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Section S & D

**BRITISH RAILWAYS**

**SOUTHERN OPERATING AREA**

**WORKING  
TIME TABLES**

of

Passenger, Milk & Freight Trains  
etc.

**8th JUNE, 1953**

and until further notice

**SOUTHERN District**

(SOMERSET AND DORSET LINE)

**IMPORTANT NOTICE—SPEED OF TRAINS**

**STEAM TRAINS** must not exceed a **MAXIMUM** speed of **70 miles** per hour at any point, and all restrictions which impose a lower speed than 70 miles per hour must be strictly observed.

**MAKING UP TIME**—When Passenger Trains are running late, Drivers must endeavour to make up time, but all Speed Restrictions must be complied with.

## REFERENCES

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- B**—For bank engine.  
**CS**—Conditional Stop to set down passengers when required. Guard to instruct Driver.  
**E**—Trainmen to change.  
**FO**—Fridays only.  
**MO**—Mondays only.  
**MX**—Mondays excepted.  
**MFO**—Mondays and Fridays only.  
**MSX**—Mondays and Saturdays excepted  
**Q**—Conditional train and will be specially advised.  
**R**—Recovery time also, if late.  
**SO**—Saturdays only.  
**SX**—Saturdays excepted.  
**V**—For line clear.  
**W**—Engine for water, if necessary.  
**X**—Cross another train.  
**II**—Light Engine.  
**†**—Empty train.  
**•**—Shunts for another train to pass, or passes another train.  
**→** —For continuation, see subsequent column.  
**←** —Continued from a previous column.

**N.B.** Certain trains will carry Engine Headboard Nos., and these are shown at the top of the column.

Other references appear in the columns or at the foot of the page concerned.

The smaller figures denote passing times or for “line clear” and “crossing” purposes only.

- |  |   |
|--|---|
| ⊕—Electric Tablet block post (returnable).<br>⊞—Electric Tablet block post (non-returnable). | ⊙—Electric Tablet short-section block post.<br>⊚—Train Staff and Ticket block post. |
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### General Instructions

**Starting Times from Intermediate Stations**—The advertised starting time of **passenger trains** from Intermediate Stations is, as a rule, slightly earlier than the booked service time and must be used in all quotations to the public. The trains must also be **started at the advertised time** whenever practicable.

**When passenger trains stop specially** at stations marked “**CS**” in the Working Time Table, Guards must record 2 minutes on their Journal for this purpose, and by adding that time at destination, show a right time arrival accordingly, unless the time is regained when, of course, this instruction will not apply.

**In order to avoid** the trainmen’s duty exceeding the stipulated hours, it is essential that everything possible should be done by all concerned to assist in keeping the trains to their scheduled time. Attention is directed to Rule 142, Clause (a) which explains the circumstances under which Freight Trains may be allowed to run before the times shown in the Time Table. A great deal can be done in this direction at stations by ascertaining the running of Passenger trains, and calculating the time required by the Freight Trains to do their work and clear the station in advance, and the co-operation of the staff generally is invited to this end.

**Freight Trains banked from Bath Junction to Combe Down Tunnel**—14 minutes are allowed the Bank Engine to depart with the train and arrive back light at Bath Junction.

**Bank Engines of up Freight Trains** after arrival at Binegar are allowed 25 minutes to return to Evercreech Junction, which includes five minutes for taking water at Shepton Mallet, Charlton Road.

**Bank Engines of Down Freight Trains** from Radstock North are allowed 7 minutes Binegar to Masbury Summit and back, and 20 minutes from Binegar to Radstock North, which includes five minutes for taking water at Chilcompton.

**Freight traffic from Cole** for the Southern Region, *via* Templecombe Upper, must be forwarded by 5.30 a.m. ex Bath.

**Cattle Traffic for *via* Templecombe Upper** must be marshalled to arrive at that Station next the Engine ; any Traffic for NINE ELMS should be loaded in **VACUUM-FITTED VEHICLES**, and marshalled next to the Cattle.

## WEEKDAYS

DOWN MAIN LINE (Up, Broadstone to Bournemouth West)	Freight		Freight		Freight		Freight		Passenger 6.5 a.m. ex Bristol T'Meads SX a.m.		Passenger 6.5 a.m. ex Bristol T'Meads SO a.m.	
	Q		a.m.		a.m.		a.m.		arr. dep.		arr. dep.	
	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.
Bath, Green Park .....	...	...	...	...	...	...	...	...	6 45	6 55	6 45	6 55
Bath, Midland Bridge Road .....	...	...	...	...	...	...	5 30	...	...	...	...	...
Bath Junction .....	...	...	...	...	...	...	5 32	...	6 57	6 57	6 57	6 57
Bath Co-op Siding .....	...	...	...	...	...	...	...	...	<b>Will run</b>	<b>Will run</b>	<b>Will not</b>	<b>Will not</b>
Midford .....	...	...	...	...	...	...	5 45	6 20	7 6	7 7	7 6	7 7
Wellow .....	...	...	...	...	...	...	6 29	6 45	7 13	7 14	7 13	7 14
Shoscombe & Single Hill Halt .....	...	...	...	...	...	...	...	...	7 17	7 18	7 17	7 18
Writhlington Sidings .....	...	...	...	...	...	...	...	...	<b>daily</b>	<b>daily</b>	<b>run</b>	<b>run</b>
Radstock North .....	...	...	...	...	...	...	6 57	7 40	7 23	7 25	7 23	7 25
Midsomer Norton South .....	...	...	...	...	...	...	7 50	8 0	7 32	7 33	7 32	7 33
Chilcompton .....	...	...	...	...	...	...	8 10	8 25	7 40	7 41	7 40	7 41
Moorewood Sidings .....	...	...	...	...	...	...	8 30	8 55	<b>from</b>	<b>from</b>	<b>after</b>	<b>after</b>
Binegar .....	...	...	...	...	...	...	9 0	9 26	7 48	7 49	7 48	7 49
Masbury Halt .....	...	...	...	...	...	...	9 33	9 43	7 53	7 54	7 53	7 54
Winsor Hill Sidings .....	...	...	...	...	...	...	...	...	<b>21st Sept.</b>	<b>21st Sept.</b>	<b>19th Sept.</b>	<b>19th Sept.</b>
Shepton Mallet, Charlton Road .....	...	...	...	...	...	...	9 53	10 8	8 0	8 2	8 0	8 2
Evercreech New .....	<b>K</b>	<b>Y</b>	<b>K</b>	<b>Y</b>	...	...	...	...	8 7	8 8	8 7	8 8
Evercreech Junc. North Box .....	...	6 40	...	6 40	...	...	10 25	11 45	...	...	...	...
Evercreech Junc. Station .....	6 44	6 55	6 44	6 55	...	...	11 49	...	8 12	8 17	8 12	8 17
Cole .....	7 5	7 15	7 5	7 15	...	...	11 59	12 9	8 23	8 24	8 23	8 24
Wincanton .....	...	...	...	...	...	...	12 24	1 10	8 32	8 36	8 32	8 36
Templecombe Lower .....	...	...	...	...	...	...	...	...	...	...	...	...
Templecombe Junction .....	7 38	...	7 38	...	...	...	1 19	...	8 42	...	8 42	...
Templecombe Upper .....	7 41	8 0	7 41	8 0	...	8 40	1 21	...	8 43	9 10	8 43	9 10
Templecombe Junction .....	8 5	8 10	8 5	8 10	8 45	8 50	...	...	9 12	9 14	9 12	9 14
Templecombe Lower .....	...	...	...	...	...	...	...	...	...	...	...	...
Henstridge .....	...	...	...	...	...	...	...	...	9 18	9 19	9 18	9 19
Stalbridge .....	8 20	8 24	8 20	8 25	9 0	...	...	...	9 23	9 25	9 23	9 25
Sturminster Newton .....	8 34	...	8 35	...	9 10	...	...	...	9 32	9 34	9 32	9 34
Shillingstone .....	8 44	...	8 45	...	9 21	9 22	...	...	9 40	9 43	9 40	9 52
Stourpaine Loop .....	...	...	...	...	...	...	...	...	...	...	...	...
Stourpaine & Durweston Halt .....	...	...	...	...	...	...	...	...	...	...	...	...
Blandford .....	8 59	9 11	9 0	9 11	9 37	...	...	...	9 53	9 57	10 2	10 5
Charlton Marshall Halt .....	...	...	...	...	...	...	...	...	10 1	10 2	10 9	10 10
Spetisbury Halt .....	...	...	...	...	...	...	...	...	10 6	10 7	10 14	10 15
Bailey Gate .....	9 26	10 40	9 26	11 55	...	...	...	...	10 12	10 20	10 20	10 21
Corfe Mullen Signal Box .....	10 46	11 10	12 1	12 35	...	...	...	...	10 24	10 27	10 25	10 33
Corfe Mullen Halt .....	...	...	...	...	...	...	...	...	...	...	...	...
Broadstone .....	11 20	11 32	12 44	1 7	...	...	...	...	10 34	10 36	10 40	10 41
Creekmoor Halt .....	...	...	...	...	...	...	...	...	10 39	10 40	10 44	10 45
Poole .....	11 43	12 11 4	1 18	11 25	...	...	...	...	10 44	10 47	10 48	10 49
Parkstone .....	...	...	...	...	...	...	...	...	10 52	10 53½	10 53	10 54
Branksome .....	12 11 4	MP	11 35	MP	...	...	...	...	10 58	10 59	10 58	10 59
Bournemouth West .....	...	Depo	...	Depo	...	...	...	...	11 3	...	11 3	...
Bournemouth Central .....	...	...	...	...	...	...	...	...	...	...	...	...

Z—6.55 a.m. ex Bath couples to 6.48 a.m. ex Bournemouth West to Templecombe Junc.

D—See column 1 page 7 for revised timings to apply SX 27th July to 20th August inclusive.

WEEKDAYS

DOWN MAIN LINE (Up, Broadstone to Bournemouth West)	Passenger 6.5 a.m. ex Bristol T'Meads SX		Freight		Engine		Engine		Freight		Passenger	
	a.m.		a.m.		a.m.		a.m.		a.m.		a.m.	
	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.
Bath, Green Park	...	...	...	...	...	...	...	...	...	...	...	8 15
Bath, Midland Bridge Road	...	...	...	7 25	...	...	...	...	...	...	...	...
Bath Junction	...	...	...	7 26	...	...	...	...	...	...	...	8 17
Bath Co-op Siding	...	...	...	7 30	...	...	...	...	...	...	...	...
Midford	...	...	...	...	...	...	...	...	...	...	...	8 26 8 27
Wellow	...	...	...	...	...	...	...	...	...	...	...	8 34 8 35
Shoscombe & Single Hill Halt	...	...	...	...	...	...	...	...	...	...	...	8 38 8 39
Writhlington Sidings	...	...	...	...	...	...	...	...	...	...	...	...
Radstock North	...	...	...	...	...	8 11 30	...	...	...	...	...	8 44 8 46
Midsomer Norton South	...	...	...	...	8 11 35	...	...	...	...	...	...	8 53 8 55
Chilcompton	...	...	...	...	...	...	...	...	...	...	...	9 2 9 3
Moorewood Sidings	...	...	...	...	...	...	...	...	...	...	...	...
Binegar	...	...	...	...	...	...	...	...	...	...	...	9 10 9 11
Masbury Halt	...	...	...	...	...	...	...	...	...	...	...	9 15 9 16
Winsor Hill Sidings	...	...	...	...	...	...	...	...	...	...	...	...
Shepton Mallet, Charlton Road	...	...	...	...	...	...	...	...	...	...	...	9 22 9 25
Evercreech New	...	...	...	...	...	...	...	...	...	...	...	9 30 9 31
Evercreech Junc. North Box	...	...	...	...	...	...	...	8 11 30	...	...	...	...
Evercreech Junc. Station	...	...	...	...	...	...	...	8 32	...	...	...	9 35 9w43
Cole	...	...	...	...	...	...	...	...	...	...	...	9 49 9 50
Wincanton	...	...	...	...	...	...	...	8 45 10 45	...	...	...	9 58 10 1
Templecombe Lower	...	...	...	...	...	...	...	...	...	...	...	...
Templecombe Junction	...	...	...	...	...	...	...	...	...	...	...	10 7
Templecombe Upper	...	...	...	...	...	...	...	...	...	...	...	...
Templecombe Junction	...	...	...	...	...	...	...	10 52	...	...	...	...
Templecombe Lower	...	...	...	...	...	...	...	10 11 55	...	...	...	...
Henstridge	...	...	...	...	...	...	...	...	...	...	...	...
Stalbridge	...	...	...	...	...	...	...	...	...	...	...	...
Sturminster Newton	...	...	...	...	...	...	...	...	...	...	...	...
Shillingstone	...	...	...	...	...	...	...	...	...	...	...	...
Stourpaine Loop	...	...	...	...	...	...	...	...	...	...	...	...
Stourpaine & Durweston Halt	...	...	...	...	...	...	...	...	...	...	...	...
Blandford	...	...	...	...	...	...	...	...	...	...	...	...
Charlton Marshall Halt	...	...	...	...	...	...	...	...	...	...	...	...
Spetisbury Halt	...	...	...	...	...	...	...	...	...	...	...	...
Bailey Gate	10 12	10 18	...	...	...	...	...	...	...	...	...	...
Corfe Mullen Signal Box	10 22	...	...	...	...	...	...	...	...	...	...	...
Corfe Mullen Halt	...	...	...	...	...	...	...	...	...	...	...	...
Broadstone	10 29	10 29½	...	...	...	...	...	...	...	...	...	...
Creekmoor Halt	10 32½	10 33	...	...	...	...	...	...	...	...	...	...
Poole	10 36	10 40	...	...	...	...	...	...	...	...	...	...
Parkstone	10 45	10 47	...	...	...	...	...	...	...	...	...	...
Branksome	10 51	10 53	...	...	...	...	...	...	...	...	...	...
Bournemouth West	10 57	...	...	...	...	...	...	...	...	...	...	...
Bournemouth Central	...	...	...	...	...	...	...	...	...	...	...	...

Revised timings to apply 27th July to 28th August

Must not exceed 30 wagons from Templecombe Upper  
G—Attach Tariff Vans front

Will not run on Saturdays to 19th September