

# LONDON MIDLAND AND SCOTTISH RAILWAY COMPANY

(MIDLAND DIVISION)

FOR THE INFORMATION OF THE  
COMPANY'S SERVANTS ONLY

M

## LOADING OF PASSENGER AND FREIGHT TRAINS

OCTOBER 1st, 1945, and until further notice

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Derby

C. PHIZACKERLEY  
Divisional Superintendent of Operation





ALTHOUGH LOADS HAVE BEEN SHOWN FOR ALL CLASSES OF ENGINES WORKING BOTH PASSENGER AND FREIGHT TRAINS, THIS DOES NOT GIVE AUTHORITY FOR AN ENGINE TO TRAVEL OVER ANY SECTION OF THE LINE ALREADY PROHIBITED FOR CERTAIN TYPES OF ENGINES, NOR MUST IT BE TAKEN AS IN ANY WAY CANCELLING INSTRUCTIONS REGARDING THE MAXIMUM LOADING FOR TRAINS WHERE SPECIAL RESTRICTIONS APPLY.

## LOADING OF PASSENGER TRAINS

THE CLASSIFICATION OF PASSENGER ENGINES is as under :—

Class of Engine	Wheel Arrangement	Distinctive name of type (where applicable)
<b>TENDER</b>		
1	2—4—0	Midland
2	4—4—0	Standard
3	4—4—0	Midland
4	4—4—0	Standard Compound
5	4—6—0	Standard Mixed Traffic
5X	4—6—0	Standard
6	4—6—0	Royal Scot ; Converted Royal Scot and Converted 5X
7	4—6—2	Princess Royal ; Princess Coronation (Streamlined and Non-Streamlined).
<b>TANK</b>		
1	0—4—4	Midland
2	0—4—4	Standard
	2—6—2	Standard
	4—4—2	L. T. & S.
	2—4—2	L. & Y. Class 5
3	2—6—2	Standard
	4—4—2	L.T. & S.
	2—4—2	L. & Y. Class 6
4	2—6—4	Standard

**ASSISTING ENGINES**—In the event of the authorised loading of passenger trains being exceeded, assisting engines will be arranged as necessary from Divisional Headquarters, and intimation will be given to Drivers when assistance is being provided.

**FREIGHT ENGINES WORKING PASSENGER TRAINS** on any section of the main lines will take one-tenth more than the "Full Load" for passenger engines of similar classification. The 2—6—0 Standard Freight tender engine must not work trains timed at higher speeds than "Full load", and care must be taken that all other types of freight engines are only provided to work passenger trains having suitable timings.

**MILK TANKS**—In calculating the tonnage loading of passenger trains, loaded milk tanks must be counted as being of a total weight of 25 tons.

# LOADING OF PASSENGER TRAINS, MAIN LINES

UP AND DOWN TRAINS  BETWEEN		LOAD IN TONS																				
		FULL LOAD					LIMITED LOAD					SPECIAL LIMIT					XL LIMIT					
		CLASS OF PASSENGER ENGINE					CLASS OF PASSENGER ENGINE					CLASS OF PASSENGER ENGINE					CLASS OF PASSENGER ENGINE					
		2	3	4	5	5X	6	2	3	4	5	5X	6	2	3	4	5	5X	6	4	5	5X
Carlisle	to Ais Gill .....	225	270	300	345	390	450	200	245	270	310	350	405	180	215	240	275	310	360	220	255	300
Heysham, Morecambe } Carnforth	and Settle Jct. ....	255	305	340	390	440	510	225	270	300	345	375	450	200	245	270	310	350	405	—	—	—
Ais Gill	to Shipley .....	255	305	340	390	440	510	225	270	300	345	375	450	200	245	270	310	350	405	220	255	300
Bradford	„ Leeds .....	310	360	400	460	520	600	275	325	360	415	470	540	240	290	320	370	415	480	220	255	300
Leeds	„ Bradford .....	255	305	340	390	440	510	225	270	300	345	375	450	200	245	270	310	350	405	220	255	300
Shipley	„ Settle Jct. ....	225	270	300	345	390	450	200	245	270	310	350	405	180	215	240	275	310	360	220	255	300
Settle Jct.	„ Garsdale .....	225	270	300	345	390	450	200	245	270	310	350	405	180	215	240	275	310	360	220	255	300
Garsdale	„ Carlisle .....	255	305	340	390	440	510	225	270	300	345	375	450	200	245	270	310	350	405	220	255	300
Leeds	and Trent (via Eckington) .....	255	305	340	390	440	510	225	270	300	345	390	450	200	245	270	310	350	405	220	255	300
Thornhill	„ Royston Junction .....	225	270	300	345	390	450	200	245	270	310	350	405	180	215	240	275	310	360	—	—	—
Cudworth	„ Wincobank Station Jc. (via Chapeltown) .....	255	305	340	390	440	510	225	270	300	345	390	450	200	245	270	310	350	405	—	—	—
York	„ Sheffield .....	255	305	340	390	440	510	225	270	300	345	390	450	200	245	270	310	350	405	—	—	—
Sheffield	„ Chesterfield .....	225	270	300	345	390	450	200	245	270	310	350	405	180	215	240	275	310	360	220	255	300
Clay Cross	„ Derby .....	255	305	340	390	440	510	225	270	300	345	390	450	200	245	270	310	350	405	—	—	—
Trowell Jct.	„ Nottingham (via Radford) ...	255	305	340	390	440	510	225	270	300	345	390	450	200	245	270	310	350	405	220	255	300
Liverpool	„ Manchester .....	255	305	340	390	440	510	225	270	300	345	390	450	200	245	270	310	350	405	—	—	—
Liverpool	„ Stockport or Cheadle Heath .....	255	305	340	390	440	510	225	270	300	345	390	450	200	245	270	310	350	405	—	—	—
Manchester (Vic.)	to Miles Platting .....	155	190	210	240	275	315	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Miles Platting	„ Romiley .....	225	270	300	345	390	450	200	245	270	310	350	405	180	215	240	275	310	360	—	—	—
Romiley	„ Manchester (Vic.) .....	255	305	340	390	440	510	225	270	300	345	390	450	200	245	270	310	350	405	—	—	—
Manchester (Cen.)	and Derby (via Cheadle Heath) ..	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	220	255	275
Manchester (Cen.)	to Peak Forest (via Cheadle Heath or Stockport) ..	225	270	300	345	390	450	200	245	270	310	350	405	180	215	240	275	310	360	—	—	—
Peak Forest	„ Ambergate .....	255	305	340	390	440	510	225	270	300	345	390	450	200	245	270	310	350	405	—	—	—
Ambergate	„ Peak Forest .....	225	270	300	345	390	450	200	245	270	310	350	405	180	215	240	275	310	360	—	—	—
Peak Forest	„ Manchester (Cen.) (via Cheadle Heath or Stockport) ..	255	305	340	390	440	510	225	270	300	345	390	450	200	245	270	310	350	405	—	—	—
Chinley	and Dore & Totley .....	225	270	300	345	390	450	200	245	270	310	350	405	180	215	240	275	310	360	—	—	—
Lincoln	„ Nottingham .....	255	305	340	390	440	510	225	270	300	345	390	450	200	245	270	310	350	405	—	—	—
Derby } Nottingham }	„ Leicester .....	270	325	360	415	470	540	240	290	320	370	415	480	220	260	290	335	375	435	220	255	300
Nottingham	„ Kettering .....	255	305	340	390	440	510	225	270	300	345	390	450	200	245	270	310	350	405	220	255	300
Leicester	„ London .....	255	305	340	390	440	510	225	270	300	345	390	450	200	245	270	310	350	405	220	255	300
Derby	„ Birmingham .....	270	325	360	415	450	540	240	290	320	370	415	480	220	260	290	335	375	435	220	255	300
Birmingham	to Blackwell (via Selly Oak) ‡	225	270	290	360	410	435	220	260	280	345	385	420	200	245	270	310	350	405	—	—	—
Birmingham	„ Blackwell (via Selly Oak) } when assisted in rear to Church Road Jc. ....	—	—	310	380	430	—	—	—	300	365	405	—	—	—	290	330	370	—	—	—	—
Blackwell	to Bristol .....	270	325	360	415	450	540	240	290	320	370	400	480	220	260	290	335	370	435	—	—	—
Bristol	„ Birmingham .....* ‡	270	325	360	415	450	540	240	290	320	370	400	480	220	260	290	335	370	435	—	—	—
Saltley	„ King's Norton (via Camp Hill) ..... ‡	255	305	340	390	440	510	225	270	300	345	390	450	200	245	270	310	350	405	—	—	—
New Street } King's Norton }	„ New Street & Saltley (via Camp Hill) ..... ‡	270	325	360	415	470	540	240	290	320	370	415	480	220	260	290	335	375	435	—	—	—

‡—For loading of local trains between Birmingham (New Street) and King's Norton see page 6

\*—Except Bristol to Fish Ponds and Bromsgrove to Blackwell, see page 3

# LOADING OF PASSENGER TRAINS, MAIN LINES (continued)

	LOAD IN TONS				
	CLASS OF PASSENGER ENGINE				
	2	3	4	5	5X
Bromsgrove to Blackwell:—					
Unassisted) .....	90	90	90	90	90
Assisted by one class 3 Freight Tank bank engine...	195	215	230	250	270
"    "    two    "    "    "    "    "    "    "					
or one 2290 class bank engine.....	295	315	330	350	370

When these loads are exceeded, three class 3 Freight Tank bank engines or one 2290 class bank engine and one Class 3 Freight Tank engine are necessary, except that double-headed trains may take up to 250 tons with one class 3 freight Tank bank engine

	LOAD IN TONS					
	CLASS OF PASSENGER ENGINE					
	1	2	3	4	5	5X
Bristol to Fish Ponds .....	165	225	270	300	345	380

When passenger trains from Bristol are worked by the above classes without assisting engine in front and exceed the load shown above they should be assisted in the rear from Bristol Engine Shed Junction.

## LONDON, TILBURY, SHOEBOURNESS AND TOTTENHAM LINES

UP AND DOWN TRAINS BETWEEN		LOAD IN TONS													
		FULL LOAD						LIMITED LOAD							
		CLASS OF PASSENGER ENGINE						CLASS OF PASSENGER ENGINE							
		I	2	3	4	5	5X	I	2	3	4	5	5X		
Fenchurch Street	and Shoeburyness (via Laindon) .....	}	240	300	325	350	390	440	200	260	280	325	370	415	
Barking	„ Pitsea (via Tilbury) ...		}	180	240	270	300	345	390	160	200	230	275	320	365
Upminster	„ Grays .....			}	180	240	270	300	345	390	160	200	230	275	320
Romford	„ Upminster .....	}			180	240	270	300	345	390	160	200	230	275	320
Thames Haven Jc.	„ Thames Haven .....		}		180	240	270	300	345	390	160	200	230	275	320
St. Pancras	to Barking or East Ham (via Highgate Road, High Level) .....			}	A 85	115	140	155	180	200	—	—	—	—	—
		B 150			180	210	240	275	310	130	150	170	210	240	275
St. Pancras	„ Barking or East Ham (via Mortimer St. Jc., Low Level).....	}	A 130	180	215	240	275	310	—	—	—	—	—	—	
			B 180	240	270	300	345	390	160	200	230	275	320	365	
Barking or East Ham	„ St. Pancras (via High- gate Road, High Level or Mortimer St. Jc., Low Level)	}	A 130	180	215	240	275	310	—	—	—	—	—	—	
			B 180	240	270	300	345	390	160	200	230	275	320	365	

A—Stopping Trains

B—Through Trains

# LOADING OF PASSENGER AND FREIGHT ENGINES WORKING PASSENGER TRAINS ON BRANCH LINES

SECTION		Up or Down	LOAD IN TONS									
			CLASS OF ENGINE									
			PASSENGER						FREIGHT			
From	To		1	2	3	4	5	5X	2	3	4	5
Hawes .....	Garsdale .....	Either	120	165	200	220	255	285	180	220	240	280
Lancaster G.A. ....	Lancaster Castle .....	Down	130	180	215	240	275	310	200	235	265	300
Lancaster Castle .....	Lancaster G.A. ....	Up	210	285	340	380	435	495	315	375	420	475
Ingleton .....	Clapham .....	Either	175	240	290	320	370	415	265	320	350	405
Barnoldswick .....	Earby .....	„	165	225	270	300	345	390	245	300	330	380
Colne .....	Skipton .....	Up	180	245	295	330	380	430	270	325	365	415
Skipton .....	Colne .....	Down	170	230	280	310	355	405	255	310	340	390
Grassington .....	Skipton .....	Either	150	200	245	270	310	350	220	270	300	340
Skipton .....	Guiseley (via Ilkley) .....	Up	130	180	215	240	275	310	200	235	265	300
Guiseley .....	Skipton (via Ilkley) .....	Down	135	185	225	250	290	325	205	245	275	320
Otley .....	Guiseley .....	Up	130	180	215	240	275	310	200	235	265	300
Guiseley .....	Otley .....	Down	185	255	305	340	390	440	280	335	375	430
Guiseley .....	{ Apperley Junction } { Guiseley Junction }	Up										
Apperley Junction } .....	Guiseley .....	Down	120	165	200	220	255	285	180	220	240	280
Guiseley Junction } .....	Otley .....	Either	160	220	260	290	335	375	240	285	320	365
Burley .....	Yeadon .....	Either	130	180	215	240	275	310	200	235	265	300
Rawdon Junction .....												
Oxenhope .....	Keighley .....	Up	160	220	260	290	335	375	240	285	320	365
Keighley .....	Oxenhope .....	Down	115	155	190	210	240	275	170	210	230	265
Wakefield (Kirkgate) .....	Sandal and Walton .....	Up	90	120	145	165	190	215	130	160	180	210
Sandal and Walton .....	Wakefield (Kirkgate) .....	Down	150	200	245	270	310	350	220	270	300	340
Barnsley .....	Cudworth North and South Junctions .....	Up	170	230	280	310	355	405	255	310	340	390
Cudworth North and South Junctions .....	Barnsley .....	Down	110	150	180	200	230	260	165	200	220	250
Doncaster .....	Swinton .....	Up	150	200	245	270	310	350	220	270	300	340
Swinton .....	Doncaster .....	Down	160	220	260	290	335	375	240	285	320	365
Rotherham (Westgate) .....	Holmes .....	Either	135	185	225	250	290	325	205	245	275	320
Barnsley (via Ch'town) .....	Wincobank Sta. Jc. ....	Up	170	230	280	310	355	405	255	310	340	390
Wincobank Sta. Jc. ....	Barnsley (via Ch'town) .....	Down	150	200	245	270	310	350	220	270	300	340
Shirebrook N. Junction .....	Lincoln (L.N.E.) .....	Either	145	195	235	260	300	340	210	255	285	330
Shirebrook Junction .....	Sheffield (via L.N.E.) .....	„	130	180	215	240	275	310	200	235	265	300
Elmton and C. Jc. ....	Barrow Hill and S.W. ....	„	115	155	190	210	240	275	170	210	230	265
Glapwell .....	Seymour Junction .....	„	90	120	145	165	190	215	130	160	180	210
Pleasley Junction .....	Tibshelf South Jc. ....	„	100	125	155	185	210	240	150	175	205	230
Pye Bridge or Codnor Park .....	Ambergate .....	„	135	185	225	250	290	325	205	245	275	320
Worksop .....	Mansfield .....	Up	150	200	245	270	310	350	220	270	300	340
Mansfield .....	Worksop .....	Down	170	230	280	310	355	405	255	310	340	390
Mansfield .....	Nottingham .....	Up	160	220	260	290	335	375	240	285	320	365
Nottingham .....	Mansfield .....	Down	120	165	200	220	255	285	180	220	240	280
Kirkby .....	Pye Bridge .....	Up	160	220	260	290	335	375	240	285	320	365
Pye Bridge .....	Kirkby .....	Down	120	165	200	220	255	285	180	220	240	280
Sutton Town .....	Sutton Junction .....	Up	160	220	260	290	335	375	240	285	320	365
Sutton Junction .....	Sutton Town .....	Down	120	165	200	220	255	285	180	220	240	280

# LOADING OF PASSENGER AND FREIGHT ENGINES WORKING PASSENGER TRAINS ON BRANCH LINES (continued)

SECTION		Up or Down	LOAD IN TONS									
			CLASS OF ENGINE									
			PASSENGER					FREIGHT				
From	To		1	2	3	4	5	5X	2	3	4	5
Ilkeston Town .....	Ilkeston Jc. ....	Up	150	200	245	270	310	350	220	270	300	340
Ilkeston Jc. ....	Ilkeston Town .....	Down	115	155	190	210	240	275	170	210	230	265
Mansfield North Jc. ....	Rolleston Junction .....	Up	150	200	245	270	310	350	220	270	300	340
Rolleston West Jc. ....	Fiskerton Jc. ....	Either	150	200	245	270	310	350	220	270	300	340
Rolleston Junction .....	Mansfield North Jc. ....	Down	130	180	215	240	275	310	200	235	265	300
Melton .....	Syston .....	Either	185	255	305	340	390	440	280	335	375	430
Saxby .....	Bourne .....	"	160	220	260	290	335	375	240	285	320	365
Peterboro' .....	Manton .....	Up	150	200	245	270	310	350	220	270	300	340
Manton .....	Peterboro' .....	Down	185	255	305	340	390	440	280	335	375	430
Leicester .....	Rugby .....	Either	150	200	245	270	310	350	220	270	300	340
Kettering .....	Cambridge .....	"	115	155	190	210	240	275	165	200	230	265
Higham Ferrers .....	Wellingboro' .....	Up	150	200	245	270	310	350	220	270	300	340
Wellingboro' .....	Higham Ferrers .....	Down	130	180	215	240	275	310	200	235	265	300
Hardingstone Jc. ....	Bedford .....	Either	115	155	190	210	240	275	170	210	230	265
Northampton C. ....	Wellingboro' .....	"	120	165	200	220	255	285	180	220	250	280
Bedford .....	Hitchin .....	"	210	285	340	380	435	495	315	375	420	475
Hemel Hempsted .....	Harpenden .....	Up	190	260	315	350	400	440	285	345	385	440
Harpenden .....	Hemel Hempsted .....	Down	† 60	† 100	† 120	—	—	—	110	120	170	—
Dudding Hill Jc. ....	Cricklewood .....	Up	† 60	† 120	† 150	—	—	—	140	150	200	—
Acton Wells Jc. ....	Brent Jc. No. 2 .....	Down	130	180	215	240	275	310	200	235	265	300
Cricklewood (or Brent Jc. No. 2)	Acton Wells Jc. ....	"	190	260	310	345	395	450	285	345	385	435
Kentish Town .....	Moorgate .....	Either	130	180	215	240	275	310	200	235	265	300
Farringdon & H.H. ....	Victoria .....	"	130	180	215	240	275	310	200	235	265	300
Southport .....	Halewood .....	"	160	220	260	290	335	375	240	285	320	365
Buxton .....	Miller's Dale .....	Up	170	230	280	310	355	405	255	310	340	390
Miller's Dale .....	Buxton .....	Down	155	210	250	275	320	365	230	275	310	350
Buxton .....	Ashbourne .....	Either	125	170	205	230	265	300	185	225	255	290
Wirksworth .....	Duffield .....	Up	170	230	280	310	355	405	255	310	340	390
Duffield .....	Wirksworth .....	Down	135	185	225	250	290	325	205	245	275	320
Ripley .....	Little Eaton Jc. ....	Up	160	220	260	290	335	375	240	285	320	365
Little Eaton Jc. ....	Ripley .....	Down	125	165	200	230	265	300	195	230	260	290
Stenson Junction .....	Sheet Stores Jc. ....	Either	185	255	305	340	390	440	280	335	375	430
Melbourne Jc. ....	Chellaston Jc. ....	"	120	165	200	220	255	285	180	220	240	280
Chellaston Jc. ....	Ashby .....	Up	150	200	245	270	310	350	220	270	300	340
Ashby .....	Chellaston Jc. ....	Down	150	200	245	270	310	350	220	270	300	340
Burton .....	Leicester .....	Up	175	240	290	320	370	415	265	320	350	405
Leicester .....	Burton .....	Down	125	175	210	235	270	305	195	230	260	295
Swadlincote Jc. ....	Woodville Jc. ....	Up	110	150	180	200	230	260	165	200	220	250
(via Woodville) .....	Swadlincote Junction .....	Down	120	165	200	220	255	285	180	220	240	280
Woodville Junction .....	Shackerstone .....	Either	135	185	225	250	290	325	205	245	275	320
(via Woodville) .....	Shackerstone .....	"	135	185	225	250	290	325	205	245	275	320
Moir Junction .....	Shackerstone Jc. ....	Down	175	240	290	320	370	415	265	320	350	405
Coalville .....	Shackerstone Jc. ....	Either	175	240	290	320	370	415	265	320	350	405
Burton .....	Shackerstone Jc. ....	"	175	240	290	320	370	415	265	320	350	405

† Tank Engines only

A—Stopping Trains

B—Through Trains

# LOADING OF PASSENGER AND FREIGHT ENGINES WORKING PASSENGER TRAINS ON BRANCH LINES (continued)

SECTION		Up or Down	LOAD IN TONS									
			CLASS OF ENGINE									
			PASSENGER					FREIGHT				
From	To		1	2	3	4	5	5X	2	3	4	5
Nuneaton T.V. ....	Abbey Street .....	Down	110	150	180	200	230	260	165	200	220	250
Whitacre .....	Leicester .....	Either	170	230	280	310	355	405	255	310	340	390
Walsall .....	Castle Bromwich .....	{ A B } Up	150	200	245	270	310	350	220	270	300	340
			—	—	—	—	360	380	—	—	—	370
New Street (via Camp Hill)	King's Norton .....	† Down	130	180	215	240	275	310	200	235	265	300
New Street (via Selly Oak)	King's Norton .....	† Down	150	200	245	270	310	350	220	270	300	340
King's Norton (via Camp Hill or Selly Oak) .....	New Street .....	† Up	180	245	295	330	380	430	270	325	365	415
Halesowen .....	Rubery .....	Up	—	—	—	—	—	—	100	130	—	—
Rubery .....	Halesowen .....	Down	—	—	—	—	—	—	120	165	—	—
Rubery .....	Longbridge .....	Up	90	120	145	165	190	215	130	160	180	210
Longbridge .....	Rubery .....	Down	115	155	190	210	240	275	170	210	230	265
Halesowen Junction .....	Longbridge .....	Either	160	220	260	290	335	375	240	285	320	365
Redditch .....	Barnt Green .....	Up	150	200	245	270	310	350	220	270	300	340
Barnt Green .....	Redditch .....	Down	160	220	260	290	335	375	240	285	320	365
Evesham .....	Redditch .....	Up	180	245	295	330	380	430	270	325	365	415
Redditch .....	Evesham .....	Down	160	220	260	290	335	375	240	285	320	365
Ashchurch .....	Evesham .....	Either	145	195	235	260	300	340	210	255	285	330
Ashchurch .....	Malvern .....	Up	150	200	245	270	310	350	220	270	300	340
Malvern .....	Ashchurch .....	Down	—	—	—	—	—	—	—	—	—	—
Broom N. & W. Junctions	Blisworth .....	Either	130	180	215	240	275	310	200	235	265	300
Towcester .....	Banbury .....	"	120	165	200	220	255	285	180	220	240	280
Nailsworth or Stroud .....	Stonehouse .....	"	130	180	215	240	275	310	200	235	265	300
Dursley .....	Coaley Junction .....	"	150	200	245	270	310	350	220	270	300	340
Coleford .....	Lydney Junction .....	Up	† 70	—	—	—	—	—	—	—	—	—
Lydney Junction .....	Coleford .....	Down	† 50	—	—	—	—	—	—	—	—	—
Lydney Junction .....	Berkeley Road .....	Either	135	185	225	250	290	325	205	245	275	320
Thornbury .....	Yate .....	"	115	155	190	210	240	275	165	200	230	265
Bath .....	Mangotsfield .....	Up	170	230	280	310	355	405	255	310	340	390
Mangotsfield .....	Bath .....	Down	200	270	325	360	415	470	295	360	395	455
Avonmouth .....	Clifton Down .....	Up	115	155	190	210	240	275	165	200	230	265
Clifton Down .....	Avonmouth .....	Down	135	185	225	250	290	325	205	245	275	320
Clifton Down .....	Kingswood Junction .....	Either	120	165	200	220	255	285	180	220	240	280
Yate South Jc. ....	Stoke Gifford .....	Down	—	—	336	364	392	420	—	—	—	—
Stoke Gifford (via Henbury) .....	Avonmouth (Gloucester Road Jc.) ...	Down	—	—	392	420	420	420	—	—	—	—

† These loads must not be exceeded

‡—For through loading between Birmingham (New St.) and Kings Norton see page 2

A—Stopping Trains

B—Through Trains



# LOADING OF FREIGHT TRAINS

(exclusive of brake van)

THE CLASSIFICATION OF FREIGHT ENGINES is as under :—

Class of Engine	Wheel Arrangement	Distinctive name of type (where applicable)	Class of Engine	Wheel Arrangement	Distinctive name of type (where applicable)
<b>TENDER</b>			<b>TANK</b>		
2	2—6—0 0—6—0	Standard Midland ; L.N.W. 18in.	0	0—4—0	Standard ; Midland ; L. & Y. Class 21.
3	0—6—0	Midland ; L. & Y. Class 27 ; L. & Y. Class 28.	1	0—4—2	L.N.W. ; N.L. Crane Engine
4	0—6—0	Standard	2	0—6—0	Midland L.N.W., N.L.
5	2—6—0	Standard	3	0—6—0	Standard
	4—6—0	Standard Mixed Traffic		0—6—2	L.T. & S.
6	0—8—0	L.N.W. G1 ; L. & Y. Class 30			
7	0—8—0	Standard ; L.N.W. G2 and G2A			
	2—8—0	S. & D.			
8	2—8—0	Standard ; U.S.A ; WD/A			
	2—10—0	WD/A			
	2—6—2 0—10—0	Garratt Banker			

**PASSENGER ENGINES WORKING FREIGHT TRAINS** will take one tenth less load than freight engines of similar classification, with the following exceptions:—

## Class of engine

## Conveys

5X (4—6—0) passenger tender ... Same load as Class 5 (4—6—0) mixed traffic engine, except as shown on page 9.

4 (Standard compound) passenger tender ... One-seventh less load than Class 4 freight engine.

“**GARRATT**” 2—6—6—2 type freight engines will take a load equal to the load taken by one Class 4 freight tender engine, plus the load taken by one Class 3 freight tender engine, except that the maximum of 90 wagons of mineral or 100 wagons of goods or empty wagons applicable to double-headed trains must not be exceeded. Empty wagon trains signalled “Express Freight” worked by Garratt Engines must not exceed 90 wagons.

## 1. THE LOADING OF FREIGHT TRAINS WILL BE AS SHOWN HEREIN AS FOLLOWS :—

FITTED FREIGHT TRAINS .....	Page 9
EXPRESS FREIGHT MALTESE CROSS TRAINS .....	Page 10
EXPRESS FREIGHT TRAINS (or Empty Wagon trains signalled “Express Freight”) .....	Page 11
THROUGH FREIGHT TRAINS .....	Page 12
MINERAL TRAINS .....	Pages 13 to 25

## 2. MAXIMUM NUMBER OF WAGONS AUTHORISED

The number of wagons conveyed by any class of train must not exceed the “Maximum number of wagons authorised” shown in the columns so headed on pages 13 to 25 unless specially authorised in the Classification and Marshalling of Freight Trains Booklet, which details the maximum loading of regular Fitted, Express and certain other freight trains.

## 3. DOUBLE HEADED TRAINS

Double headed trains and trains assisted in rear may be made up to the total of the engine load for each type of engine on the train (unless otherwise shown), provided the “maximum number of wagons authorised” shown on pages 13 to 25 is not exceeded; but such trains must not exceed 90 wagons of mineral or 100 wagons of goods or empty wagons.

## 4. CALCULATIONS OF EQUIVALENT LOADINGS

In calculating the loading of freight trains :—

3½ wagons of goods	} equal 2 wagons of mineral
or	
5 empty wagons	

Wagons bearing labels endorsed “1” or “2” must be counted as “mineral.”

Wagons bearing labels endorsed “3” must be counted as “Goods.”

The loading of fitted freight trains, express freight ~~X~~, express freight trains, and through freight trains, is published in “Wagons of Goods” and when traffic of the weight of mineral is conveyed by these freight trains, two such wagons must be reckoned as 3½ wagons of goods.

The loading of mineral trains is published in “Wagons of mineral” and the unit of loading for mineral trains is a loaded 13-ton wagon, wagons of less capacity being counted as 13-ton wagons.

The method of calculating empty wagons as five equal to two wagons of mineral to be applied to all ordinary types of empty wagons of less carrying capacity than 15-tons. Empty wagons of exceptional length to be counted as two empties.

## LOADING OF FREIGHT TRAINS (continued)

### 5. MATCH WAGONS

For the purpose of calculating the load of a train, match wagons for long loads should be counted as empty wagons, but such wagons should be entered on the Guard's Journal as loaded wagons.

### 6. CALCULATION OF EQUIVALENTS FOR SPECIAL TYPES OF WAGONS

The undermentioned types of wagons and other vehicles including engines (not in steam) will be calculated as follows :—

Description of wagons, etc.	Contents	No. of wagons, etc.	Equal to No. of 13-ton wagons of mineral
14 to 21-ton ... ..	Goods ... ..	3	4
14 to 21-ton ... ..	Mineral ... ..	2	3
15 to 24-ton ... ..	Empty ... ..	3	2
22 to 24-ton ... ..	Goods ... ..	2	3
22 to 24-ton ... ..	Mineral ... ..	1	2
25 to 40-ton ... ..	Goods ... ..	1	3
25 to 40-ton ... ..	Empty ... ..	2	3
25 to 40-ton ... ..	Mineral ... ..	2	7
10 and 12-ton tank ... ..	Loaded ... ..	4	5
14 and 15-ton tank ... ..	Loaded ... ..	2	3
10, 12, 14 and 15-ton tank ... ..	Empty ... ..	2	1
20-ton tank ... ..	Loaded ... ..	2	4
20-ton tank ... ..	Empty ... ..	3	2
35-ton tank ... ..	Loaded ... ..	2	7
35-ton tank ... ..	Empty ... ..	2	3
40-ton tank ... ..	Loaded ... ..	2	7
40-ton tank ... ..	Empty ... ..	2	3
U.S.A. Bogie tank ... ..	Loaded ... ..	1	3
U.S.A. Bogie tank ... ..	Empty ... ..	1	1
50-ton Warflat or Warwell ... ..	Empty ... ..	1	2
50-ton Warflat or Warwell ... ..	Loaded ... ..	1	4
Bogie refrigerator van lettered "U.S." Transportation Corps. {	Loaded ... ..	1	3
6-wheeled rail vehicles conveying road rail tanks ... ..	Empty ... ..	2	3
Bogie Passr. vehicles, not exceeding 30-tons ... ..	Empty ... ..	1	2
Bogie Passr. vehicles, exceeding 30 tons ... ..	Empty ... ..	2	3
Motor vans (6 or 8 wheeled) ... ..	Empty ... ..	1	2
Rail wagons ... ..	Loaded ... ..	1	1
Sludge Tenders ... ..	Loaded with rails ... ..	1	1
Sludge Tenders ... ..	Loaded ... ..	1	3
Sludge Tenders ... ..	Empty ... ..	2	3
Small tank engines, or engine tenders ... ..	Empty ... ..	1	2
Small types of engines with tenders... ..	Empty ... ..	1	4
Large types of engines with tenders... ..	Empty ... ..	1	6

### 7. PROVISION OF HEAVY BRAKE VANS

10-ton brake vans must not be worked over sections of line where there are heavy gradients.

### 8. APPLICATION OF WAGON BRAKES WHEN DESCENDING INCLINES

The inclines to which the instructions in the Sectional Appendix to the Working Time Table or the Pamphlets of Instructions affecting LMS servants when working over other Companies' lines for applying wagon brakes are applicable, are indicated by the letters **AWB**, and the loading for the direction in which brakes should be applied is shown in heavy type.

### 9. GUARDS' ADVICES TO DRIVERS

Guards of all freight trains must advise the driver before starting of the actual number of wagons, etc., on the train, and their equivalent in wagons of goods or wagons of mineral as applicable. Any variations due to attaching or detaching en route to be similarly advised.

### 10. CONVEYANCE OF ARTICLES OF UNUSUAL LENGTH OR WEIGHT

See rule 158c. of the Company's Rule Book.

## LOADING OF FITTED FREIGHT TRAINS

### FITTED FREIGHT TRAINS (No. 1)

Must carry No. 4 head lights, and may convey a maximum of 50 wagons and brake van. All vehicles must be fitted with brake pipes, and the automatic vacuum brake must be operative on not less than half the wagons. The brake vans must be fitted with automatic vacuum brake or with through pipes. The wagons fitted with the pipe only may be marshalled irregularly, provided the number of such vehicles next to the brake van does not exceed one quarter of the total number of wagons on the train. All wagons must have screw couplings or instantan couplings in the short position and oil axle boxes.

These trains may be worked by the classes of engines enumerated below, and will convey loading as shewn :—

	CLASS OF PASSENGER ENGINE					
	1	2	3	4	5 †	5X
Wagons of Goods ... ..	20	29	35	39	45	50

†—also applies to Standard 2—6—0 freight tender engine

The loadings will apply generally, except where, for operating reasons, a lower loading is laid down in the Working Time Table or Classification or Marshalling of Freight Trains Booklet.

### FITTED FREIGHT TRAINS (No. 2)

Must carry No. 4 head lights, and may convey a maximum of 55 wagons and brake van. The automatic vacuum brake must be operative on not less than one third of the wagons, which must have screw couplings or instantan couplings in the short position and oil axle boxes. The loose-coupled vehicles, which must be fitted with oil axle boxes and be marshalled in rear, must not exceed two thirds of the wagons on the train.

These trains may be worked by the classes of engines enumerated below, and will convey loadings as shewn :—

	CLASS OF PASSENGER ENGINE						CLASS OF FREIGHT ENGINE	
	1	2	3	4	5	5X	Class 4 Standard 0—6—0	Class 5 Standard 2—6—0
Wagons of Goods ...	23	32	39	43	50	55	43	50

The loadings will apply generally, except where, for operating reasons, a lower loading is laid down in the Working Time Table or Classification and Marshalling of Freight Trains Booklet.

Deal wagons, tube wagons, shock-absorbing wagons and long low wagons (both loaded and empty) and privately owned wagons fitted with oil axle-boxes may be worked on Fitted Freight trains No. 2.

## GENERAL

Before starting, the guard of a Fitted Freight train (No. 1 and No. 2) must advise the driver of the total number of vehicles on the train, and how many of such vehicles are fitted with the automatic vacuum brake complete and coupled to the engine, and of any variation due to attaching or detaching enroute.

Wagons conveying overhanging loads which require the protection of runner wagons, whether fitted with oil or grease axle boxes must not be conveyed by Fitted Freight trains (No. 1 and No. 2)

Gunpowder vans (loaded or empty) which are fully fitted, have screw couplings or instantan couplings in the short position, bolted springs and oil axle boxes, may be conveyed on Fitted Freight trains (No. 1) and may also travel in the fitted portion of Fitted Freight trains (No. 2).

Gunpowder vans not fitted with the vacuum brake or pipe, but fitted with oil axle boxes may be conveyed on Fitted Freight train (No. 2) as follows :—

Empty vehicles—In any position in the loose-coupled portion of the train.

Loaded vehicles—Attached next to the fitted portion of the train. A screw coupling or instantan coupling in the short position must be used to attach gunpowder vans to the fitted portion.

# LOADING OF MALTESE CROSS EXPRESS FREIGHT TRAINS

indicated by  $\times$  in the Working Time Tables of Freight trains and which have 4 fully fitted vehicles connected up to the engine

BETWEEN		UP								DOWN								
		CLASS OF FREIGHT ENGINE								CLASS OF FREIGHT ENGINE								
		1	2	3	4	5	6	7	8	1	2	3	4	5	6	7	8	
		WAGONS OF GOODS								WAGONS OF GOODS								
Maltese Cross Express Freight trains convey :— with the following exceptions :—		29	35	42	50	55	61	67	74	29	35	42	50	55	61	67	74	
Carlisle	and Settle Junction .....	—	23	28	33	40	44	48	53	53	23	28	33	40	44	48	53	53
Carnforth, Heysham	Settle Junction .....	—	28	34	40	48	53	58	64	64	28	34	40	48	53	58	64	64
Guiselley	Apperley Junction .....	—	25	30	36	43	48	52	57	63	21	25	30	36	40	44	48	53
Wakefield (Westgate)	Sandal and Walton .....	—	20	24	29	35	38	42	46	51	23	28	33	40	44	48	53	58
Barnsley	Cudworth .....	—	26	31	37	45	49	54	60	66	21	25	30	36	40	44	48	53
Barnsley	Monk Spring Junction .....	—	28	34	40	48	53	58	64	70	28	34	40	48	53	58	64	70
Cudworth	Wincobank (via Chapeltown) .....	—	28	34	40	48	53	58	64	70	23	28	33	40	44	48	53	58
Nunnery Main Line Junction	Sheffield City .....	—	28	34	40	48	53	58	64	70	28	34	40	48	53	58	64	70
Sheffield	Chesterfield .....	—	28	34	40	48	53	58	64	70	28	34	40	48	53	58	64	70
Mansfield	Radford .....	—	—	—	—	—	—	—	—	—	21	25	30	36	40	44	48	53
Northampton	Oakley Junction .....	—	28	34	40	48	53	58	64	70	28	34	40	48	53	58	64	70
Plaistow	Commercial Road .....	—	28	34	40	48	53	58	64	70	—	—	—	—	—	—	—	—
Cheadle Sidings	New Mills South Junction (via Disley) .....	—	26	31	37	45	49	54	60	66	28	34	40	48	53	58	64	70
Ancoats	Romiley .....	—	26	31	37	45	49	54	60	66	28	34	40	48	53	58	64	70
Heaton Mersey	Chinley North Junction (via Stockport) .....	—	26	31	37	45	49	54	60	66	28	34	40	48	53	58	64	70
Chinley North Junction	Dore & Totley .....	—	28	34	40	48	53	58	64	70	28	34	40	48	53	58	64	70
Buxton	Ashbourne .....	—	21	25	30	36	40	44	48	53	15	18	22	26	29	31	34	37
Chinley North Junction	Rowsley .....	M	26	31	37	45	49	54	60	66	28	34	40	48	53	58	64	70
Codnor Park	Crich Junction .....	—	28	34	40	48	53	58	64	70	28	34	40	48	53	58	64	70
Coalville	Desford Junction .....	P	—	—	—	—	—	—	—	—	28	34	40	48	53	58	64	70
Desford Junction	Knighton Junction .....	—	—	—	—	—	—	—	—	—	32	38	46	55	61	67	74	81
Church Road Junction	Duddeston Sidings (via New St.) .....	—	—	—	—	—	—	—	—	—	27	32	39	47	51	56	62	68
Broom Junction	Ravenstone Wood Junction .....	—	26	31	37	45	49	54	60	66	29	35	42	50	55	61	67	74
Bristol	Fish Ponds .....	—	23	28	33	40	44	48	53	58	—	—	—	—	—	—	—	—
Avonmouth	Shirehampton .....	—	21	25	30	36	40	44	48	53	—	—	—	—	—	—	—	—
Shirehampton	Clifton Down .....	—	18	22	26	32	34	38	41	45	—	—	—	—	—	—	—	—
Clifton Down	Kingswood Junction .....	—	21	25	30	36	40	44	48	53	—	—	—	—	—	—	—	—
Avonmouth	Kingswood Junction (Banana trains) .....	B	29	35	42	50	55	61	67	74	—	—	—	—	—	—	—	—
Avonmouth	Yate (via Henbury) .....	—	28	34	40	48	53	58	64	70	—	—	—	—	—	—	—	—

**B**—Double-headed Avonmouth to Fish Ponds.

**M**—All trains from Rowsley to Buxton, and from Rowsley to Peak Forest, exceeding the Class 4 engine loading, must have a bank engine in the rear.

**P**—Down trains terminating at Coalville must not exceed 57 wagons on arrival at Coalville.

Specially constructed vehicles, **IF FITTED WITH OIL AXLE BOXES**, given in the following list, may be worked on Maltese Cross Express Freight trains, unless the load on the vehicle is such as to come within the interpretation of Rule 158 (c)

TYPE OF VEHICLES	Conditions under which may be conveyed on $\times$ Express Freight trains
Shock absorbing wagons .....	Loaded or empty
20 ton Bulk grain wagons .....	Loaded or empty
40 and 50 ton armour plate wagons .....	Empty
Bogie bolster trucks .....	Empty
Flat trucks .....	Loaded or empty
Traction wagons .....	Loaded or empty
Glass wagons (up to 15 tons capacity) .....	Loaded or empty
Gunpowder vans .....	Loaded or empty
Starred tank wagons .....	Loaded or empty
Deal wagons, tube wagons and long low wagons .....	Loaded or empty
Economiser wagons .....	Load not to exceed 7 tons

Specially constructed vehicles not included in the above list, whether fitted with oil or grease axle boxes, must not be conveyed on  $\times$  Express Freight trains

Goods Wagons and vans of over 10 tons capacity, unless fitted with oil axle boxes, must not be worked on Maltese Cross Express Freight Trains.

Private owners' wagons, whether running on account of the owners or hired by Railway Companies, must not be worked on Maltese Cross Express Freight trains unless fitted with oil axle boxes.



# LOADING OF EXPRESS FREIGHT TRAINS (OR EMPTY WAGON TRAINS SIGNALLED "EXPRESS FREIGHT")

BETWEEN	Notes	UP								DOWN							
		CLASS OF FREIGHT ENGINE								CLASS OF FREIGHT ENGINE							
		1	2	3	4	5	6	7	8	1	2	3	4	5	6	7	8
		WAGONS OF GOODS OR EMPTY WAGONS								WAGONS OF GOODS OR EMPTY WAGONS							
<b>Express Freight Trains convey:—</b> with the following exceptions:— and Settle Junction .....		33	40	48	58	63	69	76	84	33	40	48	58	63	69	76	84
Carlisle } .....	‡	23	28	33	40	44	48	53	53	23	28	33	40	44	48	53	53
Carnforth } .....	—	28	34	40	48	53	58	64	64	28	34	40	48	53	58	64	64
Heysham } .....	—	25	30	36	43	48	52	57	63	21	25	30	36	40	44	48	53
Guiseley } .....	—	20	24	29	35	38	42	46	51	23	28	33	40	44	48	53	58
Wakefield (Westgate) } .....	—	26	31	37	45	49	54	60	66	21	25	30	36	40	44	48	53
Barnsley } .....	—	28	34	40	48	53	58	64	70	28	34	40	48	53	58	64	70
Barnsley } .....	—	28	34	40	48	53	58	64	70	23	28	33	40	44	48	53	58
Cudworth } .....	—	28	34	40	48	53	58	64	70	28	34	40	48	53	58	64	70
Wincobank (via Chapeltown) } .....	—	28	34	40	48	53	58	64	70	21	25	30	36	40	44	48	53
Nunbury Main Line Junction } .....	—	28	34	40	48	53	58	64	70	28	34	40	48	53	58	64	70
Sheffield } .....	—	28	34	40	48	53	58	64	70	28	34	40	48	53	58	64	70
Sheffield } .....	—	28	34	40	48	53	58	64	70	21	25	30	36	40	44	48	53
Mansfield } .....	—	28	34	40	48	53	58	64	70	28	34	40	48	53	58	64	70
Northampton } .....	—	28	34	40	48	53	58	64	70	—	—	—	—	—	—	—	—
Plaistow } .....	—	26	31	37	45	49	54	60	66	28	34	40	48	53	58	64	70
Cheadle Sidings } .....	—	26	31	37	45	49	54	60	66	28	34	40	48	53	58	64	70
Ancoats } .....	—	26	31	37	45	49	54	60	66	28	34	40	48	53	58	64	70
Heaton Mersey } .....	—	26	31	37	45	49	54	60	66	28	34	40	48	53	58	64	70
Chinley North Junction } .....	—	26	31	37	45	49	54	60	66	28	34	40	48	53	58	64	70
Buxton } .....	—	26	31	37	45	49	54	60	66	28	34	40	48	53	58	64	70
Chinley North Junction } .....	M	21	25	30	36	40	44	48	53	15	18	22	26	29	31	34	37
Codnor Park } .....	—	26	31	37	45	49	54	60	66	28	34	40	48	53	58	64	70
Burton, Leicester Junction } .....	—	28	34	40	48	53	58	64	70	28	34	40	48	53	58	64	70
Coalville } .....	—	31	37	45	54	59	65	71	78	31	37	45	54	59	65	71	78
Desford Junction } .....	P	—	—	—	—	—	—	—	—	28	34	40	48	53	58	64	70
Desford Junction } .....	—	—	—	—	—	—	—	—	—	32	38	46	55	61	67	74	81
Church Road Junction } .....	—	—	—	—	—	—	—	—	—	27	32	39	47	51	56	62	68
Alcester } .....	—	30	36	43	52	57	63	69	76	—	—	—	—	—	—	—	—
Broom Junction } .....	—	26	31	37	45	49	54	60	66	29	35	42	50	55	61	67	74
Bristol } .....	—	23	28	33	40	44	48	53	58	—	—	—	—	—	—	—	—
Avonmouth } .....	—	21	25	30	36	40	44	48	53	—	—	—	—	—	—	—	—
Shirehampton } .....	—	18	22	26	32	34	38	41	45	—	—	—	—	—	—	—	—
Clifton Down } .....	—	21	25	30	36	40	44	48	53	—	—	—	—	—	—	—	—
Avonmouth } .....	—	21	25	30	36	40	44	48	53	—	—	—	—	—	—	—	—
Avonmouth } .....	B	33	40	48	58	63	69	76	84	—	—	—	—	—	—	—	—
Avonmouth } .....	—	28	34	40	48	53	58	64	70	—	—	—	—	—	—	—	—

B—Double-headed Avonmouth to Fish Ponds. M—All trains from Rowsley to Buxton, and from Rowsley to Peak Forest, exceeding the Class 4 engine loading, must have a bank engine in the rear.

P—Down trains terminating at Coalville must not exceed 57 wagons on arrival at Coalville.

‡—Over the following section of the line, empty wagon trains signalled "Express Freight" will convey the number of empty wagons shown below:—

Carlisle	and Settle Junction .....	—	30	36	43	52	57	63	69	75	30	36	43	52	57	63	69	75
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Specially constructed vehicles, IF FITTED WITH OIL AXLE BOXES given in the following list, may be worked on Express Freight trains, unless the load on the vehicle is such as to come within the interpretation of Rule 158 (c)

TYPE OF VEHICLES	Conditions under which may be conveyed on Express Freight trains
Shock absorbing wagons .....	Loaded or empty
20 ton Bulk grain wagons .....	Loaded or empty
40 and 50 ton armour plate wagons .....	Empty
Bogie bolster trucks .....	Empty
Flat trucks .....	Loaded or empty
Traction wagons .....	Loaded or empty
Glass wagons (up to 15 tons capacity) .....	Loaded or empty
Gunpowder vans .....	Loaded or empty
Starred tank wagons .....	Loaded or empty
Deal wagons, tube wagons and long low wagons .....	Loaded or empty
Economiser wagons .....	Load not to exceed 7 tons

Specially constructed vehicles not included in the above list, whether fitted with oil or grease axle boxes, must not be conveyed on Express Freight trains.

Goods wagons and vans of over 10 tons capacity, unless fitted with oil axle boxes, must not be worked on Express Freight trains.

Private owners' wagons, whether running on account of the owners or hired by Railway Companies, must not be worked on Express Freight trains unless fitted with oil axle boxes.

Private owners' wagons or unstarred tank wagons, which are not fitted with oil axle boxes, may, when empty, be worked on empty wagon trains shown in the Working Time Tables signalled "Express Freight" or on special empty wagon trains authorised to be signalled "Express Freight".

# LOADING OF THROUGH FREIGHT TRAINS (OR EMPTY WAGON TRAINS SIGNALLED "THROUGH FREIGHT")

BETWEEN	NOTES	UP								DOWN							
		CLASS OF FREIGHT ENGINE								CLASS OF FREIGHT ENGINE							
		1	2	3	4	5	6	7	8	1	2	3	4	5	6	7	8
		WAGONS OF GOODS OR EMPTY WAGONS								WAGONS OF GOODS OR EMPTY WAGONS							
Through Freight Trains convey with the following exceptions:—		40	48	58	69	76	84	90	99	40	48	58	69	76	84	90	99
Carlisle and Settle Junction.....	\$	28	34	40	48	53	58	64	64	28	34	40	48	53	58	64	64
Carnforth, Heysham .....	"	33	40	48	57	63	69	76	76	33	40	48	57	63	69	76	76
Guiseley .....	"	26	31	37	45	49	54	60	66	21	25	30	36	40	44	48	53
Grassington .....	"	22	26	32	38	42	46	51	56	22	26	32	38	42	46	51	56
Barnsley .....	"	—	—	—	—	—	—	—	—	21	25	30	36	40	44	48	53
Barnsley .....	"	29	35	42	50	55	61	67	74	21	25	30	36	40	44	48	53
Cudworth .....	"	29	35	42	50	55	61	67	74	26	31	37	45	49	54	60	66
Wincobank Station Junction .....	"	29	35	42	50	55	61	67	74	23	28	33	40	44	48	53	58
Nunbury Main Line Junction .....	"	29	35	42	50	55	61	67	74	29	35	42	50	55	61	67	74
Grimesthorpe .....	"	—	—	—	—	—	—	—	—	16	19	23	28	30	33	37	41
Kirkby .....	\$	26	31	37	45	49	54	60	66	31	37	45	54	59	65	71	78
St. Catherine's Junction .....	"	26	31	37	45	49	54	60	66	26	31	37	45	49	54	60	66
Firbeck Coll., Harworth Coll. .....	"	26	31	37	45	49	54	60	66	22	26	32	38	42	46	51	56
Dinnington Colliery .....	"	—	—	—	—	—	—	—	—	32	38	46	55	61	67	74	81
Shireoaks East Junction .....	"	32	38	46	55	61	67	74	81	—	—	—	—	—	—	—	—
Shireoaks East Junction .....	"	—	—	—	—	—	—	—	—	24	29	35	41	46	50	55	60
Kirkby .....	"	37	44	53	64	70	77	85	93	37	44	53	64	70	77	85	93
Trowell .....	"	28	34	40	48	53	58	64	70	37	44	53	64	70	77	85	93
Bourne .....	"	33	40	48	57	63	69	76	84	37	44	53	64	70	77	85	93
South Witham .....	"	31	37	45	54	59	65	71	78	31	37	45	54	59	65	71	78
Northampton .....	"	32	38	46	55	61	67	74	81	32	38	46	55	61	67	74	81
Kettering Junction .....	"	35	42	50	60	67	73	80	88	35	42	50	60	67	73	80	88
Shoeburyness .....	"	33	40	48	57	63	69	76	84	36	43	52	62	68	75	83	91
Plaistow .....	"	28	34	40	48	53	58	64	70	28	34	40	48	53	58	64	70
Langton Dock .....	"	24	29	35	41	46	50	55	60	35	42	50	60	67	73	80	88
Huskisson .....	"	26	31	37	45	49	54	60	66	—	—	—	—	—	—	—	—
Widnes .....	"	40	48	58	69	76	84	90	100	—	—	—	—	—	—	—	—
Widnes East Junction .....	B	19	23	27	33	36	40	44	48	35	42	50	60	67	73	80	88
Cheadle Sidings .....	\$	26	31	37	45	49	54	60	66	28	34	40	48	53	58	64	70
Heaton Mersey .....	"	35	42	50	60	67	73	80	88	35	42	50	60	67	73	80	88
Midland Junction .....	"	26	31	37	45	49	54	60	66	35	42	50	60	67	73	80	88
Ancoats .....	"	25	30	36	43	48	52	57	63	35	42	50	60	67	73	80	88
Buxton .....	"	35	42	50	60	67	73	80	88	28	34	40	48	53	58	64	70
Peak Forest .....	"	30	36	43	52	57	63	69	76	30	36	43	52	57	63	69	76
Chinley .....	"	37	44	53	64	70	77	85	93	36	43	52	62	68	75	83	91
Codnor Park .....	"	37	44	53	64	70	77	85	93	—	—	—	—	—	—	—	—
Burton .....	"	37	44	53	64	70	77	85	93	—	—	—	—	—	—	—	—
Coalville .....	"	37	44	53	64	70	77	85	93	28	34	40	48	53	58	64	70
Coalville .....	"	37	44	53	64	70	77	85	93	35	42	50	60	67	73	80	88
Whitacre .....	"	37	44	53	64	70	77	85	93	37	44	53	64	70	77	85	93
Wolverhampton, Walsall .....	"	—	—	—	—	—	—	—	—	29	35	42	50	55	61	67	74
Brighton Road .....	"	39	47	56	67	74	82	90	99	27	32	39	47	51	56	62	68
Church Road Junction .....	"	30	36	43	52	57	63	69	76	29	35	42	50	55	61	67	74
Church Road Junction .....	"	26	31	37	45	49	54	60	66	35	42	50	60	67	73	80	88
Alcester .....	"	22	26	32	38	42	46	51	56	32	38	46	55	61	67	74	81
Broom Junction .....	"	18	22	26	32	34	38	41	45	—	—	—	—	—	—	—	—
Avonmouth .....	"	22	26	32	38	42	46	51	56	—	—	—	—	—	—	—	—
Avonmouth .....	"	27	32	39	47	51	56	62	68	—	—	—	—	—	—	—	—
Shirehampton .....	"	28	34	40	48	53	58	64	70	—	—	—	—	—	—	—	—
Clifton Down .....	"	24	29	35	41	46	50	55	60	24	29	35	41	46	50	55	60
Bristol .....	"	42	50	60	73	80	88	96	100	37	44	53	64	70	77	85	93
Avonmouth .....	"	—	—	—	—	—	—	—	—	37	44	53	64	70	77	85	93
Hereford .....	"	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Malvern Link .....	"	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Malvern Link .....	"	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

\$—Over the following sections of the line empty wagon trains signalled "Through Freight" will convey the number of empty wagons shown below:—

Carlisle and Settle Junction .....	—	—	36	42	50	60	†67	73	80	88	36	42	50	60	†67	73	80	88
Cheadle Sidings .....	"	—	29	35	42	50	55	61	67	74	—	—	—	—	—	—	—	—
Ancoats .....	"	—	29	35	42	50	55	61	67	74	—	—	—	—	—	—	—	—
Kirkby Station Junction .....	"	—	—	—	—	—	—	—	—	—	27	32	39	47	51	56	62	68

†—Class 5 2—6—0 freight tender engine will convey 65 empty wagons

B—Assisted by bank engine Tanhouse Lane to Widnes East Junction.

C—Assisted by bank engine Tiviot Dale to Romiley.

D—Applies to trains assisted by G.V. bank engine Ledbury to Cumming's Crossing. This loading not to be conveyed between 8-0 a.m. Sunday and 2-0 a.m. Monday.

E—Assisted by bank engine Malvern Link to Colwall.

M—All trains from Rowsley to Buxton and from Rowsley or Buxton to Peak Forest exceeding the Class 4 engine loading must have a bank engine in the rear with the exception of trains of limestone from Tunstead to Northwich and Hartford loaded in vacuum fitted hopper wagons.

Limestone trains from Tunstead to Northwich and Hartford composed of I.C.I. 43½ ton vacuum fitted hopper wagons may convey 11 such loaded wagons when worked by Class 4 engine, and 16 when worked by Class 8 engine, assisted in each case from Tunstead to Peak Forest by Class 3 or 4 engines. The assisting engine in these cases may be attached in front.

P—Down trains terminating at Coalville must not exceed 57 wagons on arrival at Coalville.

# LOADING OF MINERAL TRAINS

\* 20-ton brake van to be provided over sections marked \* for trains composed of mineral traffic throughout and conveying the full class 2 engine loading or more.

## CARLISLE AND LEEDS, AND BRANCHES

BETWEEN		NOTES	UP								Maximum Number of wagons authorised	DOWN								Maximum Number of wagons authorised
			MINERAL									MINERAL								
			Class of Engine									Class of Engine								
			1	2	3	4	5	6	7	8		1	2	3	4	5	6	7	8	
Carlisle and Appleby .....	**	19	23	27	33	36	40	44	44	70	19	23	27	33	36	40	44	44	70	
Appleby .....	..	17	20	24	29	32	36	39	39	70	17	20	24	29	32	36	39	39	70	
Horton .....	..	27	32	39	47	51	56	62	62	70	17	20	24	29	32	36	39	39	70	
Settle .....	AWB	27	32	39	47	51	56	62	62	70	19	23	27	33	36	40	44	44	70	
Settle Junction .....	AWB	27	32	39	47	51	56	62	68	80	22	26	32	38	42	46	51	56	70	
Skipton .....	..	27	32	39	47	51	56	62	68	90	25	30	36	44	48	53	58	64	80	
Skipton Junction .....	..	27	32	39	47	51	56	62	68	90	27	32	39	47	51	56	62	68	90	
Bradford .....	..	30	36	43	52	57	63	69	76	90	27	32	39	47	51	56	62	68	90	
Carlisle (Cal., N.B., N.E., M. & C. and L. & N.W.) ..	..	17	20	24	29	32	36	39	43	60	21	25	30	36	40	44	48	53	60	
Carlisle (G. & S.W.) ..	..	17	20	24	29	32	36	39	43	45	17	20	24	29	32	36	39	43	45	
Appleby (L.N.E.) ..	..	21	25	30	36	40	44	48	53	25	21	25	30	36	40	44	48	53	25	
Hawes ..	*	12	14	17	21	23	25	28	31	40	12	14	17	21	23	25	28	31	40	
Western Section ..	..																			
Heysham (via Morecambe (Prom.) ..	..	25	30	36	43	48	52	57	63	35	25	30	36	43	48	52	57	63	35	
Carnforth ..	..	22	26	32	38	42	46	51	51	100	22	26	32	38	42	46	51	51	100	
Heysham ..	..	22	26	32	39	43	47	52	57	100	22	26	32	39	43	47	52	57	100	
Morecambe ..	..	25	30	36	43	48	52	57	63	100	25	30	36	43	48	52	57	63	100	
Morecambe ..	..	29	35	42	51	56	62	68	75	80	29	35	42	51	56	62	68	75	80	
Lancaster (C.S.) ..	..	25	30	36	43	48	52	57	63	50	13	16	19	22	25	27	30	33	50	
Lancaster ..	..	22	26	32	38	42	46	51	51	70	27	32	39	47	51	56	62	62	100	
Ingletton ..	..	20	24	29	35	38	42	46	51	100	20	24	29	35	38	42	46	51	100	
Clapham ..	..	22	26	32	38	42	46	51	51	100	22	26	32	38	42	46	51	51	100	
Giggleswick ..	..	27	32	39	47	51	56	62	62	100	22	26	32	38	42	46	51	51	100	
Settle Junction ..	..	18	22	26	31	34	38	41	45	80	24	29	35	41	46	50	55	61	80	
Rose Grove ..	..	27	32	39	47	51	56	62	68	80	24	29	35	41	46	50	55	61	80	
Burnley (Bank Top) ..	..	27	32	39	47	51	56	62	68	80	27	32	39	47	51	56	62	68	80	
Brierfield ..	..	30	36	43	52	57	63	69	76	100	28	34	40	48	53	58	64	70	100	
Colne ..	..	20	24	29	35	38	42	46	51	100	20	24	29	35	38	42	46	51	100	
Colne and Earby ..	..	30	36	43	52	57	63	69	76	100	24	29	35	41	46	50	55	60	100	
Barnoldswick ..	..	20	24	29	35	38	42	46	51	100	20	24	29	35	38	42	46	51	100	
Earby ..	..	30	36	43	52	57	63	69	76	100	24	29	35	41	46	50	55	60	100	
Grassington ..	..	13	16	19	22	25	27	30	33	32	13	16	19	22	25	27	30	33	32	
Spencer's Siding ..	..	21	25	30	36	40	44	48	53	46	13	16	19	22	25	27	30	33	42	
Skipton ..	AWB	13	16	19	22	25	27	30	33	46	21	25	30	36	40	44	48	53	42	
Embsay ..	AWB	20	24	29	35	38	42	46	51	50	20	24	29	35	38	42	46	51	50	
Ilkley ..	..	27	32	39	47	51	56	62	68	50	27	32	39	47	51	56	62	68	50	
Burley ..	..	28	34	40	48	53	58	64	70	50	28	34	40	48	53	58	64	70	50	
Burley ..	..	15	18	22	26	29	31	34	37	37	18	22	26	31	34	38	41	45	50	
Menston Jc. ..	..	15	18	22	26	29	31	34	37	90	12	14	17	21	23	25	28	31	30	
Guiseley ..	..	15	18	22	26	29	31	34	37	37	12	14	17	21	23	25	28	31	30	
Rawdon Junction ..	AWB	8	10	12	14	15	17	18	20	21	12	14	17	21	23	25	28	31	30	
Esholt Junction ..	..	15	18	22	26	29	31	34	37	37	12	14	17	21	23	25	28	31	30	
Esholt Station ..	..	16	19	23	28	30	33	37	41	49	16	19	23	28	30	33	37	41	49	
Oxenhope ..	..	18	22	26	31	34	38	41	45	40	11	13	16	19	21	23	25	27	28	
Keighley (L.N.E.) ..	..	11	13	16	19	21	23	25	27	13	11	13	16	19	21	23	25	27	26	
Keighley (L.M.S.) ..	..	17	20	24	29	32	36	39	43	28	17	20	24	29	32	36	39	43	28	
Shipley (L.M.S.) ..	..	13	16	19	22	25	27	30	33	26	23	28	33	40	44	48	53	58	40	
Leeds G.N. & N.E. Station ..	..	25	30	36	43	48	52	57	63	40	—	—	—	—	—	—	—	—	—	
Leeds (G.N.) ..	..	21	25	30	36	40	44	48	53	50	21	25	30	36	40	44	48	53	50	
Copley Hill ..	..	30	36	43	52	57	63	69	76	55	28	34	40	48	53	58	64	70	45	
Neville Hill ..	..																			
Stourton ..	..	30	36	43	52	57	63	69	76	55	28	34	40	48	53	58	64	70	45	

§—Trains stop on the summit at the 3½ mile post for A.W.B.

†—When the loading, in the down direction only, is more than equal to 28 loads of mineral, a 20-ton brake van must be provided.

F—When assisted out of G.N. Yard to Geldard Junction by L. & N.E. engine.

G—The loading of trains from Copley Hill to Whitehall Junction, when worked by Class 3 Freight Tank Engine, must not exceed 25 mineral

## LOADING OF MINERAL TRAINS (continued)

## LEEDS, MASBORO' S.S., SHEFFIELD, AND TOTON, AND BRANCHES

BETWEEN		NOTES	UP								Maximum Number of wagons authorised	DOWN								Maximum Number of wagons authorised
			MINERAL									MINERAL								
			CLASS OF ENGINE									CLASS OF ENGINE								
			1	2	3	4	5	6	7	8		1	2	3	4	5	6	7	8	
Stourton Junction	and Waterloo Sidings	—	29	35	42	50	55	61	67	74	100	35	42	50	60	66	73	80	88	100
Waterloo Sidings	„ Normanton	—	29	35	42	50	55	61	67	74	90	35	42	50	60	66	73	80	88	90
Normanton	„ Snydale	—	29	35	42	50	55	61	67	74	90	50	60	72	87	96	100	100	100	90
Snydale	„ Oakenshaw	—	29	35	42	50	55	61	67	74	90	50	60	72	87	96	100	100	100	90
Oakenshaw	„ Wath Road Junction	—	29	35	42	50	55	61	67	74	90	33	40	48	58	64	70	77	85	90
Wath Road Junction	„ Masboro' South Junction	—	29	35	42	50	55	61	67	74	100	35	42	50	60	67	73	80	88	100
Holmes Junction	„ Masboro' S. S.	—	39	47	56	67	74	82	50	99	100	39	47	56	67	74	82	50	99	100
Masboro' Station	„ Grimesthorpe	—	35	42	50	60	67	73	80	88	100	35	42	50	60	66	73	80	88	100
Grimesthorpe Sidings	„ Dore & Totley	*	17	20	24	29	32	36	39	43	52	—	—	—	—	—	—	—	—	—
Grimesthorpe Sidings	„ Queen's Road	*	—	—	—	—	—	—	—	—	—	22	26	32	39	43	47	52	57	48
Queen's Road	„ Dore & Totley	*	—	—	—	—	—	—	—	—	—	22	26	32	39	43	47	52	57	48
Dore and Totley	„ Dronfield	*	17	20	24	29	32	36	39	43	52	17	20	24	29	32	36	39	43	52
Dronfield	„ Tapton Junction	*	22	26	32	39	43	47	52	57	52	17	20	24	29	32	36	39	43	52
Masboro' S. S.	„ Clay Cross	*	27	32	39	47	51	56	62	68	100	35	42	50	60	66	73	80	88	100
Clay Cross	„ Morton	—	26	31	37	45	49	54	60	66	75	35	42	50	60	66	73	80	88	100
Clay Cross	„ Morton (Goods Line)	—	27	32	39	47	51	56	62	68	100	—	—	—	—	—	—	—	—	—
Morton	„ Stanton Gate	—	36	43	52	63	69	76	84	92	100	27	32	39	47	51	56	62	68	100
Stanton Gate	„ Toton	—	36	43	52	63	69	76	84	92	100	29	35	42	50	55	61	67	74	100
Prince of Wales	„ Whitwood	—	27	32	39	47	51	56	62	68	80	26	31	37	45	49	54	60	66	80
Whitwood	„ Methley Junction	—	32	38	46	55	61	67	74	81	90	26	31	37	45	49	54	60	66	80
Don Pedro or Ackton Hall to	„ Sharlston	—	15	18	22	26	29	31	34	37	50	15	18	22	26	29	31	34	37	50
Sharlston	„ Snydale	AWB	29	35	42	50	55	61	67	74	50	15	18	22	26	29	31	34	37	50
Oakenshaw South Jc.	„ Calder Bridge Junction	C	23	28	33	40	44	48	53	58	52	17	20	24	29	32	36	37	41	80
Crofton East Junction	„ Oakenshaw North Jc.	—	27	32	39	47	51	56	62	68	80	23	28	33	40	44	48	53	58	80
Wakefield (W.)	„ West Riding Junction	—	12	14	17	21	23	25	28	31	34	13	16	19	22	25	27	30	33	38
Mytholmroyd	„ Thornhill (Mid. Jc.)	*	31	37	45	54	59	65	71	78	80	—	—	—	—	—	—	—	—	—
Thornhill (Mid. Jc.)	„ Mytholmroyd	—	—	—	—	—	—	—	—	—	—	24	29	35	41	46	50	55	60	80
Thornhill (Mid. Jc.)	„ Middlestown Junction	—	20	24	29	35	38	42	46	51	90	28	34	40	48	53	58	64	70	90
Dewsbury Yard	„ Dewsbury Gds. Jc.	AWB	8	10	12	14	15	17	18	20	28	17	20	24	29	32	36	39	43	50
Dewsbury Goods Jc.	„ Royston Junction	*	28	34	40	48	53	58	64	70	90	28	34	40	48	53	58	64	70	90
Barnsley	„ Cudworth N. or S. Jcs.	—	29	35	42	50	55	61	67	74	60	12	14	17	21	23	25	28	31	46
Barnsley West Junction	„ Doncaster Rd. Sidings	*	17	20	24	29	32	36	39	43	50	12	14	17	21	23	25	28	31	46
Doncaster Rd. Sidings	„ Monk Spring Junction	*	17	20	24	29	32	36	39	43	50	15	18	22	26	29	31	34	37	50
Cudworth Station	„ Ardsley Sidings	*	17	20	24	29	32	36	39	43	58	27	32	39	47	51	56	62	68	70
South Junction	„ Monk Spring Junction	*	17	20	24	29	32	36	39	43	58	25	30	36	44	48	53	58	64	70
Ardsley Sidings	„ Wharcliffe Sidings	*	17	20	24	29	32	36	39	43	58	15	18	22	26	29	31	34	37	70
Monk Spring Junction	„ Wharcliffe C. Sdgs.	AWB	25	30	36	43	48	52	57	63	50	8	10	12	14	15	17	18	20	40
Wharcliffe C. S.	„ Wharcliffe Sdgs.	AWB	25	30	36	43	48	52	57	63	50	10	12	14	17	19	21	23	25	60
Wharcliffe Sidings	„ Wentworth	*	17	20	24	29	32	36	39	43	58	18	22	26	31	34	38	41	45	70
Wentworth and	„ North Junctions	*	25	30	36	44	48	53	58	64	50	17	20	24	29	32	36	39	43	50
Wincobank Station	„ Smithy Wood Junction	*	15	18	22	26	29	31	34	37	50	21	25	30	36	40	44	48	53	50
Smithy Wood Colliery	„ Storr's Mill	—	31	37	45	54	59	65	71	78	50	24	29	35	41	46	50	55	60	80
Grimethorpe Colliery	„ Milford Junction	—	32	38	46	55	61	67	74	81	70	32	38	46	55	61	67	74	81	70
York	„ Hickleton Colliery	—	24	29	35	41	46	50	55	60	70	24	29	35	41	46	50	55	60	70
Milford Junction	„ Moorhorpe	—	24	29	35	41	46	50	55	60	70	24	29	35	41	46	50	55	60	70
South Kirkby Colliery	„ Bolton-on-Dearne	—	29	35	42	50	55	61	67	74	70	24	29	35	41	46	50	55	60	70
Hickleton Colliery	„ Wath Road Junction	—	29	35	42	50	55	61	67	74	70	32	38	46	55	61	67	74	81	70
Bolton-on-Dearne	„ Mexboro'	—	32	38	46	55	61	67	74	81	54	19	23	27	33	36	40	44	48	50
Swinton	„ Doncaster	—	32	38	46	55	61	67	74	81	42	24	29	35	41	46	50	55	60	50
Mexboro'	„ Don Bridge Junction	*	7	9	11	13	14	16	17	19	70	27	32	39	47	51	56	62	68	70
Roundwood	„ Silverwood Coll.	AWB	7	9	11	13	14	16	17	19	70	27	32	39	47	51	56	62	68	70
Don Bridge Junction	„ Thurcroft Coll.	AWB	18	22	26	32	34	38	41	45	70	27	32	38	46	51	56	62	68	70
Silverwood Colliery	„ Holmes	—	13	16	19	22	25	27	30	33	44	29	35	42	50	55	61	67	74	50
Rotherham (Westgate)	„ Treeton Junction	—	28	34	40	48	53	58	64	70	70	23	28	33	40	44	48	53	58	70
Brightside Sta. Jc.	„	—																		

C—Trains from Wakefield to Oakenshaw South Junction composed of more than 42 wagons must be assisted by bank engine.



# LOADING OF MINERAL TRAINS (continued)

## LEEDS, MASBORO' S.S., SHEFFIELD, AND TOTON, AND BRANCHES (continued)

BETWEEN		NOTES	UP								Maximum Number of wagons authorised	DOWN								Maximum Number of wagons authorised
			MINERAL									MINERAL								
			Class of Engine									Class of Engine								
			1	2	3	4	5	6	7	8		1	2	3	4	5	6	7	8	
Tinsley Park Colliery	and Tinsley Park Colliery	—	21	25	30	36	40	44	48	53	50	10	12	14	17	19	21	23	25	30
Sheffield (G.C.)	Wicker	AWB	17	20	24	29	32	36	39	43	30	10	12	14	17	19	21	23	25	20
Wicker	Grimesthorpe	—	39	47	56	67	74	82	90	99	90	39	47	56	67	74	82	90	99	70
Grimesthorpe	Attercliffe Yard	—	22	26	32	38	42	46	51	56	38	29	35	42	50	55	61	67	74	40
Nunmery Main Line Jc.	Sheffield City	AWB	25	30	36	43	48	52	57	63	40	13	16	19	22	25	27	30	33	40
Kiveton Park Colliery	Norwood	AWB	25	30	36	43	48	52	57	63	57	8	10	12	14	15	17	18	20	30
Norwood	Killamarsh	—	42	50	60	73	80	88	96	100	72	20	24	29	35	38	42	46	51	70
Elmton and Creswell	Crown	AWB	14	17	20	24	27	29	32	35	50	24	29	35	41	46	50	55	60	70
Clown	Oxcroft Coll. Sdgs. No. 3	—	16	19	23	28	30	33	37	41	70	14	17	20	24	27	29	32	35	70
Oxcroft Coll. Sdgs. No. 3	Seymour Junction	AWB	40	48	58	69	76	84	92	100	70	15	18	22	26	29	31	34	37	70
Oxcroft Coll. Nos. 1 & 2	Seymour Jc.	AWB	30	36	43	52	57	63	69	76	70	15	18	22	26	29	31	34	37	70
Glapwell Old Colliery	Palterton and Sutton	—	35	42	50	60	67	73	80	88	80	11	13	16	19	21	23	25	27	80
Glapwell New Colliery	Palterton and Sutton	—	35	42	50	60	67	73	80	88	80	13	16	19	22	25	27	30	33	80
Palterton and Sutton	Bolsover	—	35	42	50	60	67	73	80	88	80	28	34	40	48	53	58	64	70	80
Bolsover	Seymour Junction	—	45	54	65	78	86	94	100	100	70	28	34	40	48	53	58	64	70	80
Seymour Junction	Hall Lane Junction	—	28	34	40	48	53	58	64	70	90	36	43	52	62	68	75	83	91	90
Hall Lane Junction	Staveley (via Summit)	—	24	29	35	41	46	50	55	60	90	36	43	52	62	68	75	83	91	90
Hall Lane Junction	Staveley (via Curve)	—	24	29	35	41	46	50	55	60	90	36	43	52	62	68	75	83	91	90
Hall Lane Junction	Foxlow Junction	—	36	43	52	62	68	75	83	91	90	28	34	40	48	53	58	64	70	80
Cobnarwood Junction	Nesfield Colliery	AWB	11	13	16	19	21	23	25	27	25	17	20	24	29	32	36	39	43	30
Sheepbridge Yard	Cobnarwood Junction	—	21	25	30	36	40	44	48	53	45	17	20	24	29	32	36	39	43	30
Dunston and Barlow	Sheepbridge Yard	—	21	25	30	36	40	44	48	53	45	17	20	24	29	32	36	39	43	30
Avenue	Grassmoor Colliery	AWB	13	16	19	22	25	27	30	33	100	42	50	60	73	80	88	96	100	70
Grassmoor Junction	Bond's Main Nth. Jc.	—	10	12	14	17	19	21	23	25	100	30	36	43	52	57	63	69	76	70
Bond's Main North Jc.	Bond's Main Colliery	—	10	12	14	17	19	21	23	25	100	14	17	20	24	27	29	32	35	70
Grassmoor Colliery	North Wingfield Colliery	—	10	12	14	17	19	21	23	25	100	38	46	55	66	72	79	87	96	70
North Wingfield Colliery	Holmwood Junction	—	16	19	23	28	30	33	37	41	100	38	46	55	66	72	79	87	96	100
Hardwick Colliery	Holmwood Junction	—	10	12	14	17	19	21	23	25	30	10	12	14	17	19	21	23	25	25
Pilley Colliery	Morton Sidings	AWB	40	48	58	69	76	84	92	100	100	10	12	14	17	19	21	23	25	50
Pleasley Junction	Pleasley	—	12	14	17	21	23	25	28	31	100	20	24	29	35	38	42	46	51	100
Pleasley	Skegby Junction	—	25	30	36	43	48	52	57	63	100	24	29	35	41	46	50	55	60	100
Stoneyford Lane	Skegby Junction	—	21	25	30	36	40	44	48	53	100	12	14	17	21	23	25	28	31	100
Skegby Junction	Whiteboro'	—	25	30	36	43	48	52	57	63	100	24	29	35	41	46	50	55	60	100
Whiteboro'	Tibshelf & Newton	AWB	25	30	36	43	48	52	57	63	100	12	14	17	21	23	25	28	31	100
Tibshelf & N.	Tibshelf Sidings	AWB	30	36	43	52	57	63	69	76	100	12	14	17	21	23	25	28	31	100
Tibshelf Colliery	Tibshelf & N.	AWB	25	30	36	43	48	52	57	63	100	12	14	17	21	23	25	28	31	100
New Hucknall	B. Winning	AWB	50	60	72	86	95	100	100	100	100	12	14	17	21	23	25	28	31	100
B. Winning	Blackwell East Junction	—	50	60	72	86	95	100	100	100	100	20	24	29	35	38	42	46	51	100
Blackwell East Junction	Tibshelf Sidings	—	24	29	35	41	46	50	55	60	100	11	13	16	19	21	23	25	27	70
Kirkby Station Junction	Bentnick Colliery Sdgs.	—	28	34	40	48	53	58	64	64	80	11	13	16	19	21	23	25	27	70
Bentnick Colliery Sidings	Bentnick Colliery	—	14	17	20	24	27	29	32	35	58	14	17	20	24	27	29	32	35	48
Bentnick Colliery Sidings	Portland	—	35	42	50	60	67	73	80	88	80	14	17	20	24	27	29	32	35	70
Portland	Pinxton	—	35	42	50	60	67	73	80	88	80	17	20	24	29	32	36	39	43	70
Bentnick Colliery	Langton Colliery	—	35	42	50	60	67	73	80	88	60	13	16	19	22	25	27	30	33	36
Langton Colliery	Pinxton	AWB	35	42	50	60	67	73	80	88	60	13	16	19	22	25	27	30	33	36
Pinxton	Pye Bridge Junction	—	41	49	59	71	78	86	90	99	100	25	30	36	43	48	52	57	63	80
Sleight's Sidings West	Pye Bridge Junction	—	35	42	50	60	67	73	80	88	100	25	30	36	43	48	52	57	63	80
Heanor	Heanor Junction	—	41	49	59	71	78	86	90	99	100	25	30	36	43	48	52	57	63	80
Ilkeston Town	Ilkeston South Junction	—	15	18	22	26	29	31	34	37	46	12	14	17	21	23	25	28	31	36
Bennerley Jc.	Ilkeston West Jc.	—	13	16	19	22	25	27	30	33	46	13	16	19	22	25	27	30	33	42
Mapperton Colliery	Mapperton Junction	AWB	13	16	19	22	25	27	30	33	46	13	16	19	22	25	27	30	33	42
Shipley Colliery	Stanton Gate	—	40	48	58	69	76	84	92	100	65	9	11	13	16	17	19	21	23	30
		—	42	50	60	73	80	88	96	100	70	20	24	29	35	38	42	46	51	60

F—Applies to trains starting from Sleight's Sidings.

G—Applies to trains starting from Sleight's Sidings and assisted by engine in rear.

D—Empty wagon trains on these sections convey the following loadings:—

	Empty Wagons				
	Class of Engine				
	4	5	6	7	8
Avenue to Grassmoor Colliery	50	55	61	67	74
Grassmoor Junction to Bonds Main Colliery	40	44	48	53	58
Grassmoor Colliery to North Wingfield	35	38	42	46	51

E—Empty wagon trains from Staveley (Summit Sidings) to Markham Colliery Sidings convey the following loadings:—

CLASS OF ENGINE		Empty Wagons
Class 4 Freight Tender .....		46
Class 3 Freight Tender .....		37
Class 2 Freight Tender .....		31

†—20-ton brake van required in down direction only

# LOADING OF MINERAL TRAINS (continued)

## RETFORD, NOTTINGHAM, LINCOLN AND BRANCHES

BETWEEN		NOTES	UP								Maximum Number of wagons authorised	DOWN								Maximum number of wagons authorised
			MINERAL									MINERAL								
			Class of Engine									Class of Engine								
			1	2	3	4	5	6	7	8		1	2	3	4	5	6	7	8	
Shireoaks East Junction	and Retford	—	26	31	37	45	49	54	60	66	70	22	26	32	38	42	46	51	56	80
Shireoaks East Junction	Whitwell	—	22	26	32	38	42	46	51	56	70	26	31	37	45	49	54	60	66	80
Whitwell	Elmton & Cresswell	—	27	32	39	47	51	56	62	68	70	26	31	37	45	49	54	60	66	90
Elmton & Cresswell	Sherwood Colliery Sdgs.	—	22	26	32	38	42	46	51	56	70	26	31	37	45	49	54	60	66	90
Sherwood Colliery Sdgs	Kirkby Sdgs	—	27	32	39	47	51	56	62	68	90	16	19	23	28	30	33	37	41	70
Kirkby Sdgs	Annesley	—	27	32	39	47	51	56	62	68	90	16	19	23	28	30	33	37	41	70
Annesley	Hucknall No. 2	—	29	35	42	51	56	62	68	75	90	16	19	23	28	30	33	37	41	70
Hucknall No. 2	Hucknall No. 1	—	36	43	52	63	69	76	84	92	90	17	20	24	29	32	36	39	43	70
Hucknall No. 1	Bestwood Park Jc.	—	36	43	52	63	69	76	84	92	100	27	32	39	47	51	56	62	68	100
Bestwood Park Junction	Lenton North Jc.	—	36	43	52	63	69	76	84	92	100	27	32	39	47	51	56	62	68	100
Lenton North Junction	Nottingham	—	36	43	52	63	69	76	84	92	90	37	44	53	64	70	77	85	93	90
Lenton North Junction	Beeston Sdgs	—	41	49	59	71	76	86	95	99	90	—	—	—	—	—	—	—	—	—
Nottingham (Sneinton Jc.)	Nottingham (L.N.E.)	—	29	35	42	50	55	61	67	74	50	29	35	42	50	55	61	67	74	50
Nottingham (L.N.E.)	Transfer Sdgs	—	20	24	29	35	38	42	46	51	50	20	24	29	35	35	35	35	35	50
Transfer Sdgs	Manvers Street	—	20	24	29	35	38	42	46	51	50	20	24	29	35	38	42	46	51	50
Manvers Street	Colwick Estates Exchange Sdgs (L.N.E.) (via avoiding line at East Colwick)	—	20	24	29	35	38	42	46	51	50	20	24	29	35	38	42	46	51	50
Kirk Sandall Junction	St. Catherine's Junction	—	29	35	42	50	55	61	67	74	70	29	35	42	50	55	61	67	74	70
Black Carr West	St. Catherine's Junction	—	29	35	42	50	55	61	67	74	80	29	35	42	50	55	61	67	74	80
St. Catherine's Junction	Dinnington Colliery	—	18	22	26	31	34	38	41	45	70	21	25	30	36	40	44	48	53	80
Firbeck Colliery, Harworth Colliery	Firbeck Junctions	—	18	22	26	31	34	38	41	45	60	18	22	26	31	34	38	41	45	60
Dinnington Colliery	Woodend Junction	*	29	35	42	50	55	61	67	74	70	15	18	22	26	29	31	34	37	62
Welbeck Colliery Loop	Shirebrook Junction	*	17	20	24	29	32	36	39	43	60	16	19	23	28	30	33	37	41	60
Thoresby Colliery Sdgs.	Thoresby Coll. Jc.	—	19	23	27	33	36	40	44	48	45	—	—	—	—	—	—	—	—	—
Thoresby Coll. Jc.	Wagon Sdgs	—	18	21	25	30	33	37	40	44	45	18	21	25	30	33	37	40	44	45
Thoresby Coll. Jc.	Shirebrook Junction	—	18	21	25	30	33	37	40	44	45	19	23	27	33	36	40	44	48	45
Warsop Main Colliery	Shirebrook Station	—	15	18	22	26	29	31	34	37	50	19	23	27	33	36	40	44	48	68
Mansfield North & South Junctions	Mansfield Colliery Junction	—	21	25	30	36	40	44	48	53	90	25	30	36	43	48	52	57	63	50
Mansfield Colliery	Mansfield Coll. Jc.	*	16	19	23	28	30	33	37	41	50	15	18	22	26	29	31	34	37	52
Mansfield Coll. Jc.	Rufford Junction	—	36	43	52	62	68	75	83	91	90	17	20	24	29	32	36	39	43	90
Clipstone Colliery	Rufford Colliery	*	12	14	17	21	23	25	28	31	50	17	20	24	29	32	36	39	43	90
Rufford Colliery	Rufford Junction	*	17	20	24	29	32	36	39	43	50	32	38	46	55	61	67	74	81	90
Rufford Junction	Blidworth Junction	—	36	43	52	62	68	75	83	91	90	17	20	24	29	32	36	39	43	90
Blidworth Junction	Farnsfield	—	41	49	59	71	78	86	94	100	90	17	20	24	29	32	36	39	43	80
Ollerton Colliery	Junction for Loaded Wagon Sdgs	—	29	35	42	50	55	61	67	74	80	—	—	—	—	—	—	—	—	—
Ollerton Colliery Empty Wagon Sdgs	Junction for E. W. Sdgs.	—	—	—	—	—	—	—	—	—	—	16	19	23	28	30	33	37	41	80
Ollerton (Junction for L.W. Sdgs)	Junction for E. W. Sdgs.	—	30	36	43	52	57	63	69	76	80	—	—	—	—	—	—	—	—	—
Ollerton (Junction for E. W. Sdgs)	Bilsthorpe	—	30	36	43	52	57	63	69	76	80	16	19	23	28	30	33	37	41	80
Bilsthorpe	Farnsfield	—	30	36	43	52	57	63	69	76	80	16	19	23	28	30	33	37	41	80
Farnsfield	Rollerton Junction	K	41	49	59	71	78	86	94	100	90K	17	20	24	29	32	36	39	43	80
Rollerton West Junction	Fiskerton Junction	—	41	49	59	71	78	86	94	100	90K	41	49	59	71	78	86	94	100	90
Blidworth Colliery	Blidworth Junction	—	32	38	46	55	61	67	74	81	60	17	20	24	29	32	36	39	43	60
Sutton	Sutton Junction	—	14	17	20	24	27	29	32	35	48	11	13	16	19	21	23	25	27	36
Bestwood Colliery	Bestwood Park Jc.	AWB	35	42	50	60	67	73	80	88	60	17	20	24	29	32	36	39	43	50
Kimberley	Watnall Jc.	AWB	14	17	20	24	27	29	32	35	48	21	25	30	36	40	44	48	53	50
Watnall Coll. or Watnall Jc.	Basford Junction	AWB	25	30	36	43	48	52	57	63	50	10	12	14	17	19	21	23	25	40
Cinder Hill Junction Box	Basford Junction	AWB	35	42	50	60	67	73	80	88	60	8	10	12	14	15	17	18	20	40
Cinder Hill Junction Box	Cinder Hill Empty Wagon Sdgs	AWB	35	42	50	60	67	73	80	88	60	8	10	12	14	15	17	18	20	40
Trowell Junction	Trowell Moor Sdgs	—	21	25	30	36	40	44	48	53	100	29	35	42	50	55	61	67	74	100
Trowell Moor Sdgs	Wollaton East	—	21	25	30	36	40	44	48	53	100	21	25	30	36	40	44	48	53	100
Wollaton East	Radford	—	29	35	42	50	55	61	67	74	100	21	25	30	36	40	44	48	53	100
Lincoln	Nottingham	—	41	49	59	71	78	86	94	100	100	41	49	59	71	78	86	94	100	100
Lincoln (Mid.)	Lincoln (G.C.)	—	32	38	46	55	61	67	74	81	60	—	—	—	—	—	—	—	—	—
Lincoln (Mid.)	Lincoln (G.N.)	—	28	34	40	48	53	58	64	70	48	—	—	—	—	—	—	—	—	—

†—20 ton brake van required in down direction only.

G—L. & N.E. empty wagon trains Workshop to Whitwell must not arrive Whitwell with more than 49 wagons and brake van.

K—Trains between Farnsfield and Beeston Sdgs via Fiskerton Junction must not exceed 58 wagons and brake van.

M—Trains to Nottingham L. & N.E. Exchange Sdgs must not exceed 50 wagons and be worked with brake van each end.

N—Trains to Beeston Sdgs via Lenton Curve must not exceed 58 wagons and brake van except by arrangement.

O—Over the following sections of the line empty wagon trains signalled "Mineral" will convey the number of empty wagons shown below:—

BETWEEN		DOWN							
		Class of Engine							
		1	2	3	4	5	6	7	8
Kirkby Sdgs	and Annesley	35	42	50	60	67	73	80	88
Annesley	" Hucknall No. 2	35	42	50	60	67	73	80	88
Hucknall No. 2	" Hucknall No. 1	35	42	50	60	67	73	80	88
Hucknall No. 1	" Bestwood Park Jc.	35	42	50	60	67	73	80	88

# LOADING OF MINERAL TRAINS (continued)

## DERBY, TON, AND LONDON (VIA LEICESTER), NOTTINGHAM AND GLENDON JUNCTION, AND BRANCHES

BETWEEN		NOTES	UP								Maximum Number of wagons authorised	DOWN								Maximum Number of wagons authorised
			MINERAL									MINERAL								
			Class of Engine									Class of Engine								
1	2	3	4	5	6	7	8	1	2	3	4	5	6	7	8					
Toton and Trent .....	—	30	36	43	52	57	63	69	76	100	36	43	52	63	69	76	84	92	100	
Trent " Ratcliffe Junction .....	—	30	36	43	52	57	63	69	76	100	41	49	59	71	78	86	94	100	100	
Toton " Meadow Lane .....	—	33	40	48	57	63	69	76	84	100	33	40	48	57	63	69	76	84	100	
Meadow Lane Junction " Attenboro' Junction .....	—	33	40	48	57	63	69	76	84	100	33	40	48	57	63	69	76	84	100	
North Erewash Junction " Long Eaton Junction .....	—	41	49	59	71	78	86	94	100	100	41	49	59	71	78	86	94	100	100	
Meadow Lane " Ratcliffe Junction .....	—	27	32	39	47	51	56	62	68	100	30	36	43	52	57	63	69	76	100	
Chaddesden or Derby " Spondon Junction .....	—	32	39	47	56	62	68	75	82	100	36	44	53	63	69	76	84	92	100	
Spondon Junction " Sheet Stores Junction .....	—	27	32	39	47	51	56	62	68	100	36	44	53	63	69	76	84	92	100	
Sawley Jc. to Trent Sta. North (Via North Curve) .....	—	27	32	39	47	51	56	62	68	100	—	—	—	—	—	—	—	—	—	
Sheet Stores Junction " Trent .....	—	36	44	53	63	69	76	84	92	100	32	38	46	55	61	67	74	81	100	
Sheet Stores Junction and Ratcliffe Jc. ....	E	32	38	46	55	61	67	74	81	100	36	44	53	63	69	76	84	92	100	
Ratcliffe Junction " Syston .....	E	27	32	39	47	51	56	62	68	100	27	32	39	47	51	56	62	68	100	
Melton Junction " Syston N'th or S'th Jc. ....	E	27	32	39	47	51	56	62	68	100	27	32	39	47	51	56	62	68	100	
Syston " Wigston .....	E	29	35	42	50	55	61	67	74	100	27	32	39	49	51	56	62	68	100	
Wigston " Market Harboro' .....	E	29	35	42	50	55	61	67	74	100	24	29	35	41	46	50	55	60	100	
Market Harboro' " Desboro' .....	E	25	30	36	43	48	52	57	63	100	24	29	35	41	46	50	55	60	100	
Desboro' " Glendon S'th Junction .....	E	32	39	47	56	62	68	75	82	100	24	29	35	41	46	50	55	60	100	
Trent " Beeston .....	—	36	44	53	63	69	76	84	92	100	33	40	48	57	63	69	76	84	100	
Beeston " Nottingham .....	—	36	44	53	63	69	76	84	92	100	41	49	59	71	78	86	94	100	100	
Nottingham " Holwell Sidings .....	—	27	32	39	47	51	56	62	68	100	27	32	39	47	51	56	62	68	100	
Holwell Sidings " Melton Junction .....	—	33	40	48	57	63	69	76	84	100	27	32	39	47	51	56	62	68	100	
Melton Junction " Oakham .....	—	27	32	39	47	51	56	62	68	100	27	32	39	47	51	56	62	68	100	
Oakham " Manton .....	—	27	32	39	47	51	56	62	68	100	25	30	36	43	48	52	57	63	100	
Manton " Glendon S'th Junction .....	—	27	32	39	47	51	56	62	68	100	25	30	36	43	48	52	57	63	100	
Glendon S'th Junction " Kettering .....	CE	32	39	47	56	62	68	75	82	100	25	30	36	43	48	52	57	63	100	
Kettering " Wellinboro' .....	E	32	39	47	56	62	68	75	82	100	27	32	39	47	51	56	62	68	100	
Wellinboro' " Irchester South .....	E	27	32	39	47	51	56	62	68	100	27	32	39	47	51	56	62	68	100	
Irchester South " Sharnbrook (Passenger Line) .....	E	24	29	35	41	46	50	55	60	100	24	29	35	41	46	50	55	60	100	
Irchester South " Sharnbrook (Goods Line) .....	E	27	32	39	47	51	56	62	68	100	27	32	39	47	51	56	62	68	100	
Sharnbrook " Bedford .....	E	27	32	39	47	51	56	62	68	100	27	32	39	47	51	56	62	68	100	
Bedford " Leagrave .....	E	27	32	39	47	51	56	62	68	100	27	32	39	47	51	56	62	68	100	
Leagrave " London .....	E	30	36	43	52	57	63	69	76	90	27	32	39	47	51	56	62	68	100	
Wigston " Rugby .....	—	29	35	42	50	55	61	67	74	100	33	40	48	57	63	69	76	84	100	
Eaton Mines " Waltham .....	*F	11	13	16	19	21	23	25	27	25	11	13	16	19	21	23	25	27	37	
Waltham " Itters Brick Co.'s Sidings .....	* *	16	19	23	28	30	33	37	41	35	11	13	16	19	21	23	25	27	37	
Itters Brick Co.'s Sidings " Stanton Mines .....	AWB	25	30	36	43	48	52	57	62	40	11	13	16	19	21	23	25	27	45	
Stanton Mines " Holwell Sidings .....	AWB	25	30	36	43	48	52	57	62	50	11	13	16	19	21	23	25	27	45	
Stanton Mines " Toft Tunnel (Saxby end) .....	AWB	21	25	30	36	40	44	48	53	60	33	40	48	57	63	69	76	84	60	
Toft Tunnel (Saxby end) " Little Bytham Junction .....	—	21	25	30	36	40	44	48	53	60	33	40	48	57	63	69	76	84	60	
Little Bytham Junction " South Witham .....	—	21	25	30	36	40	44	48	53	60	33	40	48	57	63	69	76	84	60	
South Witham " Pain's Sidings .....	—	24	29	35	41	46	50	55	60	75	33	40	48	57	63	69	76	84	75	
Pain's Sidings " Saxby .....	—	24	29	35	41	46	50	55	60	75	21	25	30	36	40	44	48	53	75	
Peterboro' (East) " Spittal Bridge .....	—	29	35	42	50	55	61	67	74	60	51	61	73	88	97	100	100	100	100	
Peterboro' (Spittal Bdge.) " Luffenham .....	—	27	32	39	47	51	56	62	68	100	43	52	62	74	82	90	99	100	100	
Luffenham " Manton .....	D	25	30	36	43	48	52	57	63	100	35	42	50	60	67	73	80	88	100	

C—Trains from Kettering Iron Co. to Kettering Down Sidings worked by Class 2 Engines may convey 45 wagons, provided there is a 20-ton brake van on the rear of each train exceeding 39 wagons.

D—Ironstone trains, when worked by Class 7 engines, must not exceed equal to 52 loaded wagons from Luffenham to Manton.

E—Garratt 2-6-6-2 freight engines, working mineral trains from Stanton Gate to Brent, will convey 87 wagons of mineral (or their equivalent). The maximum number of wagons authorised on these trains is 87 wagons.

F—Ironstone trains consisting of 20-ton wagons, worked by Class 4 engines, may convey 12 such wagons over the up line between Eaton Mines and Waltham under favourable weather conditions.

§—Trains marked "AT" at the head of the column in the Freight Working Time Table will convey full mineral loading and run at "AT" point to point timings.

# LOADING OF MINERAL TRAINS (continued)

## DERBY, TON, AND LONDON (via LEICESTER) NOTTINGHAM AND GLENDON JUNCTION AND BRANCHES (continued)

BETWEEN		Notes	UP								Max. No. of wagons authorised	DOWN								Max. No. of wagons authorised
			MINERAL									MINERAL								
			Class of Engine									Class of Engine								
			1	2	3	4	5	6	7	8		1	2	3	4	5	6	7	8	
Loddington and Cransley Wks. <b>AWB</b>	—	21	25	30	36	40	44	48	53	60	11	13	16	19	21	23	25	27	32	
Cransley Works „ Kettering	—	21	25	30	36	40	44	48	53	60	21	25	30	36	40	44	48	53	60	
Kettering „ Butlin's Sidings	—	18	22	26	31	34	38	41	45	70	22	26	32	38	42	46	51	56	70	
Butlin's Sidings „ Raunds	—	18	22	26	31	34	38	41	45	70	18	22	26	31	34	38	41	45	70	
Raunds „ Kimbolton	—	29	35	42	50	55	61	67	74	70	18	22	26	31	34	38	41	45	70	
Kimbolton „ Huntingdon	—	33	40	48	57	63	69	76	84	70	18	22	26	31	34	38	41	45	70	
Huntingdon „ Cambridge	—	33	40	48	57	63	69	76	84	70	33	40	48	57	63	69	76	84	70	
Irchester Junction „ Higham Ferrers	—	21	25	30	36	40	44	48	53	60	21	25	30	36	40	44	48	53	60	
Wellingboro' (Mid.) „ Wellingboro' (L. Rd.)	—	32	38	46	55	61	67	74	81	80	32	38	46	55	61	67	74	81	70	
Wellingboro' (L. Rd.) „ Northampton	—	29	35	42	50	55	61	67	74	70	29	35	42	50	55	61	67	74	70	
Northampton „ Hardington Jc.	—	32	38	46	55	61	67	74	81	70	32	38	46	55	61	67	74	81	70	
Hardington Jc. „ Ravenstone Wood Jc.	—	20	24	29	35	38	42	46	51	70	20	24	29	35	38	42	46	51	70	
Ravenstone Wood Jc. „ Olney	†	20	24	29	35	38	42	46	51	70	15	18	22	26	29	31	34	37	70	
Olney „ Oakley Junction	†	20	24	29	35	38	42	46	51	70	20	24	29	35	38	42	46	51	70	
Bedford „ Cardington	—	32	38	46	55	61	67	74	81	70	32	38	46	55	61	67	74	81	70	
Cardington „ Southill	—	24	29	35	41	46	50	55	60	70	32	38	46	55	61	67	74	81	70	
Southill „ Hitchin	—	24	29	35	41	46	50	55	60	70	24	29	35	41	46	50	55	60	70	
Hemel Hempsted „ Godwin's Sids. <b>AWB</b>	—	E 8	10	12	14	—	—	—	—	28	E 11	13	16	19	—	—	—	—	38	
Godwin's Sidings „ Harpenden Junction	—	E 8	10	12	14	—	—	—	—	28	E 11	13	16	19	—	—	—	—	38	

E Also applicable to class I passenger tank engines.

† 20 ton brake van required on all trains exceeding a class 4 engine loading.

## SHOEBURYNESSE, TILBURY AND LONDON AND BRANCHES

Shoeburyness and Upminster	—	20	24	29	35	38	42	46	51	100	20	24	29	35	38	42	46	51	100
Upminster „ Little Ilford	—	24	29	35	41	46	50	55	60	100	24	29	35	41	46	50	55	60	100
Pitsea „ Plaistow (via Tilbury)	—	24	29	35	41	46	50	55	60	100	24	29	35	41	46	50	55	60	100
Plaistow „ Bromley Junction	—	21	25	30	36	40	44	48	53	45	24	29	35	41	46	50	55	60	45
Bromley Junction and Commercial Road	—	19	23	27	33	36	40	44	48	33	24	29	35	41	46	50	55	60	45
Bromley Jct. to Acton G.W.	D	21	25	30	36	40	44	48	53	45	—	—	—	—	—	—	—	—	—
St. Pancras Sidings, Maiden Lane Sidings, Camden (via Western Division)																			
Acton (G.W.), Old Oak Sidings, or Willesden (via Western Divn.) to Bromley Junction	C	—	—	—	—	—	—	—	—	—	—	20	24	29	32	36	39	43	35
Thames Haven and Thames Haven Jc.	—	24	29	35	41	46	50	55	60	100	24	29	35	41	46	50	55	60	100
West Thurrock Jc. „ Upminster	—	17	20	24	29	32	36	39	43	50	17	20	24	29	32	36	39	43	50
Romford „ Upminster	—	17	20	24	29	32	36	39	43	50	17	20	24	29	32	36	39	43	50

C—On trains from Acton (G.W.) 12-ton loaded wagons are calculated on basis of 5 equal to 6 ordinary minerals.

D—Between 12-0 night and 8-0 a.m. maximum number of wagons to Maiden Lane is 34. At other times when Maiden Lane Junction Box is closed, the maximum number of wagons is 37.



## LOADING OF MINERAL TRAINS (continued)

### (LONDON LOCAL)

From	To	Notes	MINERAL								Maximum number of wagons authorised	
			Class of Engine									
			1	2	3	4	5	6	7	8		
Brent South Sidings .....	Brent Up Siding	} via engine line	—									
Brent Up Sidings .....	Brent South Sidings		—	10	12	14	17	19	21	23	25	40
Brent .....	Neasden Sidings .....	—	25	30	36	43	48	52	57	63	50	
Neasden Sidings .....	Brent .....	—	25	30	36	43	48	52	57	63	44	
Brent .....	Acton (G.W.) .....	—	25	30	36	43	48	52	57	63	46	
Acton (G.W.) .....	Brent .....	D	21	25	30	36	40	44	48	53	44	
Brent or Cricklewood .....	Kew .....	—	30	36	43	52	57	63	69	76	50	
Kew .....	Brent .....	D	30	36	43	52	57	63	69	76	44	
Dudding Hill Junction .....	Cricklewood .....	—	17	20	24	29	32	36	39	43	50	
South Acton Junction .....	West Kensington .....	†	18	22	26	31	34	38	41	45	50	
West Kensington .....	South Acton Junction .....	†	13	16	19	22	25	27	30	33	36	
West Kensington .....	High Street, Kensington .....	†	13	16	19	22	25	27	30	33	18	
High Street, Kensington .....	West Kensington .....	†	11	13	16	19	21	23	25	27	20	
Brent .....	Battersea (via Barnes) .....	—	33	40	48	57	63	69	76	84	44	
Brent and Herne Hill	} via Barnes	—	23	28	33	40	—	—	—	—	50	
Brent and Hither Green		—	20	24	29	35	38	42	46	51	44	
Battersea .....	Brent (via Barnes) .....	—	20	24	29	35	38	42	46	51	44	

D—Trains from Acton (G.W.) and from Feltham (S. Rly.) proceeding via Cricklewood Jcn. can convey 50 wagons by arrangements with Willesden Control.

With trains working on above Sections, 15-ton loaded wagons are reckoned as ordinary wagons of mineral.

Class 1 passenger tank engines take class 1 load.

Class 1 freight tank engines take class 2 load.

† 20-ton brake van for all trains

Kentish Town Junction .....	Highgate Road .....	—	12	14	17	21	23	25	28	31	30
Highgate Road .....	Upper Holloway Sidings .....	—	24	29	35	41	46	50	55	60	50
Carlton Road Junction .....	Upper Holloway Sidings .....	—	19	23	27	33	36	40	44	48	50
Little Ilford .....	Carlton Road Junction .....	—	24	29	35	41	46	50	55	60	50
Upper Holloway Sidings .....	Kentish Town Jc. ....	AWB	22	26	32	38	42	46	51	56	50
Upper Holloway Sidings .....	Little Ilford .....	—	24	29	35	41	46	50	55	60	60
Upper Holloway Sidings .....	Thames Wharf .....										
South Tottenham .....	Victoria Docks .....	C	18	22	26	31	34	38	41	45	29
South Tottenham .....	Mint Street .....										
South Tottenham .....	West India Docks .....	C	18	22	26	31	34	38	41	45	29
South Tottenham .....	West India Docks .....	J	18	22	26	31	34	38	41	45	35
West India Docks .....	South Tottenham .....	J	20	24	29	35	38	42	46	51	29
West India Docks .....	South Tottenham .....	J	20	24	29	35	38	42	46	51	35
West India Docks .....	Poplar .....	—	15	18	22	26	29	31	34	37	29
Poplar .....	West India Docks .....	—	19	23	27	33	36	40	44	48	50
Poplar .....	South Tottenham .....	—	20	24	29	35	38	42	46	51	39
Thames Wharf .....	Temple Mills .....	—	18	22	26	31	34	38	41	45	35
South Tottenham .....	South Tottenham .....	—	20	24	29	35	38	42	46	51	35
Bow .....	South Tottenham .....	—	20	24	29	35	38	42	46	51	29
Victoria Docks .....	South Tottenham .....	—	20	24	29	35	38	42	46	51	29
Mint Street .....	Bow .....	—	24	29	35	41	46	50	55	60	41
Temple Mills .....	Victoria Docks .....	—	22	26	32	38	42	46	51	56	50
Thames Wharf .....	Thames Wharf .....	—	24	29	35	41	46	50	55	60	42
Victoria Docks .....											

C—40 Wagons may be conveyed from South Tottenham to West India Docks or Thames Wharf by arrangement with the L. & N. E. Company.

J—Applies to Midland Division trains passing over the L. & N. E. line between 9-0 p.m. and 4-0 a.m.

## LOADING OF MINERAL TRAINS (continued)

## LONDON LOCAL (continued)

From	To	Notes	MINERAL								Maximum number of wagons authorised
			Class of Engine								
			1	2	3	4	5	6	7	8	
St. Paul's Road Junction .....	Bricklayers' Arms .....	†	{ 11 16K	13 19K	16 23K	19 28K	21 30K	23 33K	25 37K	27 41K	30 30
„ „ .....	Wandsworth Road .....	†									
„ „ .....	Hither Green .....	†									
„ „ .....	Walworth Road .....	†									
„ „ .....	Herne Hill .....	†									
„ „ .....	Clapham .....	†									
„ „ .....	Battersea .....	†	{ 11 16K	13 19K	16 23K	19 28K	21 30K	23 33K	25 37K	27 41K	16 16
„ „ .....	Angerstein Wharf .....	†									
„ „ .....	Brixton .....	†	{ 16	19	23	28	30	33	37	41	27
Angerstein Wharf .....	St. Paul's Road Junction .....	†									
Battersea .....		†									
Bricklayers' Arms .....		†									
Brixton .....		†									
Clapham Junction .....		†									
Herne Hill .....		†									
Walworth Road .....		†									
Hither Green .....		†									
Wandsworth Road .....		†									
St. Paul's Road Junction .....	Whitecross Street .....	†	16	19	23	28	30	33	37	41	20
Whitecross Street .....	St. Paul's Road Junction .....	†	15	18	22	26	29	31	34	37	25

With trains working to South of Thames, 15 ton loaded wagons are reckoned as ordinary wagons of mineral

Class I Passenger tank engines take class I load.

Class I freight tank engines take class 2 load.

† 20-ton brake van for all trains

K—When assisted by bank engine from Farringdon & High Holborn to Ludgate Hill

From	To	Notes	MINERAL								Maximum number of wagons authorised
			Class of Engine								
			1	2	3	4	5	6	7	8	
North London Incline Box ...	Exchange Sidings .....	—	11	13	16	19	21	23	25	27	37
Exchange Sidings .....	North London Incline Box Box.....AWB	—	18	22	26	31	34	38	41	45	50

# LOADING OF MINERAL TRAINS (continued)

## LIVERPOOL, MANCHESTER AND ROWSLEY AND BRANCHES

BETWEEN			NOTES	UP								Maximum Number of wagons authorised	DOWN								Maximum Number of wagons authorised
				MINERAL									MINERAL								
				Class of Engine									Class of Engine								
1	2	3	4	5	6	7	8	1	2	3	4	5	6	7	8						
Huskisson and Walton	AWB	—	14	17	20	24	27	29	32	35	48	24	29	35	41	46	50	55	60	60	
Walton	Halewood	—	31	37	45	54	59	65	71	78	100	31	37	45	54	59	65	71	78	100	
Brunswick	Skelton Junction	—	29	35	42	50	55	61	67	74	100	29	35	42	50	55	61	67	74	100	
Skelton Junction	Cheadle Junction	—	29	35	42	50	55	61	67	74	60	29	35	42	50	55	61	67	74	90	
Cheadle Junction	Stockport	—	29	35	42	50	55	61	67	74	82	29	35	42	50	55	61	67	74	82	
Stockport	Brinnington Junction	—	17	20	24	29	32	36	39	43	60	21	25	30	36	40	44	48	53	60	
Brinnington Junction	Romiley Junction	—	13	16	19	22	25	27	30	33	60	21	25	30	36	40	44	48	53	60	
Cheadle Sidings	Cheadle Heath Station	—	26	31	37	45	49	54	60	66	60	26	31	37	45	49	54	60	66	60	
Cheadle Heath Station	New Mills South Jc.	—	13	16	19	22	25	27	30	33	60	26	31	37	45	49	54	60	66	60	
Ancoats or Ashton Road	Romiley (via Reddish)	—	13	16	19	22	25	27	30	33	60	22	26	32	39	43	47	52	57	60	
Romiley	New Mills South Jc.	—	13	16	19	22	25	27	30	33	60	22	26	32	39	43	47	52	57	60	
Gowhole	Peak Forest	—	13	16	19	22	25	27	30	33	60	26	31	37	45	49	54	60	66	60	
New Mills South Junction	Gowhole	—	13	16	19	22	25	27	30	33	60	26	31	37	45	49	54	60	66	60	
Peak Forest	Rowsley	—	22	26	32	38	42	46	51	56	60	15	18	22	26	29	31	34	37	58	
Langton Dock	Fazakerley North Jc.	AWB	—	16	19	23	28	30	33	37	41	56	18	22	26	31	34	38	41	45	60
Hough Green	Widnes	—	29	35	42	50	55	61	67	74	60	29	35	42	50	55	61	67	74	60	
Widnes	Widnes East Junction	—	15	18	22	26	29	31	34	37	88	29	35	42	50	55	61	67	74	100	
Hartford	Northwich	—	21	25	30	36	40	44	48	53	90	21	25	30	36	40	44	48	53	90	
Gravel Pit Sidings	Hartford	—	17	20	24	29	32	36	39	42	88	17	20	24	29	32	36	39	42	88	
Northwich (passing)	to Hartford	—	—	—	—	—	—	—	—	—	—	25	30	36	43	48	52	57	63	90	
Northwich	Skelton Junction	—	19	23	27	33	36	40	44	48	90	29	35	42	50	55	61	67	74	90	
Trafford Park Sidings	Heaton Mersey	—	19	23	27	33	36	40	44	48	60	22	26	32	38	42	46	51	56	60	
Heaton Mersey	Cheadle Heath	—	19	23	27	33	36	40	44	48	60	22	26	32	38	42	46	51	56	60	
Ardwick	Ashburys	—	25	30	36	43	48	52	57	64	30	25	30	36	43	48	52	57	63	30	
Midland Junction	Ancoats Junction	—	20	24	29	35	38	42	46	51	60	20	24	29	35	38	42	46	51	60	
Reddish Junction	Brinnington Junction	—	21	25	30	36	40	44	48	53	60	21	25	30	36	40	44	48	53	60	
Bredbury Junction	Woodley	—	13	16	19	22	25	27	30	33	60	19	23	27	33	36	40	44	48	60	
Ashburys East	Romiley Junction	—	18	22	26	31	34	38	41	45	88	25	30	36	43	48	52	57	63	100	
	(via Woodley)	—	18	22	26	31	34	38	41	45	88	25	30	36	43	48	52	57	63	100	
Chinley North Junction	Chinley East Junction	—	17	20	24	29	32	36	39	43	60	24	29	35	41	46	50	55	60	60	
Chinley South Junction	Chinley East Junction	—	17	20	24	29	32	36	39	43	58	17	20	24	29	32	36	39	43	58	
Chinley East Junction	Cowburn East	—	17	20	24	29	32	36	39	43	60	24	29	35	41	46	50	55	60	60	
Cowburn East	Edale	—	25	30	36	43	48	52	57	64	60	21	25	30	36	40	44	48	53	60	
Edale	Bamford Water Board's Sidings	—	25	30	36	43	48	52	57	64	60	17	20	24	29	32	36	39	43	60	
Bamford Water Board's Sidings	Grindleford	—	25	30	36	43	48	52	57	64	60	25	30	36	43	48	52	57	63	60	
Grindleford	Dore West Junction	—	25	30	36	43	48	52	57	64	50	17	20	24	29	32	36	39	43	50	
Dore West Junction	Dore Station Junction	—	25	30	36	43	48	52	57	64	50	17	20	24	29	32	36	39	43	48	
Dore West Junction	Dore South Junction	—	25	30	36	43	48	52	57	64	47	17	20	24	29	32	36	39	43	50	
Buxton (Western) or (Midland)	Miller's Dale Junction	—	24	29	35	41	46	50	55	60	60	15	18	22	26	29	31	34	37	40	
Buxton Junction	Peak Forest Junction	—	17	20	24	29	32	36	39	43	52	15	18	22	26	29	31	34	37	50	
Buxton	Briggs Sidings	AWB	13	16	19	22	25	27	30	33	50	25	30	36	43	48	52	57	63	60	
Briggs Sidings	Hurdlow	—	22	26	32	38	42	46	51	56	60	13	16	19	22	25	27	30	33	50	
Hurdlow	Parsley Hay	—	22	26	32	38	42	46	51	56	60	22	26	32	38	42	46	51	56	60	
Parsley Hay	Hartington	—	14	17	20	24	27	29	32	35	55	13	16	19	22	25	27	30	33	45	
Hartington	Ashbourne	AWB	14	17	20	24	27	29	32	35	55	9	11	13	16	17	19	21	23	45	
Ladmanlow	Harpur Hill	—	23	28	33	40	44	48	53	58	60	23	28	33	40	44	48	53	58	60	
Harpur Hill	Hindlow	—	21	25	30	36	40	44	48	53	40	8	10	12	14	15	17	18	19	60	
Parsley Hay	Hopton Top	—	25	30	36	43	48	52	57	64	60	25	30	36	43	48	52	57	63	60	
Middleton Top	Hopton Top	AWB	3	4	—	—	—	—	—	—	15	16	20	—	—	—	—	—	—	40	
Sheep Pasture	Middleton Bottom	—	11	13	16	19	21	23	25	27	20	11	13	16	19	21	23	25	27	20	
Sheep Pasture	Killer's Quarry	AWB	5	6	—	—	—	—	—	—	15	11	13	—	—	—	—	—	—	20	
High Peak Junction	Cromford	AWB	9	11	13	16	17	19	21	23	30	17	20	24	29	32	36	39	42	30	

**C**—Provided there are at least two I.C.I. 43½-ton wagons next to the engine fitted with and connected up to the vacuum brake in use, a train can be made up to equal to 45 loaded wagons for a standard class 4 freight tender engine from Peak Forest to Cheadle Sidings.

**L**—Double-headed mineral trains running via the Dore and Chinley line, as well as mineral trains exceeding the class 4 loading from Rowsley and going towards Cheadle must, as far as possible, be worked by 20-ton brake van. Between 4-0 a.m. and 10-0 p.m. the maximum number of wagons authorised in both directions for empty wagon and mineral trains between Chinley East Junction and Hathersage is 43 wagons.

**M**—All trains from Rowsley to Buxton, and from Rowsley or Buxton to Peak Forest, exceeding the Class 4 engine loading, must have a bank engine in the rear.

**N**—For instructions regarding loading up and down Cromford and Middleton inclines see Appendix Instructions

**O**—The loading for a class "O" Freight Tank Engine (0-4-0) is 7 wagons in the up direction and 14 wagons in the down direction.

**†**—Maximum loading for Standard Class 4 Freight Engine when conveying Full trains of limestone is 40 wagons Peak Forest to Cheadle Sidings, and 45 wagons Cheadle Sidings to Northwich.

**‡**—The loading for Garratt and ex L.N.W. Class 6 and 7 Freight Tender Engines is restricted to Class 4 Freight Engine loading from Peak Forest to Gowhole in the down direction and from Peak Forest to Rowsley in the up direction.

**Ironstone and Limestone loaded in 20-ton wagons for exchange to C.I.C. at Cheadle Sidings:—**

Ironstone and limestone loaded in 20-ton wagons when worked in full train loads between Rowsley, Tunstead, Peak Forest and Cheadle Sidings must be restricted to the number of wagons as under when worked with the class of engines shown:—

		No. of 20-ton loaded wagons	
Two Class 3 Freight engines	...	37	
One Class 3 and one Class 4 Freight engine	...	40	
Two Class 4 Freight engines	...	43	
One Class 4 Freight engine	...	24	
One Class 5 Freight engine	...	26	
One Class 6 Freight engine	...	29	
One Class 7 Freight engine	...	32	
One Class 8 Freight engine	...	32	

20-ton brake van to be provided on all such trains.

## LOADING OF MINERAL TRAINS (continued)

### ROWSLEY, CLAY CROSS, AND DERBY, AND BRANCHES

BETWEEN			Notes	UP								Max. No. of wagons authorised	DOWN								Max. No. of wagons authorised
				MINERAL									MINERAL								
				Class of Engine									Class of Engine								
				1	2	3	4	5	6	7	8		1	2	3	4	5	6	7	8	
Rowsley and High Peak Jc. ....	—	36	43	52	63	69	76	84	92	100	28	34	40	48	53	58	64	70	70		
High Peak Junction „ Ambergate .....	—	36	43	52	63	69	76	84	92	100	28	34	40	48	53	58	64	70	70		
Clay Cross „ Stretton .....	—	28	34	40	48	53	58	64	70	100	28	34	40	48	53	58	64	70	100		
Stretton „ Ambergate .....	—	44	53	63	76	84	92	100	100	100	28	34	40	48	53	58	64	70	100		
Ambergate „ Little Eaton Jc. ....	—	36	43	52	63	69	76	84	92	100	28	34	40	48	53	58	64	70	100		
Little Eaton Junction „ Chaddesden or Derby ..	—	36	43	52	63	69	76	84	92	100	28	34	40	48	53	58	64	70	100		
Shirland Colliery „ Shirland Sidings <b>AWB</b> ..	—	37	44	53	64	70	77	85	93	70	10	12	14	17	19	21	23	25	25		
Codnor Park „ Swanwick Sidings ...	—	21	25	30	36	40	44	48	53	72	33	40	48	57	63	69	76	84	100		
Swanwick Colliery „ Swanwick Sdgs. <b>AWB</b> ..	P	29	35	42	50	55	61	67	74	—	—	—	—	—	—	—	—	—	—		
Swanwick Sidings „ Butterley .....	P	25	30	36	43	48	52	57	63	70	20	24	29	35	38	42	46	51	70		
Butterley „ Crich Junction .....	—	29	35	42	50	55	61	67	74	70	20	24	29	35	38	42	46	51	70		
Ripley Station „ Marehay Jc. <b>AWB</b> *	*	13	16	19	22	25	27	30	33	37	10	12	14	17	19	21	23	25	34		
Ripley Yard „ Marehay Jc. <b>AWB</b> *	*	41	49	59	71	78	86	94	100	71	13	16	19	22	25	27	30	33	46		
Marehay Junction „ Denby <b>AWB</b> *	*	41	49	59	71	78	86	94	100	71	13	16	19	22	25	27	30	33	46		
Denby „ Little Eaton Jc. <b>AWB</b> ..	—	41	49	59	71	78	86	94	100	80	21	25	30	36	40	44	48	53	70		
Wirksworth „ Duffield .....	—	38	46	55	66	72	79	87	96	65	20	24	29	35	38	42	46	51	60		

P.—Applies to through trains assisted by bank engine from Ironville Junction to Swanwick Sidings.

### BIRMINGHAM AND DERBY, AND BRANCHES

Lawley Street or Washwood Heath and Burton (Leicester Jc.) (via Fast or Slow Line) ..	—	32	39	47	56	62	68	75	82	100	32	39	47	56	62	68	75	82	100
Burton (Leicester Jc.) „ Wetmore Sidings .....	—	42	50	60	73	80	88	96	100	100	32	39	47	56	62	68	75	82	100
Wetmore Sidings „ Chaddesden .....	—	32	39	47	56	62	68	75	82	100	32	39	47	56	62	68	75	82	100
Lichfield Rd. Jc. „ Aldridge .....	—	21	25	30	36	40	44	48	53	70	26	31	37	45	49	54	60	66	70
Cannock Chase „ Aldridge Colliery .....	—	25	30	36	43	48	52	57	63	50	21	25	30	36	40	44	48	53	50
Aldridge Colliery „ Aldridge .....	—	32	38	46	55	61	67	74	81	60	21	25	30	36	40	44	48	53	50
Aldridge „ Water Orton or Castle Bromwich ...	—	26	31	37	45	49	54	60	66	100	21	25	30	36	40	44	48	53	100
Hampton Branch Bridge 16 „ Whitacre .....	—	32	38	46	55	61	67	74	81	72	35	42	50	60	67	73	80	88	60
Baddesley „ Hall End <b>AWB</b> *	*	17	20	24	29	32	36	39	43	50	8	10	12	14	15	17	18	20	28
Hall End „ Kingsbury Co. S. <b>AWB</b> *	*	29	35	42	50	55	61	67	74	100	18	22	26	31	34	38	41	45	60
Kingsbury Col. Sdgs. „ Kingsbury Branch Sidings <b>AWB</b> *	*	42	50	60	73	80	88	96	100	100	18	22	26	31	34	38	41	45	60
Melbourne Jc. „ Chellaston Jc. ....	—	32	38	46	55	61	67	74	81	100	30	36	43	52	57	63	69	76	100
Stenson Jc. „ Sheet Stores Jc. ....	—	28	34	40	48	53	58	64	70	100	28	34	40	48	53	58	64	70	100
Chellaston East Jc. „ Melbourne Sta. ....	—	32	38	46	55	61	67	74	81	100	32	38	46	55	61	67	74	81	100
Melbourne Station „ Worthington ...	—	28	34	40	48	53	58	64	70	100	32	38	46	55	61	67	74	81	100
Worthington „ Lount Coll. <b>AWB</b> *	*	14	17	20	24	27	29	32	35	48	32	38	46	55	61	67	74	81	66
Lount Colliery „ Ashby .....	—	14	17	20	24	27	29	32	35	48	21	25	30	36	40	44	48	53	50

#### LOADING OF FREIGHT TRAINS BETWEEN BURTON AND BIRMINGHAM DURING THE SUMMER MONTHS :—

No train must exceed 48 wagons between Burton and Birmingham in each direction (except by arrangement between the Control Offices concerned) between the hours of 9-0 a.m. and 11-0 p.m. on Saturdays during the operation of the Spring and Summer Time Tables



# LOADING OF MINERAL TRAINS (continued)

## BIRMINGHAM AND DERBY, AND BRANCHES continued

BETWEEN		Notes	UP								Max. No. of wagons authorised	DOWN								Max. No. of wagons authorised
			MINERAL									MINERAL								
			Class of Engine									Class of Engine								
			1	2	3	4	5	6	7	8		1	2	3	4	5	6	7	8	
Whitacre	and Arley Colliery Sdgs.	—	22	26	32	38	42	46	51	56	60	42	50	60	73	80	88	96	100	100
Arley Colliery Sidings	„ Tunnel Pit	—	22	26	32	38	42	46	51	56	60	20	24	29	35	38	42	46	51	60
Tunnel Pit	„ Stockingford	—	42	50	60	73	80	88	96	100	100	20	24	29	35	38	42	46	51	60
Stockingford	„ Nuneaton (Abbey St.)	—	42	50	60	73	80	88	96	100	100	22	26	32	38	42	46	51	56	60
Nuneaton (Abbey St.)	„ Nuneaton (Mid. Jc.)	—	30	36	43	52	57	63	69	76	70	30	36	43	52	57	63	69	76	70
Nuneaton T.V.	„ Wigston	—	30	36	43	52	57	63	69	76	70	30	36	43	52	57	63	69	76	70
Ansley Hall	„ Stockingford St.	AWB	21	25	30	36	40	44	48	53	50	11	13	16	19	21	23	25	27	36
Nuneaton (Abbey S.)	„ Nuneaton T.V.	—	35	42	50	60	67	73	80	88	80	15	18	22	26	29	31	34	37	70
	(via Loop)	—	37	44	53	64	70	77	85	93	75	37	44	53	64	70	77	85	93	75
Weddington Jc.	„ Nuneaton T.V.	—	25	30	36	43	48	52	57	63	77	—	—	—	—	—	—	—	—	—
Woodville Sidings	„ Overseal Sidings	R	42	50	60	73	80	88	96	100	100	42	50	60	73	80	88	96	100	100
Overseal Sidings	„ Shackerstone Jc.	—	35	42	50	60	67	73	80	88	70	29	35	42	50	55	61	67	74	70
Coalville Junction	„ Shackerstone Jc.	—	29	35	42	50	55	61	67	74	60	20	24	29	35	38	42	46	51	60
Loughboro' (D. Rd.)	„ Coalville East	AWB	14	16	20	26	29	31	34	37	50	18	22	26	31	34	38	41	45	50
Coalville East	„ Charnwood Forest Jc.	—	42	50	60	73	80	88	96	100	50	18	22	26	31	34	38	41	45	50
Shackerstone Jc.	„ Weddington Jc.	—	35	42	50	60	67	73	80	88	100	29	35	42	50	55	61	67	74	100
Weddington Jc.	„ Nuneaton (Abbey St.)	—	35	42	50	60	67	73	80	88	100	35	42	50	60	67	73	80	88	70
Branston Sidings or Leicester Junction	and Coalville	—	25	30	36	43	48	52	57	63	77	42	50	60	73	80	88	96	100	100
Coalville	„ Ellistown	P	29	35	42	50	55	61	67	74	100	50	60	72	86	95	100	100	100	100
Ellistown	„ Desford Colliery	P	31	37	45	54	59	65	71	78	100	16	19	23	28	30	33	37	41	100
Desford Colliery	„ Desford	P	35	42	50	60	67	73	80	88	100	22	26	32	38	42	46	51	56	100
Desford	„ Saffron Lane Junction	S	35	42	50	60	67	73	80	88	100	30	36	43	52	57	63	69	76	100
Saffron Lane Junction	„ Knighton North or South Junctions	S	35	42	50	60	67	73	80	88	100	30	36	43	52	57	63	69	76	69
Bretby	„ Bretby Coll.	AWB	21	25	30	36	40	44	48	53	50	11	13	16	19	21	23	25	27	38
Bretby Colliery	„ Swadlincote Jc.	—	42	50	60	73	80	88	96	100	90	20	24	29	35	38	42	46	51	50
Netherseal	„ Gresley	—	32	38	46	55	61	67	74	81	60	14	17	20	24	27	29	32	35	48
Swadlincote Jc.	„ Swadlincote	AWB	18	22	26	31	34	38	41	45	50	42	50	60	73	80	88	96	100	90
Swadlincote	„ Boothorpe	AWB	13	16	19	22	25	27	30	33	42	18	22	26	31	34	38	41	45	50
Boothorpe	„ Woodville Goods Jct.	AWB	36	43	52	62	68	75	83	91	62	15	18	22	26	29	31	34	37	52
Woodville Goods Station	„ Woodville Goods Junction	AWB	36	43	52	62	68	75	83	91	62	15	18	22	26	29	31	34	37	52
Woodville Goods Jc.	„ Church Gresley	—	36	43	52	62	68	75	83	91	62	15	18	22	26	29	31	34	37	52
Church Gresley	„ Woodville Junction	—	42	50	60	73	80	88	96	100	72	29	35	42	50	55	61	67	74	60
Desford Junction	„ Groby	—	50	60	72	86	95	100	100	100	80	32	38	46	55	61	67	74	81	80
Groby	„ Glenfield	—	50	60	72	86	95	100	100	100	80	26	31	37	45	49	54	60	66	80
Glenfield	„ West Bridge	—	50	60	72	86	95	100	100	100	50	26	31	37	45	49	54	60	66	50

P—Down trains terminating at Coalville must not exceed 57 wagons on arrival at Coalville.

R—Assisted in rear from Woodville Sidings to Moira West Junction

S—Trains marked "AT" at the head of the column in the Freight Working Time Table will convey full mineral loading and run at "AT" Point to point timings.

# LOADING OF MINERAL TRAINS (continued)

## BRISTOL AND BIRMINGHAM, AND BRANCHES.

BETWEEN		NOTES	UP								Maximum Number of wagons authorised	DOWN								Maximum Number of wagons authorised
			MINERAL									MINERAL								
			Class of Engine									Class of Engine								
1	2	3	4	5	6	7	8	1	2	3	4	5	6	7	8					
Bristol and Fish Ponds .....	AWB	16	19§	23§	28§	30§	33§	37§	41§	56	28	34	40	48	53	58	64	70	100	
Fish Ponds and Gloucester .....		28	34	40	48	53	58	64	70	100	28	34	40	48	53	58	64	70	100	
Gloucester " Bromsgrove .....		28	34	40	48	53	58	64	70	100	28	34	40	48	53	58	64	70	90	
Abbott's Wood Junction to Stoke Works Junction .....		—	—	—	—	—	—	—	—	—	30	36	43	52	57	63	69	76	70	
Stoke Works Junction " Abbott's Wood Junction .....		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Stoke Works Junction " Abbott's Wood Junction (via Worcester) .....		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Bromsgrove to Blackwell .....		32	38	46	55	61	67	74	81	70	—	—	—	—	—	—	—	—	—	
Blackwell " Bromsgrove .....		8	8	8	8	8	8	8	8	16	—	—	—	—	—	—	—	—	—	
Blackwell " Kings Heath .....		20	22	24	26	27	29	30	33	60	—	—	—	—	—	—	—	—	—	
Kings Heath to Washwood Heath .....		32	34	36	38	39	41	42	46	60	—	—	—	—	—	—	—	—	—	
Washwood Heath " Landor St. Junction .....		44	46	48	48	51	53	54	59	60	—	—	—	—	—	—	—	—	—	
Landor St. Junction " Kings Heath .....	D*	—	—	—	—	—	—	—	—	—	32	38	46	55	61	67	74	81	58	
Bristol L.M.S. and G.W. West Depot .....		—	—	—	—	—	—	—	—	—	17	20	24	29	32	36	39	43	58	
G.W. West Depot " Bristol L.M.S. .....		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
St. Andrews Crossing " Avonmouth .....		18	22	26	31	34	38	41	45	40	33	40	48	57	63	69	76	84	40	
Avonmouth " Shirehampton .....		32	38	46	55	61	67	74	81	50	29	35	42	50	55	61	67	74	50	
Shirehampton " Clifton Down .....		21	25	30	36	40	44	48	53	50	21	25	30	36	40	44	48	53	50	
Clifton Down " Stapleton Rd. Gas Works .....	*†	18	22	26	31	34	38	41	45	48	21	25	30	36	40	44	48	53	50	
Stapleton Rd. Gas Works " Kingswood Junction .....		14	17	20	24	27	29	32	35	48	18	22	26	31	34	38	41	45	50	
Bath " Mangotsfield .....		14	17	20	24	27	29	32	35	48	32	38	46	55	61	67	74	81	60	
Coalpit Heath " Westerleigh .....		28	34	40	48	53	58	64	70	50	30	36	43	52	57	63	69	76	50	
Thornbury " Grovesend Sdgs. ....AWB		30	36	43	52	57	63	69	76	60	30	36	43	52	57	63	69	76	60	
Grovesend Sidings " Tytherington .....		14	17	20	24	27	29	32	35	48	14	17	20	24	27	29	32	35	48	
Tytherington " Iron Acton ....AWB		20	25	30	36	40	44	48	53	48	14	17	20	24	27	29	32	35	48	
Iron Acton " Yate .....		29	35	42	50	55	61	67	74	50	14	17	20	24	27	29	32	35	48	
Yate " Severn Bridge .....		29	35	42	50	55	61	67	74	50	25	30	36	43	48	52	57	63	50	
Severn Bridge " Sharpness .....		22	26	32	38	42	46	51	56	50	22	26	32	38	42	46	51	56	50	
Sharpness " Berkeley Road .....		29	35	42	50	55	61	67	74	50	22	26	32	38	42	46	51	56	52	
Berkeley Road " Coaley Junction .....		25	30	36	43	48	52	57	63	60	28	34	40	48	53	58	64	70	60	
Coaley Junction " Lane's Siding .....		17	20	24	29	32	36	39	43	40	17	20	24	29	32	36	39	43	40	
Lane's Siding " Stonehouse .....		27	32	39	47	51	56	62	68	50	17	20	24	29	32	36	39	43	42	
Stonehouse " Tuffley Junction .....		27	32	39	47	51	56	62	68	50	24	29	35	41	46	50	55	60	50	
Tuffley Junction " Gloucester Yard .....		16	19	23	28	30	33	37	41	36	28	34	40	48	53	58	64	70	98	
Gloucester Yard " Gloucester Mid. ....		22	26	32	38	42	46	51	56	60	32	38	46	55	61	67	74	81	60	
Gloucester Mid. " Tewkesbury .....		27	32	39	47	51	56	62	68	50	27	32	39	47	51	56	62	68	50	
Tewkesbury " Upton .....		30	36	43	52	57	63	69	76	100	30	36	43	52	57	63	69	76	100	
Upton " Malvern Junction .....		26	31	37	45	49	54	60	66	88	30	36	43	52	57	63	69	76	100	
Malvern Junction " Evesham .....		18	22	26	31	34	38	41	45	50	20	24	29	35	38	42	46	51	50	
Evesham " Alcester .....		32	38	46	55	61	67	74	81	76	32	38	46	55	61	67	74	81	76	
Alcester " Redditch .....		29	35	42	50	55	61	67	74	60	29	35	42	50	55	61	67	74	60	
Redditch " Barnt Green .....	*†	18	22	26	31	34	38	41	45	60	21	25	30	36	40	44	48	53	60	

†—20-ton brake van required in down direction only.

‡—20-ton brake van required in up direction only

§—20-ton brake van required when unassisted

C—Class 7 (2—8—0) engines may convey up to 60 empty wagons from S. & D. line into Bath, an advice will be sent to Bath Control Office from the last stopping place on the S. & D. Joint Line, when conveying 45 wagons or over

D—All Freight trains from Landor Street Jct. to Camp Hill exceeding the Class 4 engine loading must have a bank engine in the rear.

E—Unassisted.

F—Assisted by one Class 3 Freight Tank bank engine.

G— " " two " " " " " " " or one 2290 class bank engine.

H— " " three " " " " " " " " " and one Class 3 Freight Tank engine.

# LOADING OF MINERAL TRAINS (continued)

## BRISTOL AND BIRMINGHAM, AND BRANCHES (continued)

BETWEEN	Notes	UP								Max. No. of wagons authorised	DOWN								Max. No. of wagons authorised
		MINERAL									MINERAL								
		Class of Engine									Class of Engine								
		1	2	3	4	5	6	7	8		1	2	3	4	5	6	7	8	
Broom Jc. North or West and Stratford .....	++	17	20	24	29	32	36	39	43	60	17	20	24	29	32	36	39	43	60
Stratford " Clifford Siding .....	++	22	26	32	38	42	46	51	56	60	26	31	37	45	49	54	60	66	60
Clifford Siding " Ettington .....	++	15	18	22	26	29	31	34	37	60	17	20	24	29	32	36	39	43	60
Ettington " Fenny Compton .....	++	19	23	28	34	37	41	45	49	60	23	28	33	40	44	48	52	58	60
Fenny Compton " Byfield .....	++	17	20	24	29	32	36	39	43	60	20	24	29	35	38	42	46	51	60
Byfield " Woodford West Jc. ....	++	20	24	29	35	38	42	46	51	60	21	25	30	36	40	44	48	53	60
Woodford West Jc. " Towcester .....	++	15	18	22	26	29	31	34	37	60	17	20	24	29	32	36	39	43	60
Towcester " Ravenstone Wood Jc. ....	++	15	18	22	26	29	31	34	37	85	17	20	24	29	32	36	39	43	97
Banbury " Helmdon .....	++	12	14	17	21	23	25	28	31	70	12	14	17	21	23	25	28	31	70
Helmdon " Towcester .....	—	17	20	24	29	32	36	39	43	97	17	20	24	29	32	36	38	42	95
Towcester " Blisworth .....	—	13	16	19	22	25	27	30	33	75	13	16	19	22	25	27	30	33	75
Halesowen " Rubery.....AWB	*	10	12	14	17	19	21	23	25	24	—	—	—	—	—	—	—	—	—
Rubery " L'bridge W.Sids.AWB	†	15	18	22	26	29	31	34	37	50	11	13	16	19	21	23	25	27	36
Rubery to Hunnington ...AWB	†	—	—	—	—	—	—	—	—	—	11	13	16	19	21	23	25	27	26
Hunnington " Halesowen ...AWB	†	—	—	—	—	—	—	—	—	—	17	20	24	29	32	36	39	43	26
Longbridge West Sids. " Halesowen Jc. ....	—	24	29	35	41	46	50	55	60	50	18	22	26	31	34	38	41	45	62
King's Norton and Selly Oak .....	—	28	34	40	48	53	58	64	70	60	26	31	37	45	49	54	60	66	50
Selly Oak " Church Road Jc. ....	—	28	34	40	48	53	58	64	70	60	26	31	37	45	49	54	60	66	50
Church Road Jc. " Birmingham(C).AWB	—	28	34	40	48	53	58	64	70	60	17	20	24	29	32	36	39	43	50
Church Road Jc. " Exchange Sidings .....	†	22	26	32	38	42	46	51	56	60	18	22	26	31	34	38	41	45	45
Exchange Sidings " Landor St. Jc. ....	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Curzon Street " (via Grand Jc.) .....	—	22	26	32	38	42	46	51	56	60	18	22	26	31	34	38	41	45	45
Exchange Sidings " Exchange Sidings .....	—	15	18	22	26	29	31	34	37	45	15	18	22	26	29	31	34	37	45
Lifford West Jc. " St. Andrew's Jc. ....	—	30	36	43	52	57	63	69	76	45	30	36	43	52	57	63	69	76	45
Bordesley Sidings " Lifford .....	—	26	31	37	45	49	54	60	66	5	29	35	42	50	55	61	67	74	50
Bordesley Sidings " Bordesley Junction ...	C	30	36	43	52	57	63	69	76	50	33	40	48	57	63	69	76	84	50

† 20-ton brake van required with all trains.

§ 20-ton brake van required when unassisted

‡ 20-ton brake van required on all trains exceeding a class 4 engine loading.

C—55 wagons may be conveyed on trains to Bordesley G.W. by arrangement with the G.W. Company.

## HEREFORD AND WORCESTER

Hereford (Worcester Sidings) and Ledbury .....	—	24	29	35	41	46	50	55	60	45	21	25	30	36	40	44	48	53	45
Ledbury " Colwall .....	T	14	17	20	24	27	29	32	35	45	21	25	30	36	40	44	48	53	45
Colwall " Malvern Link .....	U	24	29	35	41	46	50	55	60	45	—	—	—	—	—	—	—	—	—
Malvern Link " Bransford Road .....	U	27	32	39	47	51	56	62	68	45	14	17	20	24	27	29	32	35	45
Bransford Road " Worcester .....	—	27	32	39	47	51	56	62	68	45	21	25	30	36	40	44	48	53	45
	—	27	32	39	47	51	56	62	68	45	27	32	39	47	51	56	62	68	45

T—Applies to trains, assisted by G. W. Co.'s bank engine from Ledbury to Cumming's Crossing. This loading is not to be conveyed between 8-0 a.m. Sundays and 2-0 a.m. Mondays.

U—Assisted by engine in rear.

