding Brake Van)
36	26	25	24	23	22	21	21	20	19	17	16	15	15	13	13	13	12	11	36
37	26	25	25	24	22	22	22	20	20	18	16	16	16	14	13	14	12	11	37
38	27	26	26	25	23	23	22	21	21	18	17	16	16	14	14	14	13	12	38
39	28	27	27	25	24	23	23	22	21	19	17	17	17	15	14	15	13	12	39
40	29	28	27	26	24	24	24	22	22	20	18	18	17	15	15	15	14	13	40
41	29	28	28	26	25	25	24	23	23	20	19	18	18	16	15	16	14	13	41
42	30	29	29	27	26	26	25	24	23	21	19	19	18	17	16	16	15	14	42
43	31	30	30	28	26	26	26	24	24	21	20	19	19	17	16	17	15	14	43
44	32	31	30	29	27	27	26	25	25	22	20	20	19	17	17	17	16	15	44
45	32	31	31	29	28	28	27	26	25	22	21	20	20	18	17	18	16	15	45
46	33	32	32	30	28	28	28	26	26	23	21	21	20	19	18	18	17	16	46
47	34	33	33	31	29	29	28	27	27	24	22	21	21	19	18	19	17	16	47
48	35	34	33	31	30	30	29	28	27	24	23	22	21	20	19	19	17	17	48
49	35	34	34	32	31	30	30	28	28	25	23	23	22	20	19	20	18	17	49
50	36	35	35	33	31	31	30	29	28	25	24	23	22	21	20	20	18	18	50
51	37	36	36	33	32	32	31	29	29	26	24	24	23	21	20	21	19	18	51
52	38	37	36	34	33	32	32	30	30	26	25	24	23	22	21	21	19	19	52
53	38	37	37	35	33	33	32	31	30	27	25	25	24	22	21	22	20	19	53
54	39	38	38	35	34	34	33	31	31	28	26	25	24	22	22	22	20	19	54
55	40	39	39	36	35	34	33	32	32	28	26	26	25	23	22	22	21	20	55
56	41	40	39	37	35	35	34	33	32	29	27	26	25	23	23	23	21	20	56
57	42	40	40	37	36	35	35	33	33	29	28	27	26	24	23	23	22	21	57
58	42	41	41	38	37	36	35	34	34	30	28	28	26	24	24	24	22	21	58
59	43	42	42	39	37	37	36	35	34	30	29	28	27	25	24	24	23	22	59
60	44	43	42	39	38	37	37	35	35	31	29	29	27	25	25	25	23	22	60
61	45	43	43	40	39	38	37	36	35	31	30	29	28	26	25	26	23	23	61
62	45	44	44	41	39	39	38	37	36	32	30	30	28	27	26	26	24	23	62
63	46	45	45	41	40	39	39	37	36	33	31	30	29	27	26	26	24	24	63
64	47	46	45	42	41	40	39	38	37	33	32	31	29	28	27	27	25	24	64
65	48	46	46	43	42	41	40	39	38	34	32	31	30	28	27	27	25	25	65
66	48	47	47	43	42	41	41	39	38	34	33	32	30	29	28	28	26	25	66
67	49	48	48	44	43	42	41	40	39	35	33	33	31	29	28	28	26	26	67
68	50	49	48	45	44	43	42	41	40	35	34	33	31	30	29	29	27	26	68
69	51	49	49	46	44	44	43	41	41	36	34	34	32	30	29	29	27	27	69
70	51	50	50	46	45	44	43	42	41	36	35	34	32	31	30	30	28	27	70

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

Code Letter	G			H			J			K			L			M			
Total No. of Wagons on Train (excluding Brake Van)	D8XX, D63XX, D7XXX	D6XX, D1XXX, D11	Two Locos. in Multiple or Tandem	D8XX, D63XX, D7XXX	D6XX, D1XXX, D11	Two Locos. in Multiple or Tandem	D8XX, D63XX, D7XXX	D6XX, D1XXX, D11	Two Locos. in Multiple or Tandem	D8XX, D63XX, D7XXX	D6XX, D1XXX, D11	Two Locos. in Multiple or Tandem	D8XX, D63XX, D7XXX	D6XX, D1XXX, D11	Two Locos. in Multiple or Tandem	D8XX, D63XX, D7XXX	D6XX, D1XXX, D11	Two Locos. in Multiple or Tandem	Total No. of Wagons on Train (excluding Brake Van)
1																			1
2																			2
3																			3
4																			4
5																			5
6																			6
7																			7
8																			8
9																			9
10	1																		10
11	1			1															11
12	2			1															12
13	2			2			1												13
14	3	1		2			1			1									14
15	3	1		2			2			1			1						15
16	4	1	1	3			2			1			1			1			16
17	4	2	1	3	1		2			2			1			1			17
18	4	2	1	3	1		3			2			2			1			18
19	5	3	2	4	2	1	3	1		3			2			1			19
20	5	3	2	4	2	1	3	1		3			2			2			20
21	6	4	3	5	2	1	4	1	1	3	1		3			2			21
22	6	4	3	5	3	2	4	2	1	3	1		3			2			22
23	6	4	4	5	3	2	4	2	1	4	1		3	1		3			23
24	7	5	4	6	4	3	5	3	1	4	2	1	4	1		3			24
25	7	5	5	6	4	3	5	3	2	4	2	1	4	1		3			25
26	8	6	5	7	4	3	5	3	2	5	2	1	4	2	1	3	1		26
27	8	6	6	7	5	4	6	4	2	5	3	2	4	2	1	4	1		27
28	9	7	6	7	5	4	6	4	3	5	3	2	5	2	1	4	1		28
29	9	7	6	8	6	5	6	4	3	6	3	2	5	3	2	4	2		29
30	10	8	7	8	6	5	7	5	4	6	4	3	5	3	2	4	2		30
31	10	8	7	9	6	5	7	5	4	6	4	3	5	3	2	5	2	1	31
32	10	8	8	9	7	6	8	5	4	6	4	3	6	4	2	5	2	1	32
33	11	9	8	9	7	6	8	6	5	7	5	4	6	4	3	5	3	1	33
34	11	9	9	10	8	7	8	6	5	7	5	4	6	4	3	5	3	1	34
35	12	10	9	10	8	7	9	6	6	7	5	4	7	4	3	6	3	2	35

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

Code Letter	G			H			J			K			L			M			
Total No. of Wagons on Train (excluding Brake Van)	D8XX, D63XX, D7XXX	D6XX, D1XXX, D11	Two Locos. in Multiple or Tandem	D8XX, D63XX, D7XXX	D6XX, D1XXX, D11	Two Locos. in Multiple or Tandem	D8XX, D63XX, D7XXX	D6XX, D1XXX, D11	Two Locos. in Multiple or Tandem	D8XX, D63XX, D7XXX	D6XX, D1XXX, D11	Two Locos. in Multiple or Tandem	D8XX, D63XX, D7XXX	D6XX, D1XXX, D11	Two Locos. in Multiple or Tandem	D8XX, D63XX, D7XXX	D6XX, D1XXX, D11	Two Locos. in Multiple or Tandem	Total No. of Wagons on Train (excluding Brake Van)
36	12	10	9	10	8	7	9	7	6	8	6	5	7	5	4	6	3	2	36
37	13	11	10	11	9	8	9	7	6	8	6	5	7	5	4	6	4	2	37
38	13	11	10	11	9	8	10	8	7	9	6	5	8	5	4	6	4	2	38
39	13	11	11	12	9	9	10	8	7	9	7	6	8	6	5	7	4	3	39
40	14	12	11	12	10	9	10	8	7	9	7	6	8	6	5	7	4	3	40
41	14	12	12	12	10	9	11	9	8	10	7	6	8	6	5	7	5	3	41
42	15	13	12	13	11	10	11	9	8	10	8	7	9	7	6	7	5	3	42
43	15	13	12	13	11	10	11	9	8	10	8	7	9	7	6	8	5	4	43
44	16	14	13	14	11	11	12	10	9	11	8	7	9	7	6	8	5	4	44
45	16	14	13	14	12	11	12	10	9	11	9	8	10	8	7	8	6	4	45
46	17	15	14	14	12	11	13	10	10	11	9	8	10	8	7	8	6	5	46
47	17	15	14	15	13	12	13	11	10	12	9	9	10	8	7	9	6	5	47
48	17	15	15	15	13	12	13	11	10	12	10	9	11	9	8	9	6	5	48
49	18	16	15	16	14	13	14	11	11	12	10	9	11	9	8	9	7	5	49
50	18	16	16	16	14	13	14	12	11	12	10	10	11	9	8	10	7	5	50
51	19	17	16	16	14	13	14	12	11	13	11	10	12	9	9	10	7	6	51
52	19	17	16	17	15	14	15	13	12	13	11	10	12	10	9	10	7	6	52
53	20	18	17	17	15	14	15	13	12	14	11	11	13	10	9	10	8	6	53
54	20	18	17	18	15	14	15	13	12	14	12	11	13	10	9	11	8	7	54
55	20	18	18	18	16	15	16	14	13	14	12	11	13	11	10	11	8	7	55
56	21	19	18	18	16	15	16	14	13	15	12	11	13	11	10	11	8	7	56
57	21	19	18	19	17	16	17	14	13	15	13	12	14	11	10	11	9	7	57
58	22	20	19	19	17	16	17	15	14	15	13	12	14	12	11	11	9	8	58
59	22	20	19	19	17	16	17	15	14	16	13	12	14	12	11	12	9	8	59
60	23	21	20	20	18	17	18	15	14	16	14	13	15	12	11	12	10	8	60
61	23	21	20	20	18	17	18	16	15	16	14	13	15	13	12	12	10	8	61
62	23	21	21	21	18	17	18	16	15	17	14	13	15	13	12	12	10	9	62
63	24	22	21	21	19	18	19	17	16	17	15	14	16	13	12	13	10	9	63
64	24	22	21	21	19	18	19	17	16	17	15	14	16	14	13	13	11	9	64
65	25	23	22	22	20	19	19	17	16	18	15	14	16	14	13	13	11	9	65
66	25	23	22	22	20	19	20	18	17	18	16	15	17	14	13	13	11	10	66
67	26	24	23	23	20	20	20	18	17	18	16	15	17	14	13	14	11	10	67
68	26	24	23	23	21	20	20	18	17	19	17	15	17	15	14	14	11	10	68
69	27	24	24	23	21	20	21	19	18	19	17	16	18	15	14	14	12	10	69
70	27	25	24	24	22	21	21	19	18	19	17	16	18	15	14	14	12	11	70

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

Code Letter	N			P			Q			R			S			
Total No. of Wagons on Train (excluding Brake Van)	D8XX, D63XX, D7XXX	D6XX, D1XXX, D11	Two Locos. in Multiple or Tandem	D8XX, D63XX, D7XXX	D6XX, D1XXX, D11	Two Locos. in Multiple or Tandem	D8XX, D63XX, D7XXX	D6XX, D1XXX, D11	Two Locos. in Multiple or Tandem	D8XX, D63XX, D7XXX	D6XX, D1XXX, D11	Two Locos. in Multiple or Tandem	D8XX, D63XX, D7XXX	D6XX, D1XXX, D11	Two Locos. in Multiple or Tandem	Total No. of Wagons on Train (excluding Brake Van)
1																1
2																2
3																3
4																4
5																5
6																6
7																7
8																8
9																9
10																10
11																11
12																12
13																13
14																14
15																15
16																16
17																17
18	1															18
19	1															19
20	1															20
21	1															21
22	1			1												22
23	2			1												23
24	2			1			1									24
25	2			1			1									25
26	2			1			1									26
27	3			2			1			1						27
28	3			2			1			1						28
29	3			2			1			1						29
30	3	1		2			2			1						30
31	4	1		2			2			1			1			31
32	4	1		3			2			2			1			32
33	4	1		3			2			2			1			33
34	4	2		3			2			2			1			34
35	4	2		3	1		2			2			1			35

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

Code Letter	N			P			Q			R			S			
Total No. of Wagons on Train (Excluding Brake Van)	D8XX, D63XX, D7XXX	D6XX, D1XXX, D11	Two Locos. in Multiple or Tandem	D8XX, D63XX, D7XXX	D6XX, D1XXX, D11	Two Locos. in Multiple or Tandem	D8XX, D63XX, D7XXX	D6XX, D1XXX, D11	Two Locos. in Multiple or Tandem	D8XX, D63XX, D7XXX	D6XX, D1XXX, D11	Two Locos. in Multiple or Tandem	D8XX, D63XX, D7XXX	D6XX, D1XXX, D11	Two Locos. in Multiple or Tandem	Total No. of Wagons on Train (excluding Brake Van)
36	5	2	1	3	1		3			2			1			36
37	5	2	1	4	1		3			2			2			37
38	5	3	1	4	1		3			3			2			38
39	5	3	1	4	2		3			3			2			39
40	6	3	1	4	2		3	1		3			2			40
41	6	3	2	4	2		4	1		3			2			41
42	6	3	2	5	2		4	1		3			2			42
43	6	4	2	5	2	1	4	1		3	1		2			43
44	6	4	2	5	2	1	4	1		4	1		3			44
45	7	4	3	5	3	1	4	2		4	1		3			45
46	7	4	3	5	3	1	5	2		4	1		3			46
47	7	5	3	6	3	1	5	2		4	1		3			47
48	7	5	3	6	3	2	5	2	1	4	1		3			48
49	8	5	3	6	3	2	5	2	1	4	2		3			49
50	8	5	4	6	4	2	5	2	1	4	2		3			50
51	8	5	4	6	4	2	6	3	1	5	2		4	1		51
52	8	6	4	6	4	2	6	3	1	5	2	1	4	1		52
53	9	6	5	7	4	3	6	3	1	5	2	1	4	1		53
54	9	6	5	7	4	3	6	3	2	5	2	1	4	1		54
55	9	6	5	7	5	3	6	3	2	5	3	1	4	1		55
56	9	7	5	7	5	3	6	4	2	6	3	1	4	1		56
57	9	7	5	8	5	3	6	4	2	6	3	1	4	2		57
58	10	7	6	8	5	4	7	4	2	6	3	2	5	2		58
59	10	7	6	8	5	4	7	4	3	6	3	2	5	2		59
60	10	7	6	8	6	4	7	4	3	6	3	2	5	2	1	60
61	10	8	6	8	6	4	7	5	3	6	4	2	5	2	2	61
62	10	8	6	9	6	4	7	5	3	7	4	3	5	3	3	62
63	11	8	7	9	6	5	7	5	4	7	4	4	5	4	4	63
64	11	8	7	9	6	5	8	5	5	7	5	5	5	5	5	64
65	11	9	7	9	6	6	8	6	6	7	6	6	6	6	6	65
66	11	9	7	9	7	7	8	7	7	7	7	7	7	7	7	66
67	12	9	8	9	8	8	8	8	8	8	8	8	8	8	8	67
68	12	9	9	9	9	9	9	9	9	9	9	9	9	9	9	68
69	12	10	10	10	10	10	10	10	10	10	10	10	10	10	10	69
70	12	11	11	11	11	11	11	11	11	11	11	11	11	11	11	70

STANDARD SPEED RESTRICTIONS

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

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

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

Notes.—*1.* Where a lesser speed than mentioned above is laid down for light locomotives in the Working Time Table, the Weekly Speed and Engineering Notice or other special Notice, such speed restriction must be complied with.

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

3. When, for Motive Power reasons, it is necessary for a locomotive to run at less than the speed stipulated for the various classes of locomotives, the District Motive Power Superintendent concerned to advise the District Control Room and arrangements must be made for the signalman concerned to be advised accordingly.

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

WORKING OF LIGHT ENGINES IN STEAM COUPLED TOGETHER—

ROUTES OTHER THAN MAIN LINE ROUTES

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

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

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

Route (a) over triangle Worcester Shrub Hill, Rainbow Hill, Tunnel Junction Route (b) over triangle Worcester Loco. Shed to Goods Yard	Up to and including five permitted engines may work in steam coupled together over routes (a) and (b).
Cheltenham and Gloucester	Up to and including five permitted engines may work in steam coupled together between these points.
Severn Bridge	Two engines coupled together must not, in any circumstances, be run over the bridge.
Chepstow	See separate instructions, page K181.

SPEED OF TRAINS THROUGH JUNCTIONS AND AT OTHER SPECIFIED PLACES

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

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

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

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

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

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

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

Speed of Trains Through Junctions—continued

Name of Place	Direction of Train: From	Direction of Train: To	Miles per Hour
OXFORD AND HARTLEBURY—continued			
	DOWN LINE—continued		
Honeybourne South Loop Junction ...	Main Line	Branch Line	25
Honeybourne Station South	Main Line	Relief (101m. 43¼c.)	20
Honeybourne Station South	Branch Line (101m. 55¼c.)	Main Line	15
Honeybourne Station North	Relief Line (102m. 2¼c.)	Main Line	20
Evesham Station	106m. 40c.	106m. 60c.	60
Evesham	Over River Avon Bridge at 107 m. 0 ch. (Applies only to three or more light	... ... engines coupled together.)	5
Norton Junction	Ashchurch	Worcester	15
Worcester Wylds Lane Junction ...	Main Line	Goods Yard	15
Worcester Shrub Hill Station	Through Middle Line	... ...	10
Worcester Shrub Hill Station	Through Scissors Crossovers between P	latforms	10
Worcester Shrub Hill Junction	Down Line	Wolverhampton Line	25
Worcester Shrub Hill Junction	Down Line	Hereford Line	20
Worcester Rainbow Hill Junction ...	Tunnel Junction	Hereford Line	15
Worcester Rainbow Hill Junction ...	Shrub Hill Junction	Hereford Line	10
Worcester Tunnel Junction	Shrub Hill Junction	Droitwich	15
Worcester Tunnel Junction	Hereford Line	Droitwich	25
Droitwich Junction	Worcester	Hartlebury	40
Droitwich Junction	Worcester (126m. 21c.)	Stoke Works (126m. 50c.)	20
Hartlebury Junction	Main Line	Branch Line	15
	UP LINE		
Hartlebury Junction	Branch Line	Main Line	15
Droitwich Junction	Hartlebury	Worcester	40
Droitwich Junction	Stoke Works (126m. 50c.)	Worcester (126m. 21c.)	20
Worcester Tunnel Junction	Droitwich	Shrub Hill Junction	15
Worcester Tunnel Junction	Droitwich	Hereford Line	25
Worcester Rainbow Hill Junction ...	Hereford Line	Tunnel Junction	15
Worcester Rainbow Hill Junction ...	Hereford Line	Shrub Hill Junction	10
Worcester Shrub Hill Junction ...	Hereford Line	Up Line	20
Worcester Shrub Hill Junction	Wolverhampton Line	Up Line	25
Worcester Shrub Hill Station	Through Scissors Crossover between Pla	tforms	10
Worcester Shrub Hill Station	Through Middle Line	... ...	10
Worcester Wyld's Lane Junction ...	Goods Yard	Main Line	15
Norton Junction	Worcester	Ashchurch	15
Evesham	Over River Avon Bridge at 107m. 0c. ... (Applies only to three or more light e	... ... ngines coupled together.)	5
Evesham Station	106m. 60c.	106m. 40c.	60
Honeybourne Station North	Main Line	Relief Line (102m. 2¼c.)	20
Honeybourne Station South	Main Line	Branch Line (101m. 55¼c.)	15
Honeybourne Station South	Relief Line (101m. 43¼c.)...	Main Line	20
Honeybourne Station South	Relief Line (101m. 30c.)	Main Line	20
Honeybourne South Loop	Branch Line	Main Line	25
Aston Magna	94m. 2c.	93m. 50c.	50
Kingham	Banbury Branch	Main Line	15
Kingham	Cheltenham Branch	Main Line	15
Yarnton—Witney Junction	Fairford	Oxford	15
Yarnton Junction (Oxford Road Junction)	W.R. Line	L.M.R. Line	15
Wolvercot Junction	Worcester	Oxford	40
Oxford Station North	Main Line	Up Platform	10
Oxford Station	All Trains passing from one line to anot roads between Platform.	her through Scissors Crossing crossover	10
Oxford Station South	Up Platform	Main Line	15
WORCESTER AND HEREFORD			
	UP LINE		
Hereford, Aylestone Hill and Barr's Court Junction.	Speed over all Passenger lines between t specially mentioned.	hese points except through Junctions	20
Barton Curve	Brecon Line ... ... Barton	Barr's Court, Worcester or Shrewsbury	10
Brecon Curve Junction	To Barton	... ...	10
Shelwick Junction	Hereford	Worcester	20
Between Withington and Stoke Edith (145m. 20c. and 145 m.p.	Hereford	Worcester	60
Ledbury North End	Single Line	Up Main	40
Ledbury Station	Up Main	Single Line	55
Colwall	Up Main	Single Line	25
Bransford Road Junction	Bromyard	Henwick	15

Speed of Trains Through Junctions—continued

Name of Place	Direction of Train: From	Direction of Train: To	Miles per Hour
WORCESTER AND HEREFORD—continued			
	UP LINE—continued		
Between Henwick and Worcester (Foregate Street). (121m. 50c. and 121m. 30c.)	Hereford	Worcester	45
Worcester Tunnel Junction	Hereford Line	Droitwich	25
Worcester Rainbow Hill Junction ...	Hereford Line	Worcester Shrub Hill	10
Worcester Rainbow Hill Junction ...	Hereford Line	Worcester Tunnel Junction	15
Worcester Shrub Hill Junction	Hereford Line	Worcester Shrub Hill Station	20
Worcester Shrub Hill Station	Through Middle Line	... ...	10
Worcester Shrub Hill Station	Through Scissors Crossovers between platforms	... ...	10
	DOWN LINE		
Worcester Shrub Hill Station	Through Scissors Crossovers between platforms	... ...	10
Worcester Shrub Hill Station	Through Middle Line	... ...	10
Worcester Shrub Hill Junction	Worcester Shrub Hill	Hereford Line	20
Worcester Rainbow Hill Junction ...	Worcester Tunnel Junction	Hereford Line	15
Worcester Rainbow Hill Junction ...	Worcester Shrub Hill	Hereford Line	10
Worcester Tunnel Junction	Droitwich	Hereford Line	25
Between Worcester (Foregate Street) and Henwick. (121m. 30c. and 121m. 50c.)	Worcester	Hereford	45
Bransford Road Junction	Henwick	Bromyard	15
Malvern Wells	Down Main	Single Line	25
Colwall	Single Line	Down Main	55
Ledbury, North End	Down Main...	Single Line	25
Ledbury Station	Single Line	Down Main	25
Between Stoke Edith and Withington (145 m.p. and 145m. 20c.)	Worcester	Hereford	60
Shelwick Junction	Worcester	Hereford	20
Brecon Curve Junction	From Barton	... ...	10
Barton Curve	Barr's Court, Worcester or Shrewsbury	Brecon Line	10
		Barton	10
Barr's Court Junction and Aylestone Hill	Speed over all running lines between these points except through Junctions specially mentioned.		20
STRATFORD-UPON-AVON, CHELTENHAM AND STANDISH JUNCTION			
	DOWN LINE		
Stratford-upon-Avon East, 8m. 63c. and 9m. 25c.	Over Reverse Curves	... ...	35
Stratford-upon-Avon East	Main	Goods Yard	15
Stratford-upon-Avon (Ex-L.M.R. Junction)	Main Line	Ex-L.M.R. Line	5
Racecourse Junction	Branch	Main...	15
Stratford - upon - Avon (Racecourse Junction).	Main Line 8m. 12c. and 8 m.p.	... ...	60
Stratford - upon - Avon (Racecourse Junction).	Down Branch	Down Main	15
Honeybourne Station South	Branch Line	Main Line	15
Honeybourne Station South	Cheltenham to Honeybourne Trains ...	... ...	20
Honeybourne West Junction	Cheltenham Line Trains	... ...	20
Honeybourne South Loop Junction ...	Branch Line	Main Line	25
Honeybourne East Junction	South Loop Junction Trains	... ...	25
Honeybourne East Junction	All down Trains to Cheltenham and Honeybourne	... ...	40
Toddington and Bishops Cleeve 11m. 40c. and 13 m.p.	All Down Trains	... ...	60
Cheltenham Malvern Road East	Honeybourne	Gloucester...	25
Lansdown Junction	Down Main	Down Relief (commencement of Relief Line).	40
Lansdown Junction	Down Main	Down Relief (through Crossover Road)	40
Lansdown Junction	Cheltenham (Malvern Road)	Leckhampton	40
Lansdown Junction	Cheltenham (Lansdown)	Down Main	40
Hatherley Junction	Down Relief	Down Main	40
Churchdown	Down Main	Down Relief	40
Churchdown	Down Relief	Down Main	40
Churchdown (Down Relief) 3m. 25c. to 2m. 70c.	Cheltenham	Gloucester	50
Engine Shed Junction Down Main and Down Relief.	Cheltenham	Gloucester	35
Engine Shed Junction	All Crossovers in vicinity of	... ...	15
Engine Shed Junction	Down Main	Stonehouse	35
Engine Shed Junction	Down Relief	Stonehouse	35
Gloucester South Junction	Cheltenham	Stonehouse	40
Standish Junction	Gloucester South Junction	Stonehouse (Bristol Road)	35

Name of Place	Direction of Train: From	Direction of Train: To	Miles per Hour
STRATFORD-UPON-AVON, CHELTENHAM AND STANDISH JUNCTION—continued			
	UP LINE		
Standish Junction	Stonehouse (Bristol Road)	Gloucester South Junction	35
Gloucester South Junction	Stonehouse	Cheltenham	40
Engine Shed Junction	Stonehouse	Cheltenham	35
Engine Shed Junction	All Crossovers in the vicinity of		15
Engine Shed Junction Up Main and Up Relief.	Gloucester	Cheltenham	35
Churchdown	Up Main	Up Relief	40
Churchdown	Up Relief	Up Main	40
Churchdown (Up Relief) 3m. 0c. to 3m. 20c.	Gloucester	Cheltenham	50
Hatherley Junction	Up Relief	Up Main	40
Lansdown Junction	Up Relief	Up Main	40
Lansdown Junction	Leckhampton	Cheltenham (Malvern Road)	40
Lansdown Junction	Up Main	Cheltenham (Lansdown)	40
Cheltenham Malvern Road East	Gloucester	Honeybourne	25
Bishops Cleeve and Toddington 13m.p. and 11m. 40c.	All Up Trains		60
Honeybourne Station South	Main Line	Branch Line	15
Honeybourne Station South	Honeybourne to Cheltenham Trains		20
Honeybourne Station South	Relief 101m. 48c.	Main Line	20
Honeybourne Station South	Relief 101m. 25c.	Main Line	20
Honeybourne West Junction	Cheltenham Line Trains		20
Honeybourne South Loop Junction	Branch Line	Main Line	25
Honeybourne East Junction	South Loop Junction Trains		25
Honeybourne East Junction	All Up Trains from Cheltenham–Honeybourne Line		40
Stratford - upon - Avon (Racecourse Junction.	Main Line 8 m.p. and 8m. 12c.		60
Stratford - upon - Avon (Racecourse Junction.	Up Main	Up Branch	15
Racecourse Junction	Main Line	Branch	15
Stratford-on-Avon (L.M R.) Junction	L.M.R. Line	Main Line	5
Stratford-on-Avon West	Main	Platform Loop	5
Stratford-on-Avon East	Platform Loop	Main	15
Stratford-on-Avon East	Goods Yard	Main	15
Stratford-on-Avon East, 9m. 25c. and 8m. 63c.	Over Reverse Curves		35
BARNT GREEN MAIN LINE JUNCTION AND CHARFIELD			
	DOWN LINE		
Blackwell Station	Through Station		10
Lickey Incline	Trains not to exceed 27 m.p.h. between box Down Home Signal.	Blackwell and Bromsgrove Station Signal	
Bromsgrove Station	Down Fast and Down Slow Lines between Signals and Bromsgrove South Box	Bromsgrove Station Down Home	10
Bromsgrove South to Stoke Works Junction.	Maximum Permissible Speed on Slow Lines		—
Stoke Works Junction	Through Junction to Spetchley on Fast	Lines	60
Stoke Works Junction	Through Junction to Worcester on Fast	Lines	40
Stoke Works Junction	Down Slow to Down Main for Spetchley		30
Stoke Works Junction	Through Junction from Down Slow to	Down Fast for Worcester	25
Abbotts Wood Junction	Through Junction from Spetchley		70
Cheltenham Spa (High Street)	When passing over connections at High	Street Sidings when working from Gas Works Sidings.	10
Cheltenham Spa (Lansdown Station)	Over curves north of Station 85½ to 85¾	m.p.	60
Cheltenham Spa (Lansdown Station)	Over curve through Station		20
Lansdown Junction	Through Junction—All lines		40
Hatherley Junction	Relief	Main	40
Churchdown Station	Relief Line 89½ m.p.	90 m.p.	50
Churchdown Station	Main	Relief	40
Churchdown Station	Relief	Main	40
Gloucester (Engine Shed Junction)	Through Junction	Gloucester Eastgate	35
Gloucester (Engine Shed Junction)	Through Junction	Gloucester South Junction	35
Gloucester (Tramway Junction)	Goods Line	Avoiding Line	10
Gloucester (Tramway Junction)	Main Line through Tramway Junction and these Junctions.	Barton Street Junction and between	20
Gloucester (Tramway Junction)	Goods Line through Tramway Junction these Junctions.	and Barton Street Junction and between	15
Barton Street Junction	Through Junction	Southgate Street	15
Barton Street Junction	Over curves South of Gloucester Eastgate	Passenger Station 93¼ and 95 m.p.	50
Tuffley Junction	Through Junction	Tuffley Branch	15
Standish Junction	Gloucester South Junction	Stonehouse (Bristol Road)	35
Berkeley Road Junction	Through Junction	Sharpness	15
Berkeley Road South Junction	Berkeley Loop	Through Junction	15
	UP LINE		
Berkeley Road South Junction	Through Junction	Berkeley Loop	15
Berkeley Road Junction	Sharpness	Through Junction	15
Standish Junction	Stonehouse (Bristol Road)	Gloucester South Junction	35
Tuffley Junction	Tuffley Branch	Through Junction	15

Speed of Trains Through Junctions—continued

Name of Place	Direction of Train: From	Direction of Train: To	Miles per Hour
BARNT GREEN MAIN LINE JUNCTION AND CHARFIELD—continued.			
	UP LINE—continued		
Tuffley Junction, 95 and 93¼ m.p.	Over Curves south of Gloucester Eastgate Station		50
Barton Street Junction	Southgate Street Crossing	Through Junction	15
Barton Street Junction	Goods Lines through Barton Street Junction and Tramway Junction and between these Junctions.		15
Barton Street Junction	Main Line through Barton Street Junction and Tramway Junction and between these Junctions.		20
Engine Shed Junction	Gloucester South Junction	Cheltenham	35
Engine Shed Junction	Gloucester Eastgate	Through Junction	35
Engine Shed Junction	Up Main	Up Relief	15
Churchdown	Main	Relief	40
Churchdown	Relief	Main	40
Churchdown Relief Line (90 and 89¼ m.p.)	Gloucester	Cheltenham	50
Hatherley Junction	Relief	Main	40
Lansdown Junction	Through Junction	Cheltenham Lansdown—All Lines	40
Cheltenham Lansdown	Over curves through Station		20
Cheltenham Lansdown, 85¾ m.p. and 85¼ m.p.	Over curves North of Station		60
Cheltenham (High Street)	When passing over connections at High Street Sidings when working from Gas Works Sidings.		10
Ashchurch	Through Junction	Tewkesbury	10
Ashchurch	Through Junction	Evesham	20
Abbotts Wood Junction	Through Junction	Worcester	30
Abbotts Wood Junction	Through Junction	Spetchley	70
Stoke Works Junction	Through Junction from Up Main to Up Slow from Spetchley		25
Stoke Works Junction	Spetchley	Through Junction on Fast Lines	60
Stoke Works Junction	Worcester	Through Junction to Up Fast Line	40
Stoke Works Junction	Worcester	Through Junction to Up Slow Line	30
Bromsgrove	Through Station		30
SWINDON TO GLOUCESTER AND BEACHLEY JUNCTION			
	DOWN MAIN LINE		
Coates and Sapperton Sidings	All down trains between 93m. 3 c. and 94m. 3c. and 94m. 3c.		75
Brimscombe Incline, between Sapperton Tunnel West End and Brimscombe Station.	All Passenger Trains over the reverse curves. (See note **A**)		40
Brimscombe Station and Stroud	All Down Trains over the reverse curves		45
Standish Junction	Stonehouse (Bristol Road)	Gloucester South Junction	35
Gloucester South Junction	Stonehouse	Cheltenham	40
Gloucester South Junction Box, between 113m. 12c. and 113m. 15c. (over curves in Main Line).	Swindon	Gloucester	20
Tramway Junction, between 113m. 49c. and 113m. 59c.	Swindon	Gloucester	10
	Cheltenham	Gloucester	10
Gloucester Station	Main Line	Platform Line	15
	Platform Line	Main Line	15
Gloucester Station	When passing from one line to another through Scissors Crossover Roads between platforms.		5
Gloucester East and Over Junction 114m 0c. to 114m. 40c.	All trains		40
Gloucester West and Over Junction 114m. 40c. to 115m. 70c.	All trains		60
Over Junction	Gloucester	Dymock	10
Over Junction	Between Main Line and Docks Branch		10
Grange Court and Bullo Pill	All down trains between 121m. 35c. and 121m. 75c.		75
Grange Court and Awre Junction	All down trains between 124m. 65c. and 127m. 65c.		70
Bullo Pill West Box	Main Line	Forest Branch	15
Awre Junction and Lydney Junction (129mp.. to 133m. 60ch.)	Gloucester	Newport	60
	UP MAIN LINE		
Lydney	Main Line	Severn and Wye Line	15
Lydney Junction and Awre Junction 133m. 60c. to 129 m.p.	Newport	Gloucester	60
Bullo Pill West Box	Forest Branch	Main Line	10
Bullo Pill and Grange Court	All up trains between 121m. 75c. and 121m. 35 c.		75
Awre Junction and Grange Court	All up trains between 127m. 65c. and 124m. 65 c.		70
Over Junction, between Signal Box and 115½ m.p.	Chepstow	Gloucester	60
Over Junction	Dymock	Gloucester	10
Over Junction	Between Main Line and Docks Branch		10
Over Junction and Gloucester West 115m. 40c. to 114m. 40c.	All trains		60
Over Junction and Gloucester East 114m. 40c. to 114m. 0c.	All trains		40

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

Speed of Trains Through Junctions—continued

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

BRANCH LINES

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

Speed of Trains Through Junctions—continued

BRANCH LINES—continued

Name of Place	Direction of Train: From	Direction of Train: To	Miles per Hour
BARNT GREEN AND ASHCHURCH (VIA EVESHAM)			
DOWN LINE			
Barnt Green Single Line Junction	Barnt Green	Redditch (52 m.p. to 53¼ m.p.)	30
Barnt Green Single Line Junction	Barnt Green	Redditch (53¼ m,p. to 56 m.p.)	35
Redditch North	Between 56 m.p. and 57¼ m.p.		20
Between Redditch South and Studley & Astwood Bank.	57¼ m.p. and 60 m.p.		40
Between Studley & Astwood Bank and and Alcester.	60 mp., and 64¼ m.p.		45
Broom Junction North	Alcester	Stratford-upon-Avon	15
Between Harvington and Evesham	73 m.p. and 73¾ m.p.		20
Evesham Station	Over curves between 73¾ m.p. and 74¼	m.p.	15
Between Evesham and Hinton	74¼ m.p. and 75 m. 30 ch.		30
Ashchurch	Over curve through Station		20
Ashchurch	Evesham	Cheltenham	20
UP LINE			
Ashchurch	Cheltenham	Evesham	20
Ashchurch	Over curve through Station		20
Between Hinton and Evesham	75 m. 30 ch. and 74¼ m.p.		30
Evesham Station	Over curves between 74¼ m.p. and 73¾	m.p.	15
Between Evesham and Harvington	73¾ m.p. and 73 m.p.		20
Broom Junction West	Evesham	Stratford-upon-Avon	15
Between Alcester and Studley & Astwood Bank.	64¼ m.p. and 60 m.p.		45
Between Studley & Astwood Bank and Redditch.	60 m.p. and 57¼ m.p.		40
Redditch North	Between 57¼ m.p. and 56 m.p.		20
Redditch North	Redditch	Barnt Green (56 m.p. and 53¼ m.p.)	35
Redditch North	Redditch	Barnt Green (53¼ m.p. and 52 m.p.)	30
Barnt Green Single Line Junction	Over curves between Single Line Junction	on and Main Line Junction	15
UPTON-ON-SEVERN AND ASHCHURCH			
The speed of trains over this Branch must not exceed 40 miles per hour in either direction, and must be further restricted to lower speeds as shewn.			
Upton-on-Severn and Tewkesbury	Between these points on " dead " road.	All Down and Up Trains	15
Tewkesbury	Tewkesbury (between 1m. 72ch. and 1m. 69	Ripple ch, over curve in Single Line).	15
Ashchurch	Through Junction—All Trains		10
Ashchurch and Tewkesbury	Between 0m. 79ch. and 1m. 14ch.	All Down and Up Trains	15
NAILSWORTH BRANCH			
The speed of trains over this Branch must not exceed 40 miles per hour, and must be further restricted to lower speeds as shewn.			
Stonehouse (Bristol Road)	Between Stonehouse and 102¾ m.p.	All Down and Up Trains	25
Dudbridge Station	Through Junction and up to end of Down	Loop. All Down and Up Trains	15
Birds Crossing	Dudbridge	Nailsworth—All Down Trains	25
Nailsworth Station	Nailsworth	Dudbridge—All Up Trains	25
STROUD BRANCH			
The speed of trains over this Branch must not exceed 25 miles per hour and must be further restricted as shewn below.			
At Dudbridge	All Up Trains through Junction		15
DURSLEY BRANCH			
The speed of trains over this Branch must not exceed 25 miles per hour.			
CHELTENHAM AND GLOUCESTER LINE			
UP LINE			
Tramway Junction, 0m. 0c. to 0m. 6c.	Gloucester	Cheltenham	10
All Crossovers between Tramway Junction and ¾ m.p.	All UP trains		15
Engine Shed Junction UP Main and UP Relief.	Gloucester	Cheltenham	35
Engine Shed Junction	Stonehouse	Cheltenham	35
Engine Shed Junction	Up Main	Up Relief	15
Churchdown	Up Main	Up Relief	40
Churchdown	Up Relief	Up Main	40
Churchdown UP Relief, 3m. 0c. to 3m. 20c.	Gloucester	Cheltenham	50
Hatherley Junction	Up Relief	Up Main	40
Lansdown Junction	Up Relief	Up Main	40
Lansdown Junction	Leckhampton	Cheltenham (Malvern Road)	40
Lansdown Junction	Up Main	Cheltenham (Lansdown)	40
Cheltenham (Lansdown) over curve through Station.	Gloucester	Cleeve	20
Malvern Road Junction	Gloucester	Honeybourne	25

Speed of Trains Through Junctions—continued

BRANCH LINES—continued

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

BRANCH LINES—continued

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

ENGINE RESTRICTIONS

OXFORD TO HARTLEBURY (Exclusive)

Route Colour—Red

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

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

OXFORD TO HARTLEBURY—continued

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

Engine Restrictions—continued

OXFORD TO HARTLEBURY—continued

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

Engine Restrictions—continued

OXFORD TO HARTLEBURY—continued

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

KINGHAM AND CHIPPING NORTON (INCLUSIVE)

Engines in the "Blue" group or a lower category may work between Kingham and Chipping Norton, subject to the following prohibitions.

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

Engine Restrictions—continued

WORCESTER VINEGAR BRANCH

Route Colour, **Uncoloured.**

ENGINES AUTHORISED				Remarks
Western Region	B.R. Standard	Diesel	L.M. Region	
16XX 0–6–0T	Nil	204 h.p.	Nil	

WORCESTER TO HEREFORD

Route Colour, **Red.**

All except:— 2–8–0 47XX 4–6–0 60XX	**All except:—** 4–6–2–71XXX	All Types shown as "Red" Category in Table on Page 182.		

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

WORCESTER AND BROMYARD BRANCH

Route Colour, **Yellow.**

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

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

CHARFIELD AND BARNT GREEN VIA DUNHAMPSTEAD OR WORCESTER

Route Colour, **Red.**

ENGINES AUTHORISED				Remarks
Western Region	B.R. Standard	Diesel	L.M. Region	
All except:— 4–6–0 60XX ... ... 2–8–0 47XX#	**All except:—** 4–6–2 71XXX	**All**	**All except:—** 4–6–2 46200–46209 46220–46257 2–8–0 53806–53810 0–6–0 57232–57691 0–4–4T 55237–55269 0–6–0T 56151–56372	W.R. and B.R. Standard Engines must not pass under Old M.R. Load Gauges. #—47XX Class engines are authorised between Cheltenham St. James' and Standish Junction via Gloucester South Junction — for local restrictions, see page 000.
			N.E. Region	
			2–6–0 K.3 Class‡ 4–6–0 B.1 Class*	‡—Via Dunhampstead only.

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

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

Engine Restrictions—continued

CHARFIELD AND BARNT GREEN

VIA DUNHAMSTEAD AND WORCESTER

Route colour, **Red.**

Stations	Connections and Sidings	Engines Prohibited
Charfield	Coal Shutes Siding Wagon Turntable	All.
Berkeley Road	Goods Shed Road from the Down Main Line (Gloucester end of Down Platform) **N.B.**—If any of the engines listed in the adjoining "Engines Prohibited" column are required to pick up or set down traffic in the Loading Dock from off the Up Main Line there must be a raft of vehicles of sufficient length to enable the vehicles standing in the Loading Dock to be coupled up or uncoupled without the engine passing alongside the Loading Dock wall.	4–6–0 50XX, 49XX, 10XX, 68XX and 78XX. 2–6–0 53XX, 465XX. 2–8–0 28XX, 48XXX and W.D. Austerity. 2–8–0 42XX. 2–8–2T 72XX 2–6–2T 45XX, 55XX, 41XX, 51XX, 61XX, 81XX. B.R. Standard Classes 9F (2–10–0), 7 (4–6–2), 6 (4–6–2), 5 (4–6–0), 4 (4–6–0), 4 (2–6–0), 4 (2–6–4T), 3 (2–6–0), and 3 (2–6–2T). D.1–D.10 2300 h.p., D.11–D.199 and D.1500–D.1513 2500 h.p. Type 4.
	Down Yard.	
	Trailing connection to Sharpness Siding. ... ... Up Main to Siding Dock	B.R. Standard Class 9F (2–10–0).
Coaley Junction	All Sidings. ... ... **N.B.**—Permitted to work Up Main to Down Main to Spur, Up Side Lay-by and Dursley Branch Platform.	B.R. Standard Class 9F (2–10–0).
Frocester	Up Main connection to Turntable Roads ... ... Down Main connection to Turntable Roads	B.R. Standard Class 9F (2–10–0).
Stonehouse (Bristol Road)	Grain or Back Road ... ... All connections to Stroud and Nailsworth Branches ... Up Main connection to Dean End ... ... Down Main connection to Shed	B.R. Standard Class 9F (2–10–0).
Quedgeley ... ... Air Ministry Sidings	No. 4 Siding not to be worked from Stonehouse end ...	B.R. Standard Class 9F (2–10–0).
Gloucester Eastgate	Wagon Shed Outer Siding ... ... Coal Wharf Sidings	4–6–0 50XX, 49XX, 10XX, 68XX and 78XX. 2–6–0 53XX, 465XX. 2–8–0 28XX, 48XXX and W.D. Austerity. 2–8–0T 42XX. 2–8–2T 72XX. 2–6–2T 45XX, 55XX, 41XX, 51XX, 61XX, 81XX. 0–6–0T 15XX. All B.R. Standard Classes. **N.B.**—B.R. Standard Class 9F (2–10–0). Speed not to exceed 5 m.p.h. between Barton Street Junction and High Orchard Branch.
Upper Yard, Gloucester Eastgate ...	Sidings Nos. 18 to 22 inclusive. ... ... Taylors Sidings.	B.R. Standard Class 9F (2–10–0).
Blackwell	**Up Side** ... ... Back Goods Shed Road ... ... Crossover between Up and Down Main Lines in Platform	B.R. Standard Class 9F (2–10–0) Speed of the following engines not to exceed 5 m.p.h.:— 4–6–0 40XX 50XX 70XX 10XX 68XX 78XX 49XX 59XX 69XX 79XX

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

Engine Restrictions—continued

CHELTENHAM (LANSDOWN JUNCTION) AND STRATFORD-UPON-AVON

Route colour, **Red.**

ENGINES AUTHORISED				Remarks
Western Region	B.R. Standard	Diesel	L.M. Region	
All except "King" Class 2–8–0 47XX*	All except 4–6–2 71XXX	All	Class 2 2–6–0 Class 2 2–6–2T Class 3 2–6–2T Class 3F 0–6–0 Class 4F 0–6–0 Class 5 4–6–0 Class 6P/5F 2–6–0 Class 8F 2–8–0	* Permitted Cheltenham St. James to Standish Jcn.

Stations	Connections and Sidings	Engines Prohibited
Cheltenham (Malvern Road) ...	Incoming Road from Malvern Road to Old Shed ...	B.R. Standard Class 9F (2–10–0)
Cheltenham (St. James')	Through lead on Cattle Pen Siding... ... ... Sidings Nos. 2, 3, 4, 5, 6 and 7 ... ... New Street Yard—All Sidings ... ... New Street Yard—Webb's Sidings	10XX, 49XX B.R. Standard Class 9F (2–10–0) B.R. Standard Class 9F (2–10–0) 14XX, 2251, 94XX, 54XX, 64XX, 74XX, 57XX
Toddington	Over connection North end of Fruit Packing Shed Platform Siding	78XX and 1000 Class.
Winchcombe	Through Crossover at Honeybourne end of Platforms ...	350 h.p. B.R. Standard Diesel Electric Shunting Engines.

BARNT GREEN AND BURTON VIA CAMP HILL OR SELLY OAK

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

1. **The A.W.S. Shoe**—may be retained in the operative position.
2. **King's Norton Station**—15 miles per hour over up and down West Suburban lines. Crossover between up and down West Suburban lines prohibited.
3. **Lifford Curve**—10 miles per hour throughout.
4. **Moseley Tunnel**—25 miles per hour in each direction.
7. **Birmingham New Street**—Platform Lines Nos. 1, 1A, 2, 2A, 3, 4, 6 Bay, 8, 10, and 11 prohibited. Crossover road from No. 7 platform to No. 3 siding prohibited. Platform lines Nos. 5, 6, 7 and 9 permitted. Sidings Nos. 1, 2, 3 and 4 permitted.
8. **Saltley M.P.D.**

   Washwood Heath.

   Nos. 1, 2 and 3 down reception.

   Nos. 4, 5 and 6 down arrival.

   Nos. 1, 2 and 3 up reception.

   Transfer road down side.
7. **Water Orton**—Into the arrival and departure lines.
8. **49XX Class** locomotives may work into the following sidings with the shoe of the A.W.S. apparatus clipped up in the inoperative position:—

Washwood Heath Down Sidings

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

Also permitted from Washwood Heath Junction Signal Box to Washwood Heath Sidings Nos. 1 Signal Box via Nos. 1, 2 or 3 Reception Lines and thence through Nos. 4, 5 or 6 Arrival Roads, subject to movement being carried out at slow speed.

Washwood Heath Up Sidings

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

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

Washwood Heath Down Coal Sidings

(*a*) Prohibited into Sidings Nos. 1, 14, 15, 20, 21, 22, 23.

(*b*) Permitted into Sidings Nos. 2 to 13 inclusive and 16 to 19 inclusive.

Water Orton Sidings

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

SIDING RESTRICTIONS ON WESTERN REGION ENGINES

Stations	Connections and Sidings	W.R. Engines Prohibited
Cheltenham (Lansdown)	Crossover Road between Platforms	28XX, 38XX, 40XX, 49XX, 50XX, 59XX, 68XX, 69XX, 70XX, 78XX, 79XX. 2–8–0 " Austerity " Class B.R. Standard Class 4 (75XXX) B.R. Standard Class 5 (73XXX)
	Up Refuge Siding	28XX, 38XX, 72XX, 42XX, 52XX. 2–8–0 " Austerity " Class.
	Middle Dock Road	B.R. Standard Class 9F (2–10–0)
Cheltenham (High Street)	All Sidings	All W.R. engines prohibited except:— W.R. 53XX–73XX W.R. 45XX and 55XX W.R. 57XX–77XX W.D. Austerity. B.R. Standard Class 9F (2–10–0)
Shed Roads to End-on Loading Dock (adjacent to Down Main). Shed Side Road to Shed connection. Sidings Nos. 8, 9 and 10, Western Side (Pit Road and Cripple Siding). Sidings Nos. 1 and 2, Midland Side (Commercial Sidings). Sidings Nos. 5 and 6, Tewkesbury Road Sidings.		
Ashchurch	**Down Side** Siding at back of Signal Box. **Upton-on-Severn Branch** Connections to Back Road (Upton on-Severn Branch).	B.R. Standard Class 9F (2–10–0). 28XX, 38XX, 72XX, 42XX and 52XX not to exceed 10 m.p.h.
	Up Side. At North End of Station. ALL Sidings except Front Road and Shunting Road as far as hand points to Short Road.	
Bredon	Crossover Road between Platforms	28XX, 38XX, 40XX, 49XX, 50XX, 59XX, 68XX, 69XX, 70XX, 78XX, 79XX, 72XX 42XX, 52XX, 56XX, 66XX.
	Down Side. Dock Road Coal Road. Shed Road.	B.R. Standard Class 9F (2–10–0).
Defford	Down Yard	D1–D.199. D.E. Locos.
	Up Side. Shed Road ... ... Short Dock	B.R. Standard Class 9F (2–10–0)
Stoke Works	**Down Side** Nos. 1 and 2 Sidings ... ... Branch ... ... Back Road	B.R. Standard Class 9F (2–10–0)
Bromsgrove	**Down Side.** Field Sidings ... ... Carriage and Wagon Sidings ... ... Nos. 1, 2 and 3 Traffic Roads	B.R. Standard Class 9F (2–10–0).
	Up Side Nos. 2, 3, 4 and 5 Sidings ... ... Garrington's Sidings ... ... Up Yard and Loco. Shed ... ... Loco Sidings—Bromsgrove South	D.1–D.199 D.E. Locos.
	Crossover between Up and Down Main Lines	41XX and 51XX prohibited Speed of the following engines not to exceed 5 m.p.h. 4–6–0 40XX 50XX 70XX 10XX 68XX 78XX 49XX 59XX 69XX 79XX
	Platform Lines	41XX and 51XX not to exceed 5 m.p.h.

DURSLEY STATION—COALEY JUNCTION

Route colour, **Uncoloured.**

ENGINES AUTHORISED				
Western Region	B.R. Standard	Diesel	L.M. Region	Remarks
‡0–6–0T 64XX 74XX 16XX	2–6–2T 82XXX 84XXX 2–6–0 77XXX	200 h.p. B.R. 204 h.p. B.R. 350 h.p. B.R.	0–6–0T 41702–41875, 51412 0–6–0 52093–52523, 58120–58260 2–6–0 46400–46527 2–6–2T 40006–40205	

‡—*NOTE.*—W.R. Engines of the 14XX Class are prohibited.

STROUD—DUDBRIDGE

Route colour, **Blue.**

ENGINES AUTHORISED				Remarks
Western Region	B.R. Standard	Diesel	L.M. Region	
None...	2–6–2T 82XXX 84XXX 2–6–0 76XXX 77XXX 2–6–4T 80XXX	8200–8236 200 h.p. B.R. 204 h.p. B.R. 10800	0–6–0T 41702–41875, 47201–47681 51412 4–4–0 40453–40700 0–6–0 43213–44606 52089–52523, 58120–58260 2–4–2T 50850 2–6–2T 40006–40205 2–6–0 43000–43161 2–6–0 46400–46527 42425–42494, 42537–42699,	

NAILSWORTH—STONEHOUSE (BRISTOL ROAD)

Route colour, **Blue.**

*22XX	2–6–2T 82XXX 84XXX 2–6–0 76XXX 77XXX 2–6–4T 80XXX	8200–8236 8400–8409 200 h.p. B.R. 204 h.p. B.R. 10800 D.70XX%	0–6–0T 41702–41875 47201–47681 51412 4–4–0 40543–40700 0–6–0 43213–44606, 52089–52523, 58120–58260 2–6–2T 40006–40205 2–6–0 43000–43161, 46400–46527 2–6–4T 42050–42299, 42425–42494, 42537–42699	*—W.R. 22XX Class Engines may work over all running lines and to Engine Stop Board on the Oil Cake Store road at Ryeford. All other Sidings prohibited %—Permitted at max. speed of 25 m.p.h.

GLOUCESTER DOCKS BRANCH (HIGH ORCHARD) (including High Orchard Goods Line)

Route Colour, **Red.**

None	**All except:—** 4–6–2 71XXX	**All except:—** 10000–10001, 10201, 10202, 10203 } As single & double Units **The following are not to work beyond the level crossing at Canal end of High Orchard Yard or on lines to Gloucester Docks (Albion Crossing) or to Merchant's Road.** 5000–5050, 5300–5319, 5500–5699, 5700–5719, 5900–5909, 6100–6157, 6300–6305, 8000–8034, 8200–8236, 8400–8409.	**All except:—** 4–6–2 46200–46209, 46220–46257 2–8–0 53806–53810 4–6–0 No. 46170 0–6–0 57232–57691 0–4–4T 55237–55269 0–6–0T 56151–56373	

TUFFLEY BRANCH (GLOUCESTER

None	**All except:—** 4–6–2 70XXX 71XXX	**All except:—** 5500–5699 10000–10001, 10201, 10202, 10203 (As single and double units)	**All except:—** 2–6–4T 42500–42536 2–6–0 42700–42984 4–6–0 45504–45742, 46100–46170 4–6–2 46200–46209 46220–46257 2–8–0 53806–53810 0–6–0 57232–57691 0–4–4T 55237–55269 0–6–0T 56151–56372	

Engine Restrictions—continued

ASHCHURCH—UPTON-ON-SEVERN

Route Colour, **Yellow.**

ENGINES AUTHORISED				Remarks
Western Region	B.R. Standard	Diesel	L.M. Region	
*57XX	2–6–2T 82XXX 84XXX 2–6–0 77XXX 2–6–4T 80XXX	8200–8236 200 h.p. B.R. 204 h.p. B.R. 10800	0–6–0T 41702–41875, 47201–47681, 57232–57473 4–4–0 40453–40700 0–6–0 43213–44606, 52093–52523, 58120–58260 2–6–2T 40006–40209 2–6–0 46400–46527 2–6–4T 42050–42494, 42537–42699	**The following L.M.R. 2–6–0 class engines are authorised between Ashchurch and Tewkesbury only:—** 42700–42944, 43000–43049, 43112–43121. *—W.R. 57XX Class Engines are authorised between Ashchurch and Tewkesbury and over the Tewkesbury Quay Branch.

ASHCHURCH AND EVESHAM

Route Colour, **Dotted Red.**

4–6–0 78XX, 2–8–0 28XX, W.D. Austerity, Ex L.M. Class 8F. 2–6–0 53XX 2–6–2T 41XX, 51XX The following are permitted subject to a maximum speed of 20 m.p.h. throughout:— 4–6–0 " Castle " 4–6–0 " County " 4–6–0 " Grange " 4–6–0 " Hall " 2–8–0T 42XX, 52XX 2–8–2T 72XX	**All except:—** 4–6–2 71XXX	**All except:—** 10000, 10001, 10201, 10202, 10203 (As single/Double Units)	**All except:—** 4–6–2 46200–46209, 46220–46257 4–6–0 No. 46170 2–8–0 53806–53810 0–6–0 57232–57691 } Ex Cal. 0–4–4T 55237–55269 } Ex Cal. 0–6–0T 56151–56372 } Ex Cal.	**The following L.M.R. and B.R. Standard engines are restricted to 20 m.p.h. throughout§—** 2–6–0 42700–42984, 4–6–0 44658–45742, 46100–46170, B.R. Std. 73XXX 4–6–2 B.R. Standard 70XXX and 72XXX 0–8–0 48895–49454 2–8–0 48000–48775, 90000–90732 2–10–0 B.R. Standard 92XXX 2–10–0 90750–90774 4–4–0 1000 **Diesel Locos:—** 600–604, 5700–5719 350 h.p. B.R.

Stations	Connections and Sidings	Engines Prohibited
Beckford	Down Side Cattle Dock, Shed Road and Coal Road ...	B.R. Standard 9F 2–10–0 92XXX.
Evesham	Goods Loop between Ashchurch and Honeybourne Lines	All engines not to exceed the speed of 10 m.p.h.

EVESHAM AND BARNT GREEN

Route colour, **Dotted Red.**

ENGINES AUTHORISED				Remarks
Western Region	B.R. Standard	Diesel	L.M. Region	
53XX 63XX	As for Ashchurch–Evesham	As for Ashchurch–Evesham	As for Ashchurch–Evesham	As for Ashchurch–Evesham.

Engine Restrictions—continued

EVESHAM AND BARNT GREEN—continued

Route Colour, Dotted Red—continued.

Stations	Connections and Sidings	Engines Prohibited
Evesham	Yard—Down Side Sidings Nos. 4, 6 and 7	B.R. Standard Class 9F 2–10–0 92XXX
Salford Priors	Down Side Bamfords Sidings	Ditto.
Redditch	South New Road ... ... North All connections leading to Top Yard ... ... New Road Coal Sidings—Back Road... ... ... Dixons Sidings ... ... Gas Works Siding	Ditto.

KEMBLE (exclusive) TO BEACHLEY JUNCTION VIA GLOUCESTER

Route colour, **Red.**

ENGINES AUTHORISED				Remarks
Western Region	B.R. Standard	M.L. Diesel	L.M. Region	
All except King Class	**All** except 4–6–2 71XXX	**All** Types shown as "Red" Category in Table on Page K182.	Class 2P 4–4–0 Class 3F 0–6–0 Class 4P 4–4–0 Class 4F 0–6–0 Class 5MT 4–6–0 Class 5F 2–6–0 Class 6P 4–6–0 Class 7F 0–8–0 Class 8F 2–8–0	

Stations	Connections and Sidings	Engines Prohibited
Kemble	Leads from Tetbury Down Siding to Pump House Road and Tetbury Branch	Castles, 49XX, 10XX, 28XX, 42XX, 52XX, 15XX, 72XX, 92XX.
	Loading Dock—Up Side	47XX, 42XX, 52XX, 72XX, 28XX 92XXX, 15XX
	Up and Down Main Lines to Tetbury Branch Platform and Back Road	52XX, 72XX, 28XX, 92XXX, 15XX Castles, 49XX and 10XX permitted at 5 m.p.h.
Coates...	Connections to Back Road	92XXX.
	Down Main to Siding	92XXX.
Sapperton Sidings	Front Road (No. 1 Siding)	92XXX.
Chalford	All Sidings	92XXX, 47XX, 42XX, 52XX, 72XX, 15XX.
	Goods Yard Sidings	All 4–6–0 Class.
	Old Coal Sidings	All 4–6–0 Class.
	Crossovers between Up Main and Sidings	All 4–6–0 Class and 92XXX.
Brimscombe	Outer Up Sidings	47XX.
Stonehouse (Burdett Road) ...	Connection at Gloucester end to Brick Yard Siding ...	92XXX.
	Connection at Swindon end to Brick Yard Siding... ...	92XXX to negotiate connection with care.
Gloucester Old Yard	Sidings No. 17–19 inclusive...	92XXX.
Gloucester Engineer's Yard ...	All Lines in Yard	42XX, 52XX, 15XX.
Gloucester Central	Goods Shed	10XX and 49XX.
	Siding alongside Cattle Pens	10XX and 49XX.
	Over weighbridge	10XX and 49XX.
Gloucester Central	Up and Down Relief Lines....	47XX.
	No. 1 and 2 Down Sidings at East End of Platform and Transfer Road	
	Horse Box Siding	Castle Class permitted at slow speed only.
Docks Branch Sidings	All Sidings	47XX.

KEMBLE (exclusive) TO BLEACHLEY JUNCTION VIA GLOUCESTER—continued.

Route colour, **Red**—continued.

Stations	Connections and Sidings	Engines Prohibited
Grange Court	Down Dock behind Passenger Platform	47XX, 42XX, 52XX, 92XXX, 49XX, 10XX, 15XX.
	Crossover from Down Siding to Centre of Back Siding Down Side	47XX, 42XX, 52XX, 92XXX, 15XX.
Awre Junction	All Sidings	92XXX.
Lydney	Connection leading to Shunting Neck and S. and W. Transfer Sidings Up Side	42XX, 52XX, 72XX, 15XX.
Chepstow River Bridge	(a) The speed of all trains must not exceed 15 m.p.h. (b) Not more than two Engines coupled together must work over the Bridge. (c) Two "Red" Tank Engines must not run coupled together. (d) When a Tank Engine and a Tender Engine (both of the "Red" classification) are coupled together, the Tank Engine must be coupled to the tender of the other engine. (e) No other engine may be coupled in front of the B.R. Standard Class 7 (4–6–2 70XXX), except that a 22XX (0–6–0) Class locomotive, or any locomotive in the "Uncoloured" group, may haul a "dead" B.R. Standard Class 7 over this bridge at a speed not exceeding 5 m.p.h. (f) Only the following engines may be coupled behind the tender of the B.R. Standard Class 7 (4–6–2) engine: 0–6–0T (1361, 1600 and 1366 Classes) and 0–4–2T (14XX Class). (g) No engine may be coupled to a 2–10–0 engine, except that a 22XX (0–6–0) Class locomotive, or any locomotive in the "Uncoloured" group, may haul a "dead" B.R. Standard Class 9 (2–10–0) 92XXX over this bridge at a speed not exceeding 5 m.p.h. (h) Main Line Diesel Electric 2300–2500 h.p. B.R./Sulzer Locomotives, when running as a double unit, are **prohibited.**	

GLOUCESTER OVER JUNCTION AND DYMOCK

Route Colour, Dotted Blue

ENGINES AUTHORISED				Remarks
Western Region	B.R. Standard	Diesel	L.M. Region	
All Blue, Yellow and Uncoloured Groups.	All Blue, Yellow and Uncoloured Groups.	All Blue, Yellow and Uncoloured Groups.	Nil.	Blue Group engines subject to a speed restriction of 25 m.p.h.

Stations	Connections and Sidings	Engines Prohibited
Newent	Connection in Up Main Line between platforms leading to Goods Shed	4–6–0 78XX speed not to exceed 4 m.p.h.
	Through connection to Back Siding off Goods Shed Road	4–6–0 78XX speed not to exceed 4 m.p.h.
Dymock	Connection in Down Line between stations leading to Goods Shed	4–6–0 78XX speed not to exceed 4 m.p.h.

GLOUCESTER DOCKS BRANCH SIDINGS AND GLOUCESTER DOCKS

Route Colour, **Blue**

ENGINES AUTHORISED				Remarks
Western Region	B.R. Standard	Diesel	L.M. Region	
All engines in "Blue", "Yellow" and Uncoloured Groups.	All engines in "Blue", "Yellow" and Uncoloured Groups.	All engines in "Blue", "Yellow" and Uncoloured Groups.	Nil.	

Stations	Connections and Sidings	Engines Prohibited
Llanthony Yard and Gloucester Docks.	All Docks and Traders Sidings	*

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

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

Such engines must be fitted with spark arresters.

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

All classes are prohibited from using any Sidings at Llanthony Yard except the "Straight" and "Water Crane" roads not exceeding a speed of 5 m.p.h.

Engine Restrictions—continued

CHELTENHAM SPA (LANSDOWN JUNCTION) AND KINGHAM (EXCLUSIVE)

Route Colour, **Dotted Red.**

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

Stations	Connections and Sidings	Engines Prohibited
Cheltenham, Leckhampton	Loading Dock Siding at back of Up Platform	28XX, 38XX, 45XX, 49XX, 51XX, 53XX, 55XX, 68XX, 10XX Class and 2–8–0 Austerity.
Andoversford	Alongside Goods Shed on Cattle Dock Siding	
Notgrove	Cattle Dock Siding	49XX, 68XX and 10XX Class.

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

GRANGE COURT, HEREFORD AND ROTHERWAS JUNCTION

Route Colour, **Dotted Red.**

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

Longhope	Back Mileage Siding	All 4–6–0 engines 42XX, 52XX, 72XX, 15XX.
Micheldean Road	Coal Siding	All 4–6–0 engines 42XX, 52XX, 72XX, 15XX.
Ross-on-Wye	Connection from No. 1 Down Siding to Main Line ...	All 4–6–0 engines 53XX, 63XX, and 73XX 42XX, 52XX and 72XX, 15XX, 41XX, 45XX, 55XX 2–8–0 Austerity.
	No. 2 Down Siding	All 4–6–0 Engines 42XX, 52XX, 72XX and 15XX.
	Engine Shed Siding	All 4–6–0 Engines, 41XX, 42XX, 52XX, 72XX, 45XX, 55XX, 15XX, 84XX, 94XX, 2–8–0 Austerity.
	Main Line Crossover	All 4–6–0 Engines 42XX, 52XX, 72XX, and 15XX.
	Connections from Up Main Line to Goods Shed	All 4–6–0 Engines 42XX, 52XX, 72XX, 15XX, 41XX, 51XX.
	Road through Goods Shed	All 4–6–0 Engines 41XX, 42XX, 52XX, 72XX, 45XX, 55XX, 15XX, 53XX, 63XX, 73XX and 2–8–0 Austerity.
	Crane Siding	All 4–6–0 Engines 42XX, 52XX, 72XX, and 15XX.
	Mileage Sidings	All 4–6–0 Engines 41XX, 45XX, 55XX, 2–8–0 Austerity.
	Cattle Pens and Loading Bank Siding, Up Side	
Backney Siding	Cattle Pen Siding	All 4–6–0 Engines 41XX, 45XX, 55XX, 2–8–0 Austerity, 42XX, 52XX, 72XX, 15XX, 53XX, 63XX and 73XX.
Fawley...	Loading Bank Siding	All 4–6–0 Classes 41XX, 45XX, 55XX, 2–8–0 Austerity 42XX, 52XX, 72XX, 15XX, 53XX, 63XX and 73XX.
Holme Lacy	Loading Bank Siding	All 4–6–0 Classes 41XX, 45XX, 55XX, 2–8–0 Austerity 42XX, 52XX, 72XX, 15XX, 53XX, 63XX and 73XX.

ROSS-ON-WYE AND LYDBROOK

Route Colour, **Yellow**

Types of Engines authorised:—Yellow and Uncoloured Groups.
57XX Class are subject to a speed restriction of 25 m.p.h.

Engine Restrictions—continued

FOREST OF DEAN BRANCHES

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

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

Routes:

(1) Bullo Pill to Whimsey.
(2) Bilson Loop to Cinderford Station.
(3) Bullo Pill to termination of the Dock Branch.
(4) Churchway Branch. To the Stop Board at termination of Branch.

SEVERN AND WYE LINES

Lydney Junction to Berkeley Road Junction and Berkeley Road South Junction (via Berkeley Loop).

Route Colour, **Yellow**

ENGINES AUTHORISED				Remarks
Western Region	B.R. Standard	Diesel	L.M. Region	
All Yellow and Uncoloured Groups. 53XX, 63XX and 73XX on running lines only.	All Yellow and Uncoloured Group. Class 4 (4–6–0) 75XXX. Class 4 (2–6–0) 76XXX on running lines only.	All Yellow and Uncoloured Groups.	Standard Class 2T (2–6–2) Standard Class 2T (2–6–0) Midland Class 2F (0–6–0)	*

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

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

Route Colour, **Yellow**

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

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

78XX Class may work over these Sections, also over Sharpness North and South Dock Branches, subject to the following restrictions:—

1. NOT to use Crossovers road between Sharpness Branch Platforms at Berkeley Road Station.
2. On Sharpness North Dock Branch may work up to, but NOT over Swing Bridge No. 3 over Gloucester and Berkeley Canal (4¼ m.p. and 4¾ m.p.).
3. On Sharpness South Dock Branch may work up to, but NOT beyond limit of B.R. maintenance.
4. NOT to work into No. 2 Inwards Siding at Sharpness.

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

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

Lydney Junction to Coleford Junction and Coleford Branch

Route colour, **Uncoloured.**

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

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

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

Coleford. Loading Bank, Back Siding, Station Platform.

53XX Class are permitted to work between Lydney Junction and Lydney Town subject to the following prohibitions:—

1. Over weighbridge at 8½ m.p.
2. Crossover between Up and Down Platforms at Lydney Town.

Coleford Junction to Speech House Road Station (Goods).

Only Engines in the UNCOLOURED GROUP are authorised.

THE SEVERN BRIDGE

Route Severed.

SHARPNESS TURNTABLE

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

Engine Restrictions—continued

DIESEL LOCOMOTIVES

350 h.p. Diesel Electric Shunting Locomotives—D.3XXX, D.4XXX and Locomotive No. 15100.

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

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

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

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

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

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

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

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

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

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

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

Engine Restrictions—continued

Diesel Locomotives—continued

B.R. DIESEL LOCOMOTIVES

B.R. Type	Power, etc.	Wheel Arrangements	Route Colour	Class No.
1	800 h.p. diesel electric ... ... (B.T.H. and N.B. Loco.)	B.B. ...	Blue* ...	D.8200 and D.8400.
2	1,000/1,100 h.p. diesel electric (N.B. Loco.)	B.B. ...	Blue ...	D.6100–D.6157.
	Also permitted as Single or Double Unit over Yellow routes specially authorised for 53XX class engines.			
2	1,000 h.p. diesel electric... ... (Vulcan Foundry)	B.B. ...	Blue ...	D.8000.
	Also permitted as Single or Double Unit over Yellow routes specially authorised for 53XX class engines.			
2	1,000 h.p. diesel hydraulic ... (N.B. Loco.)	B.B. ...	Blue ...	D.6300–D.6305.
	May travel over Yellow routes not exceeding 40 m.p.h.			
2	1,100 h.p. diesel hydraulic ... (N.B. Loco.)	B.B. ...	Yellow ...	D.6306–D.6357.
2	1,100 h.p. diesel electric ... (E.E.C.)	B.B. ...	Red ...	D.5900–D.5909.
2	1,160/1,250 h.p. diesel electric... (B.C. & W.)	B.B. ...	Red ...	D.5300–D.5319.
			Blue ...	D.5320–D.5415.
2	1,160/1,250 h.p. diesel electric... (B.R. Sulzer.)	B.B. ...	Red ...	D.5000–D.5049.
			Blue ...	D.5050–D.5175.
2	1,200 h.p. diesel electric ... (Metro Vick.)	C.B. ...	Red/Red ...	D.5700–D.5719.
	Permitted at speeds up to 65 m.p.h. over "Red" routes.			
2	1,250/1,365/1,600 h.p. diesel electric (Brush Bagnall)	A.1.A.–A.1.A.	Blue ...	D.5500–D.5699. D.5800–D.5825.
	Also permitted on Yellow routes specially authorised for 53XX class.			
3	1,550 h.p. diesel hydraulic ... (B.C. & W.)	B.B. ...	Blue ...	D.6500–D.6597.
3	1,700 h.p. diesel hydraulic ... (Beyer Peacock)	B.B ...	Red ...	D.7000–D.7094.
	May travel over "Dotted Red" and "Blue" routes at speeds not exceeding 60 m.p.h.			
3	1,750 h.p. diesel electric ... (E.E.C.)	Co-Co. ...	Blue ...	D.6700–D.6778.
4	2,000 h.p. diesel electric ... (E.E.C.)	I.C.C.I. ...	Red ...	D.200–D.399.
4	2,000 h.p. diesel hydraulic ... (N.B. Loco.)	A.1.A.–A.1.A.	Red ...	D.600–D.604.
4	2,200 h.p. diesel hydraulic ... (Swindon.)	B.B. ...	Red ...	D.800–D.832. D.866–D.870.
4	2,200 h.p. diesel hydraulic ... (N.B. Loco.)	B.B. ...	Red ...	D.833–D.865.
4	2,300 h.p. (and 2.500 h.p.) diesel electric (B.R. Sulzer)	I.C.C.I. ...	Red ...	D.1–D.10 (2,300 h.p.). D.11–D.199 and D.1500–D.1513.
	May work as single or double unit.			
4	2,700 h.p. diesel hydraulic ... (Swindon and Crewe.)	C.C. ...	Red ...	D.1000–D.1073.
4	2,800 h.p. diesel electric ... (Brush.)	C.C. ...	Red ...	D.0280.
5	3,300 h.p. diesel electric ... (E.E.C.)	C.C. ...	Blue ...	D.9000–D.9021.

***—Restrictions:—**

Gloucester (Docks Branch) ... ... Care to be taken when working into Docks Branch from Over Junction. Not to work past 1 m.p. in Llanthony Yard, and to work on Main Line only.

Gloucester (High Orchard) ... ... To work on Main Line only. Not to work past level crossing at Canal end of High Orchard Branch, or towards Merchants Road or Albion Crossing.

Hempsted (Tuffley Branch) ... ... To work on Main Line only.

Bullo Docks Branch ... ... To work on Main Line only and speed not to exceed 25 m.p.h.

Working into Sidings will be investigated as the need arises.

General Instructions:—

(*a*) These Locomotives are prohibited over Sidings and connections having a minimum radius of less than 4½ chains.

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

SHUNTING ENGINES

STATION	Engine No.	Starting Time.	AUTHORISED HOURS Mon.	Tues.	Wed.	Thur.	Fri.	Sat.	Sun.	Total Hours per Week	PARTICULARS OF WORK
										h. m.	
Worcester (F.01)	1 (early) **MO**	7.30 a.m.	2	—	—	—	—	—	—	2 0	8.30 a.m. Vinegar Trip. To Shed 9.30 a.m.
	1 (late)	2.30 p.m.	8	8	8	8	8	—	—	40 0	Afternoon Vinegar Trips, Coal Drops (**MWFO**). Shunts "Round the Back," London Yard and Wylds Lane. To Shed 10.30 p.m. **SX.**
Worcester Diesel ... (F.02)	2	5. 0 a.m.	19	24	24	24	24	24	6	145 0	Shunts Hereford Sidings. In addition shunts North Sidings as required between 10.0 p.m. and 6.0 a.m. Works the following trips:— 10.0 a.m. daily and 3.30 p.m. **SX** Metal Box Cap Sidings. Trips between London Yard and Wylds Lane as required.
Worcester (Diesel) (F.03)	3	6. 0 a.m.	18	24	24	24	24	14	—	128 0	Shunts North Sidings. In addition shunts Midland Yard as required from 11.30 p.m. **SX.** Also shunt Metal Box Cap Sidings 6.20 a.m. daily, Goods Shed as required and Sheet Shed at 3.30 p.m. **SX.**
Worcester (Diesel) (F.04)	4	6. 0 a.m.	18	24	24	24	24	24	6	144 0	Shunts London Yard and Wagon Repair Sidings. Berth Sheet Dept. Sidings between 10.0 p.m. and 6.0 a.m. and work trips London Yard to Wylds Lane.
Evesham (F.06)	1	6. 0 a.m.	15	15	15	15	15	12	—	87 0	Shunting at Evesham. To Shed 9.0 p.m. **SX,** To Shed 6.0 p.m. **SO.**
(F.09)	2	4. 0 p.m. **SX**	3½	3½	3½	3½	3½	—	—	17 30	Honeybourne No. 3 Shunting Engine. To Honeybourne Shed at 7.30 p.m. **SX.**
Honeybourne (F.07)	1	5. 0 a.m.	19	24	24	24	24	24	6	145 0	Shunting Up Yard and banking as required. To Shed 6.0 a.m. Sundays.
(F.08)	2	6. 0 a.m.	9¼	19¼	15	19¼	15	19¼	2½	99 30	Shunting Down Yard and banking as required. To Shed 5.45 a.m. Tuesdays to Saturdays. Off Shed 7.45 a.m. Tuesdays to Saturdays. Works 5.55 a.m. Honeybourne to Evesham **MO,** 9.15 a.m. Honeybourne to Cheltenham **MWFO,** 9.15 a.m. Honeybourne to Long Marston and back. **TTh. Q** Sats. To Shed 2.30 a.m. Sunday.
Kingham	1	6.10 a.m.	1	1	1	1	1	1	—	6 0	Works 7.10 a.m. Kingham to Chipping Norton, 8.10 a.m. Chipping Norton to Kingham daily, shunt as required at Kingham **SO.**
	2	11.15 a.m.	2	2	2	2	2	2	—	14 0	Engine of 6.35 a.m. Worcester to Kingham.
Brimscombe	1A	6.20 a.m.	17⅜	24	24	24	24	19¼	—	132 55	Off Shed 5.5 a.m. **MX,** 7.35 a.m. **MO.** Works 5.18 a.m. **MX** "T" Sidings to Old Yard. 6.35 a.m. **MX** "T" Sidings to Old Yard. 9.10 a.m. and 11.45 a.m. Over Sidings to Barnwood. 10.30 a.m. **Q** D.B.S. to Barnwood Sidings. Works 1.35 p.m. Old Yard to "T" Sidings **SX,** shunts Engineers', Co-operative, Signal Dept., Wagon Repairs and Emlyn Works Sidings, 5.36 p.m. and 6.31 p.m. Trips Old Yard to "T" Sidings **SX.**
Gloucester New Yd. —Front Road. (F.51) (Diesel)	1	7. 0 a.m. (To be immobilised in the Yard from 10.0 p.m. **SX** 10.30 p.m. **SO**).	16¼	23¾	23¼	23¼	23¼	23¾	6† 9.15 p.m. to	138 0	Shunts New Yard Front (or Back Road Sidings when necessary), including Cripple Sidings 12.30 p.m. to 1.30 p.m. †Works trip to Old Yard upon completion of Shunting requirements (Sundays). Also detach Gloucester Dist. wagons when conveyed by the 4.25 (Sats.) Penzance to Crewe. Then to Shed.
Gloucester New Yd. —Back Road. (F.50) (Diesel)	2	6. 0 a.m. (To be immobilised in the Yard from to 2.15 p.m.)	17	23	23	23	23	20¾	1.15 p.m.	130 33	Shunts Back Road Sidings; on Saturdays works 12.15 p.m. "T" Sidings to Docks Branch Sidings, L.E. to Old Yard, 1.30 p.m. Old Yard to Barnwood Sidings, 2.15 p.m. Old Yard to "T" Sidings then work 5.36 p.m. Old Yard to "T" Sidings, then shunt. On Sundays works 12.48 a.m. "T" Sidings to Docks Branch Sidings, 1.55 a.m. Over Sidings to Barnwood Sidings, thence to Shed.

STATION	Engine No.	Starting Time	AUTHORISED HOURS Mon.	Tues.	Wed.	Thur.	Fri.	Sat.	Sun.	Total Hours per Week	PARTICULARS OF WORK
Gloucester Old Yard (F.59) (Diesel)	3	5.20 a.m. (To be immobilised in the Yard from 12.45 p.m.)	14½	14½	14½	14½	14½	13 ½	—	h. m. 84 15 12.15	Shunts Old Yard. Works 8.52 a.m. "T" Sidings to Old Yard 11.35 a.m. **Q SX** to Barnwood, and 7.30 p.m. **SX** Old Yard to Barnwood.
Gloucester Docks Branch Sidings. (Diesel)	4	6. 0 a.m.	16	16	16	16	16	12	—	92 0	Engine leaves Shed 5.30 a.m. **MO.** Shunts Docks Branch Sidings and Over Sidings and works trips between those points as necessary. To stable Docks Branch Sidings at 10.0 p.m. to 6.0 a.m. On Saturdays to Shed 6.0 p.m. or earlier of Yard requirements permit.
Gloucester Transfer (Diesel) (F.57)	5	7.45 a.m. **MO** 5.15 a.m. **MX**	9¾	12¼	12¼	12¼	12¼	7 ½	—	65 50	Works 6.0 a.m. Freight ex Gloucester (daily); shunts Stroud Yard. (Assists 8.0 a.m. Passenger ex Cheltenham from Stroud to Kemble, when required), then proceeds to Brimscombe for assisting Up Trains or Shunting. Shunts at Stroud from 3.25 p.m. **SX** and, upon completion, assists 8.45 p.m. Gloucester to Old Old Common from Stroud to Sapperton Sidings, when required, unless by arrangement it is more advantageous to do so from Brimscombe. Thence take up Banking requirements. Proceed to Gloucester Shed 8.10 a.m. (Tuesday to Saturdays) for re-servicing, but on the occasions the 8.0 a.m. Passenger ex Cheltenham is assisted, this engine to be intercepted at Stroud to berth Tail traffic off 7.35 a.m. rail car ex Gloucester and 7.58 a.m. Passenger ex Swindon on advice. **On Saturdays** shunts at Stroud from approximately 1.0 p.m. Assist 8.55 a.m. Parcels ex Fishguard from Stroud to Sapperton Sidings, afterwards proceeding to Gloucester Shed unless otherwise ordered by Control.
Gloucester Docks ... (Diesel) (F.60)	6	7.10 a.m.	12½	12½	12½	12½	12½	5¾	—	68 5	6.40 a.m L.E. Ex. Shed **MO.** Work 7.10 a.m. Docks Branch Sidings to Docks and scheduled trips between Docks and Docks Branch Sidings until 7.15 p.m. **SX** Docks to Docks Branch Sidings then to be immobilised in Docks Branch Sidings from 7.30 p.m. **SX** to 7.0 a.m. **MX.** On Saturdays, after working 1.0 p.m. Docks to Docks Branch Sidings L.E. Docks Branch Sidings to Shed.
Gloucester (Barnwood Sidings) (Diesel)	7	7.15 a.m. **MX** 7.30 a.m. **MO**	16½	18 7/12	18 7/12	18 7/12	18 7/12	14 7/12	3½	108 55	Shunts Barnwood Sidings until 1.50 a.m. **MX** 3.30 a.m. (**Suns.**). On Sats. finish at 2.0 p.m. (or as ordered) restart at 6.0 p.m.
Gloucester (Upper Yard) (F.52) (Diesel)	8	6. 0 a.m. **MO** 1. 0 a.m. **MX**	16¼	21¼	21¼	21¼	21¼	23	5	129 15	**Mondays only.** Shunt Upper Yard from 6.0 a.m. until 10.15 p.m. then immobilise in Wagon Repairs Siding. **Mondays excepted.** Shunt Upper Yard from 1.0 a.m. to 10.15 p.m. Immobilise in Wagon Repair Sidings from 10.15 p.m. Tuesday to Friday. **Saturday and Sunday only.** Shunt Upper Yard from 1.0 a.m. to 4.45 a.m. Sunday and in addition to work the following trips:— 9.45 p.m. (Sat.) Upper Yard to "T" Sidings. 10.20 p.m. (Sat.) "T" Sidings Upper Yard. 2. 0 a.m. (Sun.) Upper Yard "T" Sidings. 2.30 a.m. (Sun.) "T" Sidings to Upper Yard. 4.45 a.m. (Sun.) Upper Yard to Eastgate Goods. then L.E. to Central Shed.

Shunting Engines—continued

STATION	Engine No.	Starting Time.	AUTHORISED HOURS Mon.	Tues.	Wed.	Thur.	Fri.	Sat.	Sun.	Total Hours per Week	PARTICULARS OF WORK
Gloucester (Goods Yard) (F.54)	10	6.10 a.m.	7¼	7¼	7¼	7¼	7¼	8¼	—	h. m. 47 50	Engine off Shed 5.55 a.m. Shunt Goods Yard, then work:— 8. 0 a.m. Upper Yard to New Yard. 8.35 a.m. New Yard to Upper Yard. 9.50 a.m. Upper Yard to High Orchard. 10.25 a.m. L.E. High Orchard to Upper Yard. 11. 0 a.m. **SX** Upper Yard to Quedgeley. 12.15 p.m. **SX** Quedgeley to Upper Yard and Barnwood, then L.E. to Shed **SX**. 11.55 a.m. **SO** Upper Yard to New Yard. 12.30 p.m. **SO** New Yard to Upper Yard. 12.45 p.m. **SO** L.E. Upper Yard to High Orchard. 1.15 p.m. **SO** High Orchard to Upper Yard and Barnwood. 2.55 p.m. **SO** Barnwood to Upper Yard. 4.35 p.m. **SO** Upper Yard to New Yard. 5.10 p.m. **SO** New Yard to Upper Yard. 6. 0 p.m. **SO** E.&V. Upper Yard to Quedgeley. 6.50 p.m. **SO** Quedgeley to Upper Yard. 7.50 p.m. **SO** Upper Yard to Barnwood. Then L.E. to Shed **SO**.
Gloucester (Goods Yard) (F.58)	11	6. 0 p.m. **SX**	6	6⅝	6⅝	6⅝	6⅝	6⅝	6	34 10	5.45 p.m. L.E. ex Shed. Shunt Eastgate Goods Yard and Upper Yard as required until 9.10 p.m. Then work 9.15 p.m. trip, Eastgate Goods to Upper Yard. 9.45 p.m. Upper Yard—"T" Sidings 10.20 p.m. "T" Sidings—Upper Yard, then shunt as required, then work 11.25 p.m. "**Q**" trip Upper Yard–Barnwood, 4.40 p.m. **MX** Eastgate Goods Barnwood and L.E. to Shed.
Gloucester (High Orchard and Docks)	12	8.20 a.m.	11	11⅝	11⅝	11⅝	11⅝	5	—	62 5	Shunts High Orchard–Docks. Thence to Shed. 7.45 p.m. **SX** 1.35 p.m. **SO**.
Gloucester (Hempsted) (F.53)	13	5.40 a.m.	6½	6½	6½	6½	6½	6½	—	38 30	Works 5.40 a.m. Upper Yard to "T" Sidings. Light Engine ex "T" Sidings. 6.40 a.m. Upper Yard to Hempsted. 10.30 a.m. ex Hempsted and 12.0 noon Upper Yard to Barnwood Sidings.
Gloucester ... ... (F.55)	14	11.20 a.m. **SX**	7½	7½	7½	7½	7½	—	—	35 25	Works 11.25 a.m. Barnwood Sidings to Upper Yard. 12.30 p.m. Upper Yard to "T" Sidings, 1.10 p.m. "T" Sidings to Upper Yard, 2.17 p.m. Upper Yard to High Orchard, 3.15 p.m. High Orchard to Upper Yard, 4.35 p.m. Upper Yard to "T" Sidings, 5.10 p.m. "T" Sidings to Upper Yard. 5‖35 p.m. Light Engine Upper Yard to High Orchard, 6.23 p.m. High Orchard to Barnwood.
Cheltenham Spa (St. James' Goods) (Diesel)	1	6.15 a.m.	13¼	13¼	13¼	13¼	13¼	10¼	—	76 30	L.E. ex Shed 6.0 a.m., proceed to St. James' Yard, berth Shed traffic of the 5.35 a.m. ex Gloucester, work 6.45 a.m. Trip Malvern Road to St. James', then shunt Goods Yard, New Street Sidings and Malvern Road and work trips as required until 8.45 p.m. **SX**, 5.45 p.m. **SO**. Engine immobilised in the Yard from 1.5 p.m. to 1.50 p.m.
Cheltenham (High St.)	2	8. 0 a.m.	6	—	6	—	6	—	—	18 0	Shunts Cheltenham (High St.), Alston Junction and Lansdown Station as required.
	3	8.50 a.m.	—	3	—	3	—	3	—	9 0	Shunts as required at Cheltenham High St., Lansdown Station and Alston Junction.
Bullo Pill	1	6.35 a.m.	3¼	3¼	3¼	3¼	3¼	⅝	—	17 5	Engine off 6.20 a.m. Lydney. Works 7.5 a.m. to Cinderford, etc. 11.40 a.m. **SX** ex Bilson, 11.30 a.m. **SO** ex Cinderford to Bullo Pill. Shunts Works 2.20 p.m. **SX** to Northern United, etc. 5.20 p.m. **SX** Bilson to Bullo Pill. Shunts. Thence L.E. to Lydney. Shed 7.15 p.m. **SX**, 12.56 p.m. **SO**.
	2	11.15 a.m. **SX**	1¾	1¾	1¾	1¾	1¾	—	—	8 45	10‖57 a.m. **SX** ex Lydney. Shunts Yard, Cripple Sidings and Docks when required. Works 1.0 p.m. **SX** Bullo Pill to Bilson, returns E. & V. Bilson to Bullo Pill, thence L.E. to Lydney Shed 2.30 p.m.

STATION	Engine No.	Starting Time	AUTHORISED HOURS Mon.	Tues.	Wed.	Thur.	Fri.	Sat.	Sun.	Total Hours per Week	PARTICULARS OF WORK
Lydney	1	6. 0 a.m.	15	15	15	15	15	11	—	86 0	Shunt Yard and Main Line Sidings, also trips to Pine End and Trading Estate, as required. To Shed 9.0 p.m. **SX**, 5.0 p.m. **SO** or as ordered.
Ross-on-Wye ...	1	10.0 a.m.	4¾	4¾	4¾	4¾	4¾	1½	—	25 15	Shunt Yard and Shed, and work Branch Line trips to Shed 7.30 p.m. **SX**, 11.30 a.m. **SO**.
Henwick	1	2.30 p.m. **SX**	3¼	3¼	3¼	3¼	3¼	—	—	16 15	Engine of 2.8 p.m. **SX** ex Newland.
Bromsgrove ... ... (F.16)	1	8. 5 a.m. **SX** (early)	8 1/12	8 1/12	8 1/12	8 1/12	7 1/12	—	—	44 35	Shunts C. & W. Dept. 8.5 a.m.–5.0 p.m. **FSX**, 4.0 p.m. **FO**.
	1	5.0 p.m. **FSX** 4.0 p.m. **FSO** (late)	5⅝	5⅝	5⅝	5⅝	6⅜	—	—	32 15	Yard shunting 5.0 p.m. **FX**, 4.0 p.m. **FO** to 10.50 p.m. **FX**, 7.15 p.m. **SO**. On Saturdays performs banking 1.5 p.m. to 5.0 p.m., No. 7 Engine.
			—	—	—	—	—	2¼	—		
Redditch ... ... (F.17)	1	6. 5 a.m.	15 5/12	15 5/12	15 5/12	15 5/12	15 5/12	10 1/12	—	88 0	Goods Yard and Passenger Station shunting, 6.5 a.m.–9.30 p.m. **SX**, 6.5 a.m.–5.0 p.m. **SO**.

BANKING ENGINES

STATION	Engine No.	Starting Time	AUTHORISED HOURS Mon.	Tues.	Wed.	Thur.	Fri.	Sat.	Sun.	Total Hours per Week	PARTICULARS OF WORK
Brimscombe	1	12. 1 a.m.	24	24	24	24	24	24	6	150 0	Assists Up Trains. This engine, or No. 1A, whichever convenient to working, shunts Brimscombe and Chalford Yards daily, according to requirements, and similar arrangements to operate for assistance to 6.50 p.m. ex Neyland from Stroud to Kemble. Proceeds to Shed 6.0 a.m. Sundays or as ordered by Control. (Extended to 4.45 p.m. Sundays during Engineer's occupation of Severn Tunnel.)
	1A	—	—	—	—	—	—	—	—	—	See page 183.
Honeybourne (F.09)	3	7. 0 a.m.	11	19	19	19	19	15	—	102 0	Leaves Worcester Shed 5.50 a.m. daily. Banking, Shunting and Tip working. Runs to Evesham at 3.40 p.m. to take up working of Evesham No. 2 Engine **SX**. Returns to Honeybourne Shed 7.30 p.m. **SX**, to Honeybourne Shed 2.0 p.m. **SO**. Off Shed 9.40 p.m. **SX**, Banking and Shunting and works 6.6 a.m. Honeybourne to Evesham **MX** and 10.28 a.m. Honeybourne to Worcester daily.
Ledbury ... (F.18)	1	6. 0 a.m.	18	24	24	24	24	24	6	144 0	Banking, also shunts at Ledbury as required. Leaves Worcester 5.15 a.m. Mondays. To Shed on Sundays after last train requiring assistance has passed.
Bromsgrove ... (F.10)	1	—	24	24	24	24	24	24	24	168 0	—
(F.11)	2	—	24	24	24	24	24	24	24	168 0	—
(F.12)	3	6.30 a.m.	17½	24	24	14	24	24	5½	147 30	
		4. 0 p.m. (Sun.)	—	—	—	—	—	—	6		To Shed 5.0 a.m. Sun.
(F.13)	4	4.30 a.m.	19½	24	24	24	24	24	2		—
		7.50 p.m. (Sun.)	—	—	—	—	—	—	3½	141 20	—
(F.14)	5	7. 5 a.m.	16½	24	24	24	24	24	2		—
		9. 0 a.m. (Sun.)	—	—	—	—	—	—	2	144 55	
(F.15)	6	7.30 a.m.	16½	24	24	24	24	24	6½	143 25	To Shed 7.0 a.m. Sun.
(F.16)	7	1. 5 p.m. **SO**	—	—	—	—	—	3½	—	3 55	Bromsgrove Shunt Engine No. 1 (late). To Shed 5.0 p.m. **SO**.
(F.17)	8	12. 0 noon **SO**	—	—	—	—	—	8	—	8 0	To Shed 8.0 p.m. **SO**.

BANK ENGINES RETURNING LIGHT AFTER ASSISTING TRAINS

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

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

REFUGE SIDINGS AND LOOPS

OXFORD AND STOURBRIDGE JUNCTION

STATION	Refuge Sidings	Running Loops	Number of Wagons Siding or Loop holds ‡
DOWN			
Oxford	—	1	71
Oxford North Junction to Wolvercot Junction	—	1	455
Handborough	1	—	26
Kingham	1	—	30
Moreton-in-Marsh	—	1	65
Moreton-in-Marsh	1	—	65
Honeybourne South	—	1	70
Honeybourne South	1	—	65
Evesham	1	—	41
Worcester (Wyld's Lane) to Worcester (Tunnel Junction)	—	1	150
Fernhill Heath	1	—	46
Droitwich Spa	—	1	44
Cutnall Green	1	—	37
UP			
Cutnall Green	1	—	45
Droitwich Spa	—	1*	68
Droitwich Spa	1	—	55
Worcester (Tunnel Junction) to Worcester (Wyld's Lane)	—	1	150
Norton Junction	1	—	42
Pershore	—	1	65
Evesham	—	1	88
Honeybourne North	—	1	100
Honeybourne South	—	1	65
Moreton-in-Marsh	1	—	60
Kingham	1	—	80
Handborough	1	—	60
Wolvercot	—	1	333
Oxford	—	1	65

WORCESTER AND HEREFORD

DOWN			
Newland	1	—	41
Malvern Wells	—	1	54
Colwall	1	—	56
Stoke Edith	1	—	38
Withington	1	—	34
UP			
Withington	1	—	41
Stoke Edith	1	—	41
Ashperton	1	—	35
Colwall	1	—	64
Malvern Wells	—	1	54
Malvern Link	1	—	43
Newland West to Newland East	—	1	79¶
Henwick	—	1	83

SWINDON AND BEACHLEY

DOWN			
Coates	1	—	38
Sapperton Sidings	—	1	65
Brimscombe East	1	—	40H
Brimscombe West	1	—	39H
Stonehouse	1	—	44
Gloucester "T" Yard	—	1	78
Over Sidings	—	1	140
Grange Court	—	1	71
Bullo Pill	—	1	70
Lydney	—	1	68
Beachley Junction	—	1C	71
UP			
Beachley Junction	1C	—	71
Lydney	—	1	64
Bullo Pill	—	1	120D
Grange Court	—	1	65
Over Sidings to Over Junction			
No. 1 Loop	—	1	140X
No. 2 Loop	—	1	140Y
Gloucester "T" Yard	—	1	67
Standish Junction	—	2	70 each
Stonehouse	1	—	42
Stroud	—	1B	33
Brimscombe West	1	—	30H
Brimscombe East	1	—	53H
Sapperton Sidings	—	1	71
Coates	1	—	30

STRATFORD-UPON-AVON AND CHELTENHAM

DOWN			
Stratford-upon-Avon East†	—	1	57
Long Marston	1	—	53
Winchcombe	1	—	45
Cheltenham (Malvern Road)	—	1**	58
UP			
Cheltenham (Malvern Road)	—	1**	58
Winchcombe	1	—	46
Long Marston	1	—	64
Long Marston	—	1	97

(For Notes see next page)

Refuge Sidings and Loops—continued

BLACKWELL AND CHARFIELD

STATION	Refuge Sidings	Running Loops	Number of Wagons Siding or Loop holds ‡
DOWN			
Blackwell	—	1	57
Spetchley	—	1	59
Abbotts Wood Junction	—	1	57
Bredon	1	—	50
Ashchurch	—	1	70
Cheltenham (High St.)	1	—	54
Cheltenham (Alston Junction) ...	—	1Z	57
Gloucester (Engine Shed Junction to Tramway Junction)	—	1Z	70
Gloucester (Goods Junction to Barton Street)	—	1Z	62
Tuffley...	—	1**	47
Stonehouse (Bristol Road)	1	—	52
Berkeley Road	1	—	42
Charfield	—	1	69
UP			
Charfield	—	1	70
Coaley Junction	1	—	41
Tuffley	—	1**	60
Gloucester (Barton Street to Goods Junction)	—	1Z	57
Gloucester (Barnwood)	—	1	60
Cheltenham (Alston Junction) ...	—	1Z	86
Cheltenham (High St.)	1	—	45
Tewkesbury Road Bridge	1	—	48
Eckington	—	1	70
Abbotts Wood Junction	1	—	37
Spetchley	1	—	60
Blackwell	1	—	40

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

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

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

H—Also available for Up Trains.

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

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

Z—Goods Running Line.

*—No. 1 Siding, Berry Hill.

**—Available for Up and Down Trains.

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

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

¶—56 to Newland East Up Goods Loop Home Signal.

INSTRUCTIONS FOR CALCULATING LOADS OF FREIGHT TRAINS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Instructions for Calculating Loads of Freight Trains—continued

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

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

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

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

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

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

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

Examples:—

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

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

READY RECKONER

Shewing Relationship of Different Classes of Traffic to each other

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

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

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

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

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

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

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

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

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 Engineering Department vehicles may be conveyed in Ballast trains under " **C** " headcode.
(3) 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	
		Loaded	Empty	when empty	when loaded					
				Loaded Class 3 wagons		Ft.	in.	Tons.	T.	C
ALUMINA	Bulk Alumina Van	D	D	1	3	23	0	15	10	9⅛
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	0
¶BOBOL C		C	C	2	5	48	0	30	23	0
BOBOL D		E	D	2	6	55	0	42	21	19
BOBOL E		D	D	2	5	35	5	30	15	14
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
¶BORAIL EB	Bogie Wagon for conveyance of pre-stressed concrete beams	D	C	3	8	65	5	50	31	5
¶BORAIL EC		D	C	3	8	65	5	50	31	2
BOILER EF	Boiler Bogie Wagon	F	E	2	5	43	0	35	15	6
BOILER EG		F	E	2	5	38	6	35	16	12
BOILER EH		F	E	2	5	38	6½	35	17	3
BOPLATE B	Bogie Steel Plate Wagon	E	D	1	4	40	7½	30	13	5
BOPLATE E		E	D	2	6	55	0	42	19	18
BORAIL EA	Bolster Wagons	E	E	2	6	63	0	40	23	15
BORAIL MA, MC, MD		E	E	3	8	65	0	50	25	5
¶BORAIL MB		D	C	3	8	65	5	50	30	18
BORAIL SA		E	E	2	6	67	1	40	21	3
BORAIL WB		E	E	2	5	48	0	30	19	9
BORAIL WC		E	E	2	5	73	0	30	21	4
BORAIL WE		E	E	2	6	48	0	40	23	0
BORAIL WF		E	E	2	6	65	0	40	22	3
BORAIL WG		D	C	2	7	65	5	50	23	8
¶BORAIL WG		D	C	2	7	65	5	50	23	8
BRICK (Bogie)	Bogie Brick Wagon	D	D	2	7	40	11	50	17	4
BULKSALT	20-ton Covered Hopper	D	D	1	3	19	6	20	12	8
CARFIT	Carriage Trucks	C	C	X	1	21	0	12	6	10
CARFIT A		C	C	X	1	24	0	12	7	10
CARFIT B		C	C	1	2	37	1	20	11	16
CARFIT S		C	C	X	1	20	0½	12	6	9
CARFLAT	Motor Car Flat Truck	C	C	2	3	60	0	5	22	0
CARTRUCK	Carriage Trucks	D	D	X	1	21	0	12	5	9
CARTRUCK A		D	D	X	1	24	3	10	7	4
%CATFISH(Engineer'sDept.)	Hopper Ballast Wagon	D	D	1	3	25	6	19	9	14
CHASSIS A, B	Container Chassis	C	C	X	1	20	11	12	5	15
COCKLE (Engineer's Dept.)	Ballast Plough Brake Van	D	—	1	3	23	5	12	12	0
CONE	Gunpowder Van (Unfitted)	E	E	1	2	19	6	11	7	18
CONE	Gunpowder Van (Fitted)	C	C	1	2	20	6	11	8	1
CONFLAT (10 ft. 0 in. or over wheelbase)	Container Wagons	C	C	X	1	—		—	—	
CONFLAT (under 10 ft. 0 in. wheelbase)		D	D	X	1	—		—	—	
COVGRAIN	Covered Grain Hopper Wagon	D	D	1	3	22	6	20	10	5
COV HOP	Covered Hopper Van	E	D	1	3	24	6	24	10	13
CREOSOTE (Engineer's Dept.).	Creosote Tank Wagon	H	H	1	2	20	6	14	8	19
DAMO A	Motor Car Vans	C	C	X	1	33	4	10	11	2
DAMO B		C	C	X	1	23	4	10	8	19
DEAL FLAT	Flat Wagon	D	D	X	1	30	0	12	7	11
%DOGFISH (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

(For Notes see page 202)

Dimensions of Special Wagons—continued

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

(For Notes see pages 202)

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.
HYTWIN	High Sided Twin Bolster Wagon	F	E	2	4	39	3	26	15	0
LAMPREY	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
¶LORIOT	Flat Trolley Wagon	E	C	1	3	34	0	20	13	11
LOWMAC AB, MR	Machine Well Trucks	F	E	1	3	39	6	21	10	18
LOWMAC EF, EL, EM		F	E	1	3	31	0	15	10	17
LOWMAC EK		F	E	X	2	28	6	14	8	6
LOWMAC EN, ET, EU		F	E	1	3	33	0	20	11	15
LOWMAC EO		F	E	1	3	32	11	22	11	7
LOWMAC EP, EQ, ER, ES		F	E	1	4	33	5	25	13	11
LOWMAC MD, MG		F	E	X	2	31	4	15	8	5
LOWMAC MH, MJ, MK, ML		F	E	1	3	30	0	20	10	17
LOWMAC MO, MS, SC, SH		F	E	1	4	33	5	25	13	12
LOWMAC MU, SF, SG		F	E	1	3	36	7	20	13	0
LOWMAC SD		F	E	1	3	32	6	20	8	14
LOWMAC WB, WC, WE, WG, WH, WR		F	E	1	2	30	0	15	8	16
LOWMAC WBB, WP		F	E	1	4	33	0	25	13	11
LOWMAC WF		D	D	X	1	36	6	6	7	2
LOWMAC WM		F	E	1	3	30	0	20	9	12
LOWMAC WN, WW		F	E	1	3	36	7	20	11	15
LOWMAC WT		D	D	X	1	28	11	8	7	13
LOWMAC WV		D	D	1	2	31	11	15	8	10
%MACKEREL (Engineer's Dept.)	Hopper Ballast Wagon	D	D	1	3	24	8	17	9	1
MATCAR	Motor Car Truck	C	C	2	3	16	8½	12½	24	16
MERMAID (Engineer's Dept.)	Ballast Side Tip Wagon	D	D	1	3	24	0	14	9	19
MINNOW (Engineer's Dept.)	Sleeper Wagon	E	D	1	2	31	6	14	8	14
MOGO	Motor Car Van	C	C	X	1	20	6	12	7	11
OYSTER (Engineer's Dept.)	Ballast Plough Brake Van	E	—	2	3	24	5	16	16	0
PALBRICK A, B	13-ton and 16-ton Pallet Brick Wagons	C	C	X	2	20	11	13 & 16	6	18
PARROT	20-ton Case Wagon	E	D	2	4	63	0	20	18	14
PIGIRON	30-ton Wagon	D	D	1	4	20	6	30	9	7
PILCHARD (Engineer's Dept.)	Ballast and Sleeper Bogie Wagon	E	D	1	3	36	7	20	14	7
PIPE	Steel Pipe Wagon	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	D	D	2	5	48	0	30	15	6
PRESFLO	Compressed Air Discharge Wagon	D	C	1	3	20	6	20	12	8
PRESFLO (fitted with Roller Bearing Axle Boxes)		C	C							
PROTOL EB	Propeller Trolleys	E	D	1	3	31	0	20	12	5
PROTOL ED		E	D	2	4	42	0	20	18	18
PROTOL EG		E	D	2	6	49	0	40	22	4
RECTANK EA, EB, MA, MB, WB, EC, WC	—	F	D	2	5	37	2	35	15	2
¶RECTANK WC, EC	—	E	C	2	5	37	2	35	15	2
ROLL WB, WC, WE, WH	10–15-ton Wagons	H	F	1	3	23	0	15	9	11
SALMON	Bogie Rail Wagon	F	F	3	8	65	0	50	27	0
SHARK (Engineer's Dept.)	Ballast Plough Brake Van	C	C	2	4	24	5	20	20	0
SHRIMP	Bogie Bolster Wagon	D	D	2	5	48	0	30	17	12
SIGNAL DEPT. WAGON	10-ton and 14-ton Wagons	D	D	X	2	28	0	10/14	5	11
SINGLE	Single Bolster Wagon	E	D	X	1	19	6	12	5	18
SLEEPER	Chaired Sleeper Wagon	E	D	1	3	35	5	18	11	16
SLEEPER WAGON	10–14 tons	E	D	X	2	31	6	14	7	17
	Fall Down Sides	E	D	1	2	34	6	14	8	12
SLUDGE (Engineer's Dept.)	Refuse Wagon	F	F	X	2	19	6	14	8	3
SOLE (Engineer's Dept.)	Ballast Wagon	D	D	X	2	23	8	12	6	12
STARFISH (Engineer's Dept.)	Ballast Wagon	D	D	X	2	19	6	10	6	2
STRIPCOIL	42-ton Wagon	D	D	2	6	33	0	42	22	4
	56-ton Wagon	D	D	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	D	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

(For Notes see page 202)

Dimensions of Special Wagons—continued

CODE	DESCRIPTION	Highest head-code ordinary freight train on which vehicle can be conveyed		Equals when empty	Equals when loaded	Maximum length over buffers of vehicle.		Maximum carrying capacity of vehicle.	Maximum Tare of vehicle.	
		Loaded	Empty	Loaded Class 3 wagons.		Ft.	in.	Tons	T.	C.
TRESTLE AB, ED	Trestle Plate Wagons	E	D	2	6	55	0	42	20	0
TRESTLE EA		E	D	1	3	30	1½	21	9	0
TRESTLE EG		E	D	2	6	49	0	40	18	0
TRESTLE EH		E	D	2	7	43	10½	50	20	0
TRESTROL AO, ED, MD, ME, MO		F	E	3	7	64	9	40	28	11
TRESTROL EA	Trestle Trolleys (Tare weights include trestles)	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		C	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
TWIN SILO	Twin-Silo wagon for conveyance of Calcium Carbide.	C	C	1	3½	27	1¾	23	11	10
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	E	D	3	7	58	6	40	33	0
WELTROL EC		E	D	2	5	57	6	30	19	13
WELTROL ED, MV ...		E	D	2	6	38	6	40	21	18
WELTROL EF, ML, SA ...		E	D	2	6	59	0	40	24	19
WELTROL EG		F	F	3	8	51	8	54	26	18
WELTROL EH		F	F	3	8	58	7	55	28	2
WELTROL EK		F	F	4	12	57	6	81	38	16
WELTROL EL		E	D	2	5	58	6	25	23	5
¶WELTROL EL		E	C	2	5	58	6	25	23	5
WELTROL EM		E	D	2	4	58	6	20	22	12
WELTROL EN		F	F	7	18	83	2	110	72	16
WELTROL EP, MR ...		F	F	4	9	62	6	50	37	3
WELTROL ES		F	F	5	11	75	1	65	49	8
WELTROL EU, MU ...		F	F	5	13	73	8	80	47	13
¶WELTROL EZ		E	C	—	—	—		—	—	
WELTROL MA		E	D	1	3	33	6	20	14	0
WELTROL MB, MC ...		E	D	2	4	45	0	20	19	13
WELTROL MJ, MK ...		E	D	2	6	49	0	40	22	0
WELTROL MO, MP ...		F	F	3	8	58	1	50	29	13
WELTROL WB		E	D	2	3	53	0	15	15	1
WELTROL WBB		E	D	2	5	43	6	25	21	15
WELTROL WC, WN ...		E	D	2	4 or 6	56	0	25 or 40	18	15
WELTROL WE, WO ...		E	D	2	4 or 6	65	0	20 or 35	24	19
WELTROL WF, WX, WP		E	D	2	5 or 6	57	0	25 or 40	21	10
¶WELTROL WP		E	C	2	5 or 6	57	0	25 or 40	21	10
WELTROL WG, WR, WT,		E	D	2	6	50	0	35	23	8
WELTROL WU, WW ...		E	D	2	6	50	0	35	23	8
WELTROL WH		F	F	2	9	45	6	65	23	12
¶WELTROL WH		E	C	2	9	45	6	65	23	12
¶WELTROL WJ		E	C	3	8	57	0	50	28	6
WELTROL WH		F	F	3	8	57	0	50	28	6
WELTROL WK		E	D	2	3	49	0	10	17	2
WELTROL WL		H	H	8	20	89	6	120	82	2
WELTROL WM		E	D	2	3 or 4	65	7	12 or 20	21	3
WELTROL WY		E	D	1	2	37	0	15	8	6
WELTROL WZ		E	D	2	4	50	0	25	16	8
WHEELWAG EA		D	D	X	1	28	0	10	7	10
WHEELWAG EH	—	E	D	1	3	32	0	15	10	19
WHEELWAG ET		E	D	2	4	47	3	20	18	2
—	10-ton to 14-ton Rail Tank Wagon ...	According to stars painted on vehicles. See page 191		1	2½†	20	6	14	10	0
—	20-ton Rail Tank Wagon			1	3	24	6	20	12	10
—	22-ton (Esso Rail Tank Wagon) ...			1	3½	27	9½	22	13	0
—	23-ton Rail Tank Wagon			2	4	27	8	23	17	12
—	24-ton Rail Tank Wagon			1½	4	29	1	24	16	2
—	25-ton Rail Tank Wagon			1¼	4	29	1	25	15	0
—	40-ton Bogie Tank Wagon			2	6	51	5	40	22	7
—	40-ton Tank Wagon			2½	6½	33	10	40	24	0
WHELK (S. and T. Dept.)...	Bogie Plate Wagon	E	D	2	6	55	0	42	19	18
WHITING (Engineer's Dept.)	Rail and Ballast Wagon	F	E	X	2	31	6	14	7	10
WINKLE (S. and T. Dept.)	Plate Wagon	D	D	1	3	30	2	22	9	13
	‡Bulk Cement Wagon (A.P.C. Coy.)	C	C	1	3½	27	1	27	8	0

(For notes, see page 202).

Dimensions of Special Wagons—continued

Notes.

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

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

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

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

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

*—See special tables in pages 193 and 194.

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

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

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

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

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

‡ GANES " A " LOADED WITH TRACK SECTIONS

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

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

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

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

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

MILITARY TANKS (A.F.V.)

Calculation for Freight Train Loading Purposes

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

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

CALCULATION OF COACHING STOCK ON FREIGHT TRAINS

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

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

DIMENSIONS OF PASSENGER-FITTED VEHICLES OVER 21 FEET IN LENGTH

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

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

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

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

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

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

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

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

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

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