

Private and not for publication.

B.R. 20873

9

BRITISH RAILWAYS

Dimensions of Loads

TABLE (AND DIAGRAMS)
SHEWING MAXIMUM DIMENSIONS
OF LOADS, ETC. WHICH WILL TRAVEL
SAFELY WITHOUT RESTRICTION
OVER LINES SHOWN HEREIN

January, 1961

*British Transport Commission,
Railway Clearing House,
203, Eversholt Street,
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DIMENSIONS OF LOADS

TABLES showing the MAXIMUM DIMENSIONS OF LOADS, ETC. which will travel safely without restriction.

GENERAL INSTRUCTIONS

The width below 3 ft. 6 ins. from the rail is narrower than shown in the first column of the table, see pages 11-49, because of platforms and other obstructions, and no part of any load, including the packing and securing tackle, must exceed the width of the vehicle up to a height of 3 ft. 6 ins. from rail unless the authority of all concerned has first been obtained. See also Appendix "C", page 50, Loading Booklet No. 3 (B.R.20426) issued 1/11/56.

For loads in excess of the dimensions shewn herein, see clause 6 of Loading Booklet No. 3 (B.R. 20426).

Due regard must be paid to any restrictions there may be on the passage of particular vehicles to certain places or over specified lines.

The reference in these Instructions to wheelbase means the distance between the outside wheel centres where there are 2 or 3 axles to a vehicle and centres of bogies when there are 4 or more axles.

MAXIMUM DIMENSIONS OF LOADS, ETC., UP TO A HEIGHT OF 3 ft. 6 ins. ABOVE RAIL LEVEL.

The lowest permissible clearance between the underside of any load or vehicle and rail level is 6 ins. Any exceptions to this are shown under the various Regional headings as follow:—

EASTERN

Former Midland Lines

Wincobank—The curves adjacent to the face and centre girders of Bridge No. 2 on the Wincobank North Curve between Ecclesfield Station and Wincobank North Junction Signal Boxes are acute and the following maximum widths for vehicles and centrally loaded loads up to 3 ft. 3 ins. from rail level must be observed:—

<i>Maximum Width</i>		<i>Wheelbase</i>
Ft.	Ins.	
8	9	Not exceeding 31 ft. 0 ins.
8	7	Over 31 ft. 0 ins. but not exceeding 34 ft. 0 ins.
8	5	Over 34 ft. 0 ins. but not exceeding 38 ft. 0 ins.
8	3	Over 38 ft. 0 ins. but not exceeding 41 ft. 0 ins.
8	1	Over 41 ft. 0 ins. but not exceeding 44 ft. 0 ins.
7	10	Over 44 ft. 0 ins. but not exceeding 48 ft. 0 ins.
7	7	Over 48 ft. 0 ins. but not exceeding 51 ft. 0 ins.
7	4	Over 51 ft. 0 ins. but not exceeding 55 ft. 0 ins.
6	11	Over 55 ft. 0 ins. but not exceeding 60 ft. 0 ins.

NOTE.—For multiple bogie trolleys the above widths must be reduced by 2 ins.

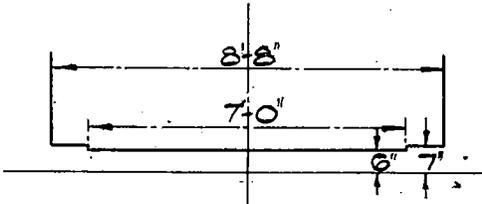
LONDON MIDLAND

SIX inches rail clearance only allowed on the following portions of the line subject to maximum width of loads as shown below:-

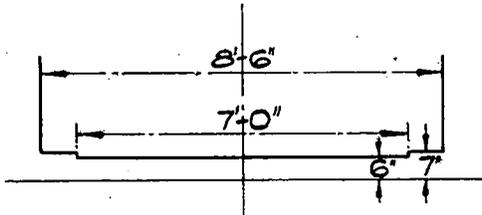
	Ft.	Ins.
Windermere Branch	8	4
Preston No. 6 Platform	8	0
Stalybridge to Diggle via Micklehurst ...	8	1
Stalybridge to Diggle via Mossley and Saddleworth ...	7	10
Broadheath Junction to Latchford ...	7	2
Little Hulton Branch	7	2

SEVEN inches above rail level required beyond 3 ft. 6 ins. from centre to each side:-

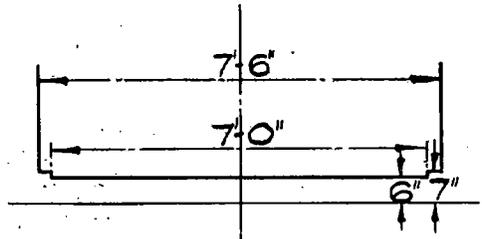
Maryport and Carlisle Line
Lancashire and Yorkshire Lines except as below*



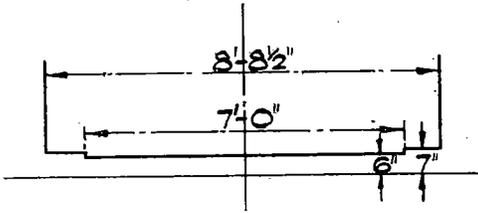
Furness Lines
Cockermouth, Keswick and Penrith Lines



Cleator and Workington Junction

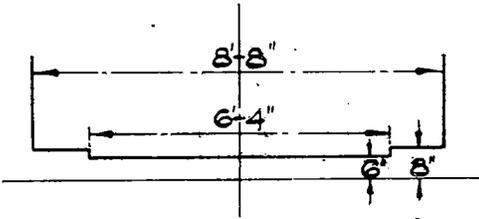


LONDON MIDLAND-(Cont.)



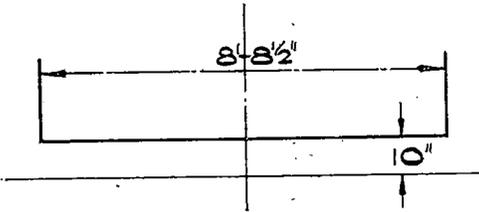
Whitehaven, Cleator and Egremont Lines.

*EIGHT inches above rail level required beyond 3 ft. 2 ins. from centre to each side:-



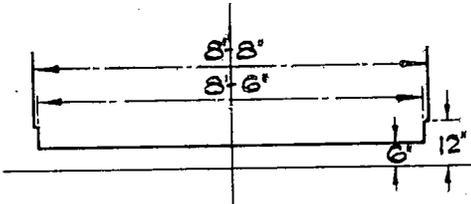
Electrified portions of Manchester and Bury Line

TEN inches above rail level required:-



Longcliffe and Cromford Junction

TWELVE inches above rail level required beyond 4 ft. 3 ins. from centre to each side:-



Former L.M.S. lines Carlisle inclusive and North thereof.

LONDON MIDLAND—(Contd.)

Haydon Square (London) Goods Depot.

The following maximum widths for vehicles and centrally loaded loads up to 2 ft. 0 ins. from rail level must be observed:—

<i>Maximum Width</i>			<i>Wheelbase</i>	
Ft.	Ins.		Ft.	Ins.
8	6	not exceeding	16	0
8	5½	not exceeding	20	0
8	5	not exceeding	25	0
8	4½	not exceeding	30	0
8	3	not exceeding	35	0
8	1½	not exceeding	40	0
7	11¾	not exceeding	45	0
7	9½	not exceeding	50	0
7	7	not exceeding	55	0

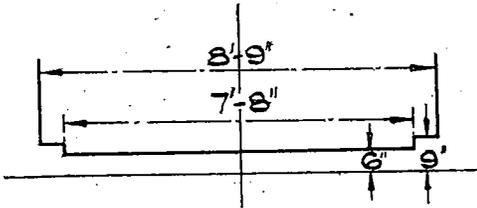
Former North London Line

Poplar—Entrance to E.R. Yard for former G.N. Depot Poplar Dock South. The curves on Nos. 1 and 2 G.N. Roads adjacent to centre girders in the six foot of Bridges Nos. 275 and 274 are acute and the following maximum widths for vehicles and for loads centrally loaded up to 1 ft. 6 ins. from rail level must be observed:—

<i>Maximum Width</i>		<i>Wheelbase</i>
Ft.	Ins.	
8	8	Not exceeding 20 feet.
8	4	Over 20 feet and not exceeding 25 feet.
8	0	Over 25 feet and not exceeding 30 feet.
7	7½	Over 30 feet and not exceeding 35 feet.
7	1¾	Over 35 feet and not exceeding 40 feet.
6	7¼	Over 40 feet and not exceeding 45 feet.
6	0	Over 45 feet and not exceeding 50 feet.
5	1	Over 50 feet and not exceeding 55 feet.
4	7	Over 55 feet and not exceeding 60 feet.

NORTH EASTERN

SIX inches rail clearance only allowed on the following portions of the line subject to maximum width of loads as shown below:—



Maximum width at 6 ins. A.R.L.

	Ft.	Ins.	
Snydale Branch No. 2.	7	8	Increasing to width of 8 ft. 9 ins. at 9 ins. A.R.L.

The maximum width of any load or vehicle below 3 ft. 6* ins. from rail level is as follows:—

- (i) 8 ft. 8 ins. where the length overall does not exceed 30 ft. 0 ins. and the bogie centres or wheelbase does not exceed 22 ft. 0 ins.
- (ii) 8 ft. 7 ins. where the length overall does not exceed 34 ft. 0 ins. and the bogie centres or wheelbase does not exceed 24 ft. 0 ins.
- (iii) 8 ft. 6 ins. where the length overall does not exceed 45 ft. 0 ins. and the bogie centres or wheelbase does not exceed 30 ft. 0 ins.
- (iv) 8 ft. 3 ins. where the length overall does not exceed 52 ft. 0 ins. and the bogie centres or wheelbase does not exceed 36 ft. 6 ins.
- (v) 8 ft. 0 ins. where the length overall does not exceed 61 ft. 6 ins. and the bogie centres or wheelbase does not exceed 43 ft. 6 ins.
- (vi) 7 ft. 9 ins. where the length overall does not exceed 70 ft. 0 ins. and the bogie centres or wheelbase does not exceed 50 ft. 0 ins.
- (vii) 7 ft. 6 ins. where the length overall does not exceed 75 ft. 0 ins. and the bogie centres or wheelbase does not exceed 54 ft. 0 ins.

*Exceptions to the above:—

Ft.	Ins.	
3	4½	Former North Eastern Railway Lines. Former Hull and Barnsley Railway Lines.

NORTH EASTERN—(Contd.)

Ft.	Ins.	
3	4	Former London and North Western Railway Lines.
3	3	Former Midland Railway Lines. Former Otley and Ilkley Joint Line.

ShIPLEY—Exchange of traffic between former L.N.E. and L.M.S. lines.

The curves of the junction to and from the L.N.E. (G.N.) Yard at Leeds Junction, ShIPLEY are acute and the following maximum widths of vehicles and for centrally loaded loads up to 3 ft. 6 ins. from rail level must be observed.

<i>Maximum Width</i>		<i>Wheelbase</i>
Ft.	Ins.	
8	7½	Not exceeding 20 feet.
8	6	Over 20 feet and not exceeding 25 feet.
8	4	Over 25 feet and not exceeding 30 feet.
8	2	Over 30 feet and not exceeding 35 feet.
8	0	Over 35 feet and not exceeding 40 feet.
7	9	Over 40 feet and not exceeding 45 feet.
7	6	Over 45 feet and not exceeding 50 feet.

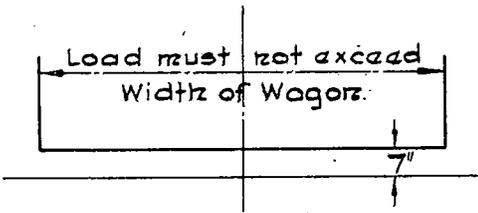
Hartlepool Docks (B.T.C. Docks Division)

Vehicles exceeding the following dimensions must not be forwarded to destinations in the Hartlepool Docks Area without the consent of the Docks Manager.

<i>Width up to 2 ft. 9 ins. A.R.L.</i>		<i>Wheelbase or distance between Bogie Centres</i>	
Ft.	Ins.	Ft.	Ins.
8	6	20	0
8	0	28	0
7	6	34	0
7	0	38	0

SCOTTISH

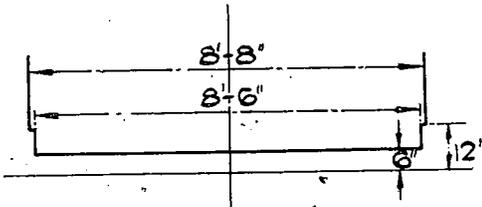
Former London and North Eastern.



SEVEN inches above rail level required:-

All goods lines.

Former London Midland & Scottish.



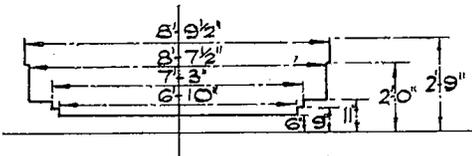
TWELVE inches above rail level required beyond 4 ft. 3 ins. from centre to each side:-

All lines Carlisle inclusive and North thereof.

Gartverrie Branch.

The width of vehicle or load not to exceed 7 ft. 4 ins. below 3 ft. 6 ins. above rail level.

SOUTHERN



NINE inches above rail level required beyond 3 ft. 5 ins. from centre to each side:-

Andover Junction to Kimbridge Junction.

Lymington Junction to Lymington Pier.

SOUTHERN—(Contd.)

Ifracombe Branch.

The following maximum widths for vehicles, inclusive of brakes and fittings and centrally loaded loads between 8 ins. and 2 ft. 6 ins. above rail level must not be exceeded:—

<i>Maximum Width</i>		<i>Wheelbase or Bogie Centres</i>			
Ft.	Ins.	Ft.	Ins.	Ft.	Ins.
8	7	20	0 and less		
8	6	20	0	to	23
8	5	23	0	to	26
8	4	26	0	to	29
8	3	29	0	to	31
8	2	31	6	to	34
8	1	34	0	to	36
8	0	36	0	to	38
7	11	38	0	to	40
7	10	40	0	to	42
7	9	42	0	to	44
7	8	44	0	to	46
7	7	46	0	to	48
7	6	48	0	to	50
7	5	50	0	to	52
7	4	52	0	to	53
7	3	53	0	to	54
7	2½	54	0	to	55
7	2	55	0	to	56
7	1	56	0	to	57
7	0½	57	0	to	58
6	11½	58	0	to	59
6	11	59	0	to	60

Between 2 ft. 6 ins. and 3 ft. 6 ins. above rail level, the dimensions of the Southern Region Western Section Load Gauge must be observed.

THE DIMENSIONS SHOWN IN THE FOLLOWING TABLE ARE THOSE OF LINES FOR WHICH THE REGIONS NAMED ARE RESPONSIBLE.

THE DIMENSIONS IN THE FIRST COLUMN OF THE TABLE APPLY ABOVE A HEIGHT OF 3 FT. 6 INS. FROM RAIL LEVEL UNLESS OTHERWISE SHOWN.

Region	Maximum Width of Load as defined in Heading Table		Maximum Height at Side from Rail		Maximum Height in Centre from Rail		L.G. Dia. No.
	Ft.	Ins.	Ft.	Ins.	Ft.	Ins.	
EASTERN—							
Former Great Central Line (including the Sheffield District and Mansfield Lines) except as follows:—	9	3	10	5	13	5	1
West Riding and Grimsby ...	9	3	10	3	13	6	2
Former Great Eastern Line:— Homersfield—Traffic to be dealt with at the Loading Dock at this station must not be forwarded in wagons having a wheelbase exceeding 12 ft. 0 ins.	9	0	11	0	13	1	3
East Smithfield Depot and Leman Street—Vehicles exceeding 32 ft. 6 ins. long over headstocks, 23 ft. 0 ins. wheelbase and 9 ft. 0 ins. wide must not be loaded to the above depot without the authority of the Line Traffic Manager (L.T.S.), Saracens Head House, Fenchurch Street, E.C.2.							
Mile End and Devonshire Street for the Charing Cross, West End and City Electricity Works Siding, Bow: Vehicles exceeding the following dimensions must not be loaded to this siding:—							

(Contd.)

Region	Maximum Width of Load as defined in Heading Table Ft. Ins.	Maximum Height at Side from Rail Ft. Ins.	Maximum Height in Centre from Rail Ft. Ins.	L. G. Dia. No.																																	
EASTERN—(Contd.)																																					
Former Great Eastern Line—(Contd.)	9 0	11 0	13 1	3																																	
<p style="text-align: center;"><u>BOGIE VEHICLES</u></p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th colspan="3" style="text-align: center;"><u>BOGIE VEHICLES</u></th> <th colspan="2" style="text-align: center;"><u>ORDINARY 4-WHEELED VEHICLES</u></th> </tr> <tr> <th style="text-align: center;">Length between Bogie Centres</th> <th style="text-align: center;">Length over Bogie Headstocks</th> <th style="text-align: center;">Bogie Wheel Base</th> <th colspan="2" style="text-align: center;">Wheel Base</th> </tr> <tr> <th style="text-align: center;">Ft. Ins.</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">8 6</td> <td style="text-align: center;">37 6</td> <td style="text-align: center;">52 0</td> <td colspan="2"></td> </tr> <tr> <td style="text-align: center;">8 0</td> <td style="text-align: center;">40 6</td> <td style="text-align: center;">56 0</td> <td colspan="2"></td> </tr> <tr> <td style="text-align: center;">7 6</td> <td style="text-align: center;">43 0</td> <td style="text-align: center;">59 0</td> <td rowspan="2" style="text-align: center;">9 0</td> <td rowspan="2" style="text-align: center;">14 6</td> </tr> <tr> <td style="text-align: center;">7 0</td> <td style="text-align: center;">45 6</td> <td style="text-align: center;">64 0</td> </tr> </tbody> </table> <p>Mile End Lower Yard. Loads and Vehicles in excess of 12 ft. 9 ins. A.R.L. must not use the crossover at the London end of the covered way.</p> <p>Millwall Dock. South West India Dock. West India Dock. Traffic for these docks requiring to be loaded on vehicles of special construction must not be accepted until Agent's assent has been obtained. Applications for authority to forward must specify class of wagons and full description of load.</p> <p>City Station, Bow Depot and Victoria Docks.</p>	<u>BOGIE VEHICLES</u>			<u>ORDINARY 4-WHEELED VEHICLES</u>		Length between Bogie Centres	Length over Bogie Headstocks	Bogie Wheel Base	Wheel Base		Ft. Ins.	8 6	37 6	52 0			8 0	40 6	56 0			7 6	43 0	59 0	9 0	14 6	7 0	45 6	64 0								
<u>BOGIE VEHICLES</u>			<u>ORDINARY 4-WHEELED VEHICLES</u>																																		
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7 6	43 0	59 0	9 0	14 6																																	
7 0	45 6	64 0																																			

(Contd.)

Region	Maximum Width of Load as defined in Heading Table Ft. Ins.	Maximum Height at Side from Rail Ft. Ins.	Maximum Height in Centre from Rail Ft. Ins.	L.G. Dia. No.
EASTERN—(Contd.)				
Former Great Eastern Line—(Contd.)	9 0	11 0	13 1	3
Silvertown Tramway. Private Sidings.				
<p>Keiller & Son Ltd. (Tay Wharf)— Bogie wagons, four wheeled wagons with a wheelbase exceeding 10 ft. 0 ins., six wheeled wagons and wagons or loads having a greater height than 12 ft. 9 ins. above rail level and a greater width than 8 ft. 4 ins. centrally loaded must not be shunted into this siding.</p>				
<p>Thos. W. Ward & Co. Ltd.— Four wheeled wagons with a wheelbase exceeding 10 ft. 6 ins. and six wheeled wagons cannot be dealt with at this siding.</p>				
<p>Spencer, Chapman & Messel (No. 1 Siding)— Four wheeled wagons with a wheelbase exceeding 11 ft. 0 ins. and six wheeled wagons cannot be dealt with at this siding.</p>				
<p>Spencer, Chapman & Messel (No. 2 Siding)— Four wheeled wagons with a wheelbase exceeding 9 ft. 6 ins. and six wheeled wagons cannot be dealt with at this siding.</p>				
<p>Silvertown Tramway. Private Sidings— Prince Regent Tar Co. Ltd. Gulf Oil Ltd. (Minoco Wharf)</p>				(Contd.)

Region	Maximum Width of Load as defined in Heading Table Ft. Ins.	Maximum Height at Side from Rail Ft. Ins.	Maximum Height in Centre from Rail Ft. Ins.	L.G. Dia. No.
EASTERN—(Contd.)				
Former Great Eastern Line—(Contd.)	9 0	11 0	13 1	3
<p>Silvertown Tramway. Private Sidings—(Contd.)</p> <p>I.C.I. Ltd. (Crescent Wharf)</p> <p>John Knight Ltd. (Royal Primrose Soap Works)</p> <p>Pinchin Johnson Ltd.</p> <p>Four wheeled wagons with a wheel-base exceeding 12 ft. 0 ins. and six wheeled wagons cannot be dealt with at these sidings.</p> <p>Tate & Lyle Ltd., Peruvian Wharf Siding.</p> <p>Tate & Lyle Ltd., Plaistow Wharf Siding.</p> <p>Four wheeled wagons with a wheel-base exceeding 12 ft. 6 ins., six wheeled wagons and bogie wagons with bogie centres exceeding 45 ft. 0 ins. cannot be dealt with at these sidings.</p> <p>Co-ordinated Traffic Services Ltd. (Clyde Wharf)</p> <p>Four wheeled wagons with a wheel-base exceeding 17 ft. 0 ins. cannot be dealt with at this siding.</p> <p>British Oil & Cake Mills (Union Works)</p> <p>Four wheeled wagons with a wheel-base exceeding 14 ft. 0 ins. and six wheeled wagons cannot be dealt with at this siding.</p>				

(Contd.)

Region	Maximum Width of Load as defined in Heading Table Ft. Ins.	Maximum Height at Side from Rail Ft. Ins.	Maximum Height in Centre from Rail Ft. Ins.	L.G. Dia. No.
EASTERN—(Contd.)				
Former Great Eastern Line—(Contd.)	9 0	11 0	13 1	3
<p>Between Silvertown and North Woolwich. Private Sidings— Standard Telephones & Cables Ltd. Loders & Nucoline (Cairn Mills) Four wheeled wagons with a wheel-base exceeding 10 ft. 0 ins. and six wheeled wagons cannot be dealt with at these sidings.</p>				
<p>Between Silvertown and North Woolwich. Private Sidings— Tate & Lyle (Thames Refinery) Four wheeled wagons with a wheel-base exceeding 10 ft. 6 ins. and six wheeled wagons cannot be dealt with at this siding.</p>				
<p>When wagons of the Flatrol and Weltrol type having a bogie wheel-base of 6 ft. 0 ins. or less and with the load added to the tare, the total weight exceeds 56 tons, the authority of the L.T.M. responsible must be obtained before such loads may be permitted to travel over the following lines—</p>				
Bow Junction to Fenchurch Street.				
The Buntingford Branch.				
The Victoria Park Branch.				
Beccles to Tivetshall via Harleston.				(Contd.)

Region	Maximum Width of Load as defined in Heading Table		Maximum Height at Side from Rail		Maximum Height in Centre from Rail		L.G. Dia. No.
	Ft.	Ins.	Ft.	Ins.	Ft.	Ins.	
EASTERN—(Contd.)							
Former Great Eastern Line—(Contd.)							
Yarmouth Tramway—Bridge over River Bure at Yarmouth Vauxhall:—Wagons with an axle weight exceeding 15 tons prohibited. At least three ordinary wagons with axle weights not exceeding 10 tons must be placed between wagons with an axle weight exceeding 10 tons but not exceeding 15 tons, also between these wagons and a locomotive. No vehicular traffic must be allowed on this bridge during the passing of a train.							
Colne Valley and Halstead							
Tottenham and Hampstead Junction.							
Somersham to Warboys.							
Norfolk & Suffolk Joint Line ...							
Former G.N. & G.E. Joint Line—Huntingdon to Black Carr Junction							
Former Great Northern Line ...							
Shireoaks and Laughton Line } Rotherham, Maltby and Laughton Line }							
Former Great Central, Hull and Barnsley, and Midland Joint Line } Former South Yorkshire Joint Line }							
(Contd.)							

Region	Maximum Width of Load as defined in Heading Table		Maximum Height at Side from Rail		Maximum Height in Centre from Rail		L.G. Dia. No.
	Ft.	Ins.	Ft.	Ins.	Ft.	Ins.	
EASTERN—(Contd.)							
Former G.N. and L.N.W. Joint Lines	9	3	10	3	13	6	2
Former Midland and Gt. Northern Joint Line	9	3	10	9	13	9	9
Former Axholme Joint Line (N.E. & L. & Y.) *May be 9 ft. 3 ins. wide between 3 ft. 4½ ins. and 8 ft. 9 ins. above rail level.	*9	0	11	0	13	6	7
Former Midland Lines	9	0	10	9	13	9	8
London, Tilbury and Southend Lines	9	0	11	0	13	1	57
Tottenham & Forest Gate (South Tottenham to Woodgrange Park)	9	0	11	0	13	6	7
Former L.N.W. Lines	9	0	11	0	13	6	7
Former Mid-Notts Joint Line } Farnsfield to Ollerton }	9	0	10	9	13	9	8
LONDON MIDLAND							
Ashby to Nuneaton	9	0	10	9	13	6	37
Cleator to Workington Junction ...	9	0	11	0	13	0	10
Cockermouth, Keswick and Penrith	9	0	11	6	13	3	38
Former Furness Lines	9	0	10	9	13	6	39

(Contd.)

Region	Maximum Width of Load as defined in Heading Table		Maximum Height at Side from Rail		Maximum Height in Centre from Rail		L.G. Dia. No.
	Ft.	Ins.	Ft.	Ins.	Ft.	Ins.	
LONDON MIDLAND—(Contd.)							
Former Furness and Midland Lines	9	0	10	9	13	9	8
Oldham, Ashton and Guide Bridge Junction	9	3	10	5	13	5	1
Garstang to Knott End	9	0	11	0	13	6	7
Former London and North Western Lines (including Former Lancashire and Yorkshire Lines) (except as follows)–	9	0	11	0	13	6	7
<p>NOTE.—Overbridge No. 66 carrying the main road across the lines at the foot of Sheeppasture incline on the Cromford and High Peak line is only just clear of the maximum load gauge on the descending line (i.e., the line leading to Cromford), and a loading gauge has been fixed at Middleton which is 3 ins. lower than the standard gauge.</p> <p>Vehicles having six wheels and over must not be loaded to places between Cromford and Parsley Hay inclusive, nor to sidings on the Ladmanlow Branch (except six wheeled water tanks for the Locomotive Department which are authorised).</p>							
Whalley Bridge	9	0	11	0	11	0	15
Shallcross Siding to Former L.N.E. (G.C.) Canal Basin.							

(Contd.)

Region	Maximum Width of Load as defined in Heading Table Ft. Ins.	Maximum Height at Side from Rail Ft. Ins.	Maximum Height in Centre from Rail Ft. Ins.	L.G. Dia. No.
LONDON MIDLAND—(Contd.)				
Former London and North Western Lines—(Contd.)	9 0	11 0	13 6	7
Clifton Tunnel, Clifton Hall Branch, between Patricroft Station and Molyneux Junction.	9 0	10 4	13 3	59
NOTE.—Because of reduced clearances due to subsidence, the ONLY vehicles allowed to pass through this tunnel are ordinary open wagons (all types) and tank wagons.				
Eccles, Tyldesley and Wigan Line— Tyldesley Colliery Sidings ...	9 0	11 0	13 6	7
Tyldesley Green's Siding ...	9 0	11 0	11 0	15
Edge Hill, Bank Head Signal Box to Crown Street.	9 0	11 0	13 6	7
NOTE.—Wagons and loads must not exceed 10 ft. 0 ins. above rail level to pass through Old Tunnel (Bridge No. 4) to Crown Street Goods.				
Littleworth Branch (near Hednesford) } Five Ways Branch ... }	9 0	11 0	13 0	10
Hemel Hempstead— Hemel Hempstead Gasworks Sidings.	9 0	10 9	12 0	19
Haydon Square (London) Goods Depot— When wagons of the Flatrol and Weltrol type having a bogie wheel-				(Contd.)

Region	Maximum Width of Load as defined in Heading Table		Maximum Height at Side from Rail		Maximum Height in Centre from Rail		L.G. Dia. No.
	Ft.	Ins.	Ft.	Ins.	Ft.	Ins.	
LONDON MIDLAND—(Contd.)							
Former London and North Western Lines—(Contd.)	9	0	11	0	13	6	7
Haydon Square (London) Goods Depot—(Contd.)	base of 6 ft. 0 ins. or less and with the load added to the tare, the total weight exceeds 56 tons, the authority of the Director of Traffic Services (Euston) must be obtained before such loads may be permitted to work into the depot.						
Northampton— Northampton Corporation Siding	9	0	11	0	13	0	11
Port Penrhyn Branch	9	0	11	0	13	3	12
Port Dinorwic Branch	9	0	10	3	13	3	13
Preston, Ribble Branch	9	0	10	11	13	3	14
Wapping Branch between Bankhead and Park Lane Goods (Liverpool)	9	0	10	3	13	6	16
Maryport and Carlisle Line ...	8	10	11	0	13	6	17
Former Midland Lines (except as follow)	9	0	10	9	13	9	8
Through Tunnel on Shirland Branch	8	0	10	3	13	0	18
Under Granville Street Bridge, Birmingham Siding to Corporation Granary (Five Ways and Birmingham Central).	9	0	10	9	12	0	19

(Contd.)

Region	Maximum Width of Load as defined in Heading Table Ft. Ins.	Maximum Height at Side from Rail Ft. Ins.	Maximum Height in Centre from Rail Ft. Ins.	L.G. Dia. No.
LONDON MIDLAND--(Contd.)				
Former Midland Lines (except as follow)--(Contd.)	9 0	10 9	13 9	8
Burton--Bridge No. 34 over the Shobnall or Bond End Branch	9 0	10 9	13 0	20
Clapham to Ingleton ...)	9 0	11 0	13 6	7
Settle Junction to Morecambe and Heysham				
West Bridge Branch--All traffic for West Bridge Station (Leicester) and Sidings, Wharves, etc., connected therewith must pass through Glenfield Tunnel and these dimensions apply to wagon or load (except as follow). *May be 8 ft. 3 ins. wide between 1 ft. 0 ins. and 3 ft. 6 ins. above rail level; 8 ft. 9 ins. wide between 3 ft. 6 ins. and 8 ft. 6 ins. above rail level and 8 ft. 4 ins. wide between 8 ft. 6 ins. and 10 ft. 0 ins. above rail level.	*7 7	10 9	12 10	21
West India Docks Sidings and Poplar (Mid.)	9 0	10 6	12 9	22
In respect of traffic for the under-mentioned Stations the following additional precautions as to loading must be observed:--				
				(Contd.)

Region	Maximum Width of Load as defined in Heading Table Ft. Ins.	Maximum Height at Side from Rail Ft. Ins.	Maximum Height in Centre from Rail Ft. Ins.	L.G. Dia. No.
LONDON MIDLAND—(Contd.)				
Former Midland Lines (except as follow)—(Contd.)	9 0	10 9	13 9	8
West Kensington and High Street Kensington—to be loaded to former Metropolitan District gauge.	9 0	10 6	12 6	23
Stations on former S.E. & C. and L.B. & S.C. lines when too high for the former Metropolitan gauge, and sent via Brent and Battersea to be loaded to the following dimensions:—				
L.B. & S.C.	9 0	11 1	13 6	25
*S.E. & C.	9 0	10 11	13 1	26
*NOTE— for exceptions see page 36				
Tottenham and Hampstead Junction	9 0	11 0	13 1	3
Between St. Pauls Road Junction, St. Pancras and King's Cross (Met), i.e., through King's Cross Tunnel to junction with Eastern Region Down Suburban Line at King's Cross (Met).	9 0	10 2	12 8	27

(Contd.)

Region	Maximum Width of Load as defined in Heading Table Ft. Ins.	Maximum Height at Side from Rail Ft. Ins.	Maximum Height in Centre from Rail Ft. Ins.	L.G. Dia. No.															
LONDON MIDLAND—(Contd.)																			
NOTE.—The maximum length of load or vehicle permitted to pass through the tunnel except by prior arrangements is 57 ft. 0 ins. The lengths of loads or vehicles must not exceed those shown below on the bogie centres quoted:—																			
<p style="text-align: center;"><i>Bogie Centre</i></p> <table border="0"> <tr> <td style="text-align: right;"><i>Length</i></td> <td style="text-align: right;"><i>Max.</i></td> <td style="text-align: right;"><i>Min.</i></td> </tr> <tr> <td>41 ft or less ...</td> <td>42 ft.</td> <td>10 ft.</td> </tr> <tr> <td>Exceeding 41 ft. but not more than 47 ft.</td> <td>42 ft.</td> <td>24 ft.</td> </tr> <tr> <td>Exceeding 47 ft. but not more than 52 ft.</td> <td>42 ft.</td> <td>33 ft.</td> </tr> <tr> <td>Exceeding 52 ft. but not more than 57 ft.</td> <td>42 ft.</td> <td>40 ft.</td> </tr> </table>	<i>Length</i>	<i>Max.</i>	<i>Min.</i>	41 ft or less ...	42 ft.	10 ft.	Exceeding 41 ft. but not more than 47 ft.	42 ft.	24 ft.	Exceeding 47 ft. but not more than 52 ft.	42 ft.	33 ft.	Exceeding 52 ft. but not more than 57 ft.	42 ft.	40 ft.				
<i>Length</i>	<i>Max.</i>	<i>Min.</i>																	
41 ft or less ...	42 ft.	10 ft.																	
Exceeding 41 ft. but not more than 47 ft.	42 ft.	24 ft.																	
Exceeding 47 ft. but not more than 52 ft.	42 ft.	33 ft.																	
Exceeding 52 ft. but not more than 57 ft.	42 ft.	40 ft.																	
Former Metropolitan and G.C. Joint Lines, Harrow South Junction to Verney Junction (including Chesham Branch)	9 0	11 0	13 6	7															
North and South Western Junction Line	9 0	12 0	13 8	28															
Former North London Line... ..	9 0	11 6	13 6	29															
Former North Staffordshire Lines (except as follow)	9 0	11 0	13 6	7															
Newcastle-under-Lyme Goods Yard	9 0	11 0	11 8	30															
Biddulph Valley Line, Bridge No. 20 at 4 m. 5 c. between Ford Green and Milton. Up line only.	9 0	11 0	13 3	31															
				<i>(Contd.)</i>															

Region	Maximum Width of Load as defined in Heading Table		Maximum Height at Side from Rail		Maximum Height in Centre from Rail		L.G. Dia. No.
	Ft.	Ins.	Ft.	Ins.	Ft.	Ins.	
LONDON MIDLAND--(Contd.)							
Former Stratford-on-Avon and Midland Junction Line	9	0	10	10	13	4	32
Whitehaven, Cleator and Egremont Line	9	0	11	0	13	6	7
Wirral Line	9	0	11	0	13	4	33
*Chester to Birkenhead ...	9	8	9	10	13	6	35
*Chester to Walton Junction, Warrington							
Hooton to Helsby							
Hooton to West Kirby ...	9	0	11	0 $\frac{3}{8}$			
*The maximum width of loads that can be allowed to pass between Saltney Junction and Chester Station and through Chester Yard in ordinary working must be limited to 9 ft. 0 ins.							
West London and West London Extension Lines	9	8	9	10	13	6	35
	9	0	11	0 $\frac{3}{8}$			
Halesowen Line	9	0	10	9	13	9	8
Former Cheshire Lines Committee	9	3	10	4	13	8	34
Except as follow:—Between Godley Junction and Cheadle Exchange and between Halewood East Junction and Fazakerley South Junction.	9	3	10	1	13	5	36
Manchester South Junction and Altrincham	9	0	11	0	13	6	7
Former Mersey Line							
Former Great Central and Midland Joint -	9	3	10	5	13	5	1
Hyde Junction to and including							
Woodley Junction							
Ashburys to Reddish Junction							
Widnes Branch							

(Contd.)

Region	Maximum Width of Load as defined in Heading Table Ft. Ins.	Maximum Height at Side from Rail Ft. Ins.	Maximum Height in Centre from Rail Ft. Ins.	L.G. Dia. No.
LONDON MIDLAND—(Contd.)				
Former Great Central and Midland joint—(Contd.)				
Brinnington Junction to and including Reddish Junction	9 0	10 9	13 6	37
Reddish Junction to Romiley Junction				
Woodley Junction to Hayfield				
Bredbury Junction to Romiley Junction				
Former G.N. and L.N.W. Joint Lines	9 3	10 3	13 6	2
Former Great Central, & North Staffordshire Line	9 3	10 5	13 5	1
Former Great Central Line (including the Sheffield District and Mansfield Lines) except as follows:—	9 3	10 5	13 5	1
Buckley and Connahs Quay Branch	8 0	9 8	10 8	40
Former L.M.S. Lines Carlisle and North thereof	9 0	11 0	13 0	10
Former North British Lines	9 0	10 9	12 11	41
NORTH EASTERN —				
Former L.N.E.R. (N.E. Area) Gauge applying to former N.E. Railway and Hull & Barnsley Railway Lines: 9 ft. 3 ins. wide between 3 ft 4½ ins. and 8 ft. 9 ins. above rail level.	9 0	11 0	13 6	7
				(Contd.)

Region	Maximum Width of Load as defined in Heading in Table	Maximum Height at Side from Rail	Maximum Height in Centre from Rail	L.G. Dia. No.
	Ft. Ins.	Ft. Ins.	Ft. Ins.	
NORTH EASTERN - (Contd.)				
NOTE.—The width of the gauge between 8 ft. 9 ins. above rail and 11 ft. 0 ins. is reduced by a straight line from 9 ft. 3 ins. at 8 ft. 9 ins. above rail to 9 ft. 0 ins. at 11 ft 0 ins. above rail.				
The following are exceptions to the former L.N.E.R. (N.E. Area) Standard Gauge:—				
Heaton and Tynemouth	9 0	11 0	13 6	7
Harton Coal Company's line, via Whitburn Junction	9 0	11 0	12 8	63
Earsdon Junction and Percy Main...	9 0	11 0	13 0	10
Pontop Branch (incline):—				
Pelton (Stella Gill) Group of Collieries:—				
Craghead Colliery... ..	9 0	11 0	11 11	64
Handen Hold Colliery	}	9 0	11 0	13 6
Beamish Mary Colliery				
Beamish Second Colliery... ..				
Tanfield Branch (Bowes Bridge) (Inclines):—				
Bowes Bridge Siding	8 6	11 0	13 4	60
Burnopfield or Hobson Colliery	}	8 6	11 0	13 0
Burnopfield Siding				
Byer Moor Colliery and Goods Siding				
East Tanfield Colliery	8 6	11 0	13 4	60
Kibblesworth Colliery	8 6	8 3	9 0	62
Lobley Hill Depots and Siding ...	8 6	11 0	13 4	60

(Contd.)

Region	Maximum Width of Load as defined in Heading Table Ft. Ins.	Maximum Height at Side from Rail Ft. Ins.	Maximum Height in Centre from Rail Ft. Ins.	L.G. Dia. No.
NORTH EASTERN—(Contd.)				
Tanfield Branch (Bowes Bridge) (Inclines):— (Contd.)				
Marley Hill Colliery and Sidings Sunnyside Depots and Siding Tanfield Lea Colliery ... Tanfield Margaret Colliery Watergate Colliery ...	8 6 8 6	11 0 11 0	13 0 13 4	61 60
<p>No wagons must be sent to these places unless the axles, hornplates and the load thereof are at least 13 ins. above rail level.</p> <p>NOTE:—Loads not exceeding 40 ft. in length can be accepted on single bolster wagon sets provided there is a 6 ins. clearance above the ends of the wagons.</p>				
<p>Timber and other traffics exceeding 40 ft. in length must not be sent over these Inclines without the special authority of the District Traffic Officer.</p> <p>Wagons with a wheelbase of 10 ft. 6 ins. can travel safely over these Inclines without restriction, but for vehicles with a wheelbase up to 15 ft. 0 ins. a clearance of 1 ft. 6 ins. above rail level is required midway between the wheelbase. An additional clearance of 2 ins. is required for every 5 ft. 0 ins. of wheelbase above 15 ft. 0 ins.</p>				
				(Contd.)

Region	Maximum Width of Load as defined in Heading Table Ft. Ins.	Maximum Height at Side from Rail Ft. Ins.	Maximum Height in Centre from Rail Ft. Ins.	L.G. Dia. No.
NORTH EASTERN—(Contd.)				
Tanfield Branch (Bowes Bridge) (Inclines):— (Contd.)				
Trolleys, six wheeled and wagons with side steps and all special wagons on bogie frames, will not pass safely over the aforesaid Inclines on the Pontop and Tanfield Branches.				
Newcastle and Carlisle Norwood Junction to Dunston East Gateshead, Norwood and Blaydon— (Blaydon East Junction to Blaydon Mineral Sidings) Blaydon South West Curve Redheugh Branch—(Derwenthaugh to Dunston East) Pontop and South Shields Branch— (Down Main and Down Goods, Washington South Junction to Washington Chemical Works).				
Stockton, Hartlepool and Newcastle— (Down Goods, St. James Bridge to Boro' Gardens)	9 0	11 0	13 6	7
(Stranton Junction to Clarence Junction Up and Down Goods)				
Ferryhill and Castle Eden Junction				
With the exception of trolley wagons as provided for hereunder, no rolling stock longer than 52 ft 4 ins. over headstocks must run between Ferryhill and Castle Eden Junction Trolley wagons not exceeding 55 ft. 0 ins. over headstocks, may be accepted, provided the maximum width of the load does not exceed exceed 8 ft. 6 ins.				
				(Contd.)

Region	Maximum Width of Load as defined in Heading Table		Maximum Height at Side from Rail		Maximum Height in Centre from Rail		L.G. Dia. No.
	Ft.	Ins.	Ft.	Ins.	Ft.	Ins.	
NORTH EASTERN—(Contd.)							
Murton to Sherburn Colliery North Monkwearmouth Goods Branch—Up and Down Lines and Up Goods (Monkwearmouth S.B. to Wearmouth Junction S.B.)	9	0	11	0	13	6	7
Belmont Branch (Belmont Junction)							
Tyne Dock Bottom to Green Lane Junction (Tyne Dock Bottom)							
Darlington and Shildon—(Up and Down Goods Albert Hill Junction and Hopetown Junction) (Up and Down Goods Hopetown Junction and Charity Junction)							
Barnard Castle and Kirkby Stephen—Wagons with an axle load in excess of 16 tons must not be allowed to pass between these two stations.	*9	0	11	0	13	6	7
*May be 9 ft. 3 ins. wide between 3 ft. 4½ in. and 8 ft. 9 ins. above rail level.							
Swine Lodge Incline, Seaham ...	8	0	10	0	10	0	65
Darlington and Saltburn—Goods Lines—Stockton Cut to Thornaby East Old Town Junction to South Bank	9	0	11	0	13	6	7
*Pickering and Whitby							
*Scarborough (Gallows Close) and Whitby via Coast Line							

(Contd.)

Region	Maximum Width of Load as defined in Heading in Table Ft. Ins.	Maximum Height at Side from Rail Ft. Ins.	Maximum Height in Centre from Rail Ft. Ins.	L.G. Dia. No.
NORTH EASTERN—(Contd.)				
<p>*Coaching Stock, excluding vehicles of the former L.N.E.R. built for any of the former Companies, may work over any of the above named Branches provided the length over body does not exceed 63 ft. 6 ins. and the widths over body and handles do not exceed 9 ft. 0 ins. and 9 ft. 3 ins. respectively. Bottom footboards of vehicles exceeding 54 ft. 0 ins. in length over headstocks must be attached to the bogies and not to the underframes. All vehicles should in other respects clear the N.E. Region Standard Load Gauge.</p>				
<p>Stocks exceeding the above dimensions can only be accepted by special arrangement.</p>				
<p>Church Fenton and Harrogate (Crimple Tunnel) (Spofforth S.B. to Crimple Junction S.B.)</p>	9 0	11 0	13 6	7
<p>Axholme Joint (N.E. & L. & Y.) Leeds City Station Joint (L. & N.W. & N.E.) Swinton & Knottingley (Mid. & N.E.)</p>	*9 0	11 0	13 6	7
<p>*May be 9 ft. 3 ins. wide between 3 ft. 4½ ins. and 8 ft. 9 ins. above rail level</p>				
<p>Former L.M.S. Railway Lines ...</p>	9 0	10 9	13 9	8
<p>The following former L.M.S. Rly. lines are exceptions to the above gauge:—</p>				

(Contd.)

Region	Maximum Width of Load as defined in Heading Table		Maximum Height at Side from Rail		Maximum Height in Centre from Rail		L.G. Dia. No.
	Ft.	Ins.	Ft.	Ins.	Ft.	Ins.	
NORTH EASTERN—(Contd.)							
Former London and North Western Railway	9	0	11	0	13	6	7
Former Lancashire and Yorkshire Railway.	9	0	11	0	13	6	7
Former Midland Section—Normanton.—Exchange traffic between former L.N.E.R. (N.E. Area) and L.M.S. (L. & Y.) Railway Section viz. between Altofts Junction and Goose Hill Junction	9	0	11	0	13	6	7
Former Great Northern Railway Lines	9	3	10	3	13	6	2
Former Great Northern Gauge applying to former Joint Lines as under:—	9	3	10	3	13	6	2
Halifax and Ovenden Joint (G.N. and L. & Y.) (North Bridge to Holmfield)							
Halifax High Level							
West Riding and Grimsby Joint (G.N. & G.C.)							
Methley Joint (G.N. L. & Y. & N.E.)							
East and West Yorks Union (except as under):—							
Vehicles for Yorkshire Copper Works or Yorkshire Tar Distillers Ltd.	9	3	10	3	12	4	58
Former Great Central Railway Lines	9	3	10	5	13	5	1

(Contd.)

Region	Maximum Width of Load as defined in Heading Table		Maximum Height at Side from Rail		Maximum Height in Centre from Rail		L.G. Dia. No.
	Ft.	Ins.	Ft.	Ins.	Ft.	Ins.	
NORTH EASTERN—(Contd.)							
Former North British Railway Lines	9	0	10	9	12	11	41
Former Otley and Ilkley Joint Line	9	0	11	0	13	9	52
Former Halifax and Ovenden Joint Line Gauge applying to line between Halifax and North Bridge only.	9	0	10	3	13	6	51
Hartlepool Docks (B.T.C. Docks Division)	9	0	11	0	13	6	7
Middleton Area, Hartlepool via No. 1 Swing Bridge. Vehicles with axle loads in excess of 18 tons at 5 ft. 8 ins. centres are prohibited.							
SCOTTISH—							
Former London and North Eastern Lines (except as follow)—	9	0	10	9	12	11	41
Aberdeen to north and west thereof	9	0	11	3	13	0	45
Bridge over Auchmuty Branch, Markinch (No special wagon or "out of gauge" load to pass under this bridge without the authority of the Chief Civil Engineer, Scottish Region)	8	0	10	3	12	11	46
Bridge over Souterhouse Branch ...	9	0	10	9	12	3	47
Gartverrie Branch ...	8	1	10	9	11	1	48

(Contd.)

Region	Maximum Width of Load as defined in Heading Table		Maximum Height at Side from Rail		Maximum Height in Centre from Rail		L.G. Dia. No.				
	Ft.	Ins.	Ft.	Ins.	Ft.	Ins.					
SCOTTISH—(Contd.)											
Former London Midland & Scottish Lines (except as follow)—	9	0	11	0	13	0	10				
Greenock, Regent Street Depot ... (between Depot and Power Station)	9	0	10	9	11	2	49				
Greenock, Arthur Street Depot ... (between Cartsydyke Junction and Victoria Harbour)	9	0	10	6	12	9	50				
Drumbowie Branch—Mannieshall and Salsburgh Sidings	9	0	10	9	12	11	41				
SOUTHERN—											
Western Section (except as follow)...	9	3	10	10	13	4	53				
Devonport Dockyard Lines ...	9	5	8	9	10	6	56				
South Yard Traffic Only—From Exchange Sidings to South Yard Eastern and Church Hope Line (including Admiralty Exten.)	9	8	9	10	13	6	35				
Weymouth and Portland (including Castleton Tramway) ...								0	11	0	3
Weymouth Dock ...											
Yeovil Town (former Western Region Lines)											
NOTES—											
Reading South—All loads exchanged between the Western and Southern Regions at Reading South must conform to the Southern Region (Eastern Section) loading gauge.											
<i>(Contd.)</i>											

Region	Maximum Width of Load as defined in Heading Table Ft. Ins.	Maximum Height at Side from Rail Ft. Ins.	Maximum Height in Centre from Rail Ft. Ins.	L.G. Dia. No.
SOUTHERN—(Contd.)				
Western Section—(Contd.)	9 3	10 10	13 4	53
<p>NOTES</p> <p>Southampton Town Quay—Bogie wagons which cannot negotiate a curve of $1\frac{1}{2}$ chains radius prohibited.</p> <p>Four wheeled vehicles having a wheelbase of 15 feet or less, can negotiate all curves on this Quay without restriction.</p> <p>Devonport—H.M. Dockyard—Six wheeled vehicles cannot be dealt with unless previous arrangements have been made for their reception. Loads travelling to the Dockyard via the Southern Region must conform to the Load Gauge of the sections over which the load will pass.</p> <p>Weymouth Quay—Six wheeled former L.N.E. and L.M.S. vehicles prohibited.</p> <p>Former Somerset and Dorset Joint Line— Passenger carrying vehicles, Brake vans, Horse Boxes and Covered Carriage Trucks if they do not exceed 60 ft. 0 ins. in length over body, 9 ft. 0 ins. in width over body, 9 ft. 4 ins. in width over handles may be allowed to work throughout the line.</p>				(Contd.)

Region	Maximum Width of Load as defined in Heading Table		Maximum Height at Side from Rail		Maximum Height in Centre from Rail		L.G. Dia. No.																							
	Ft.	Ins.	Ft.	Ins.	Ft.	Ins.																								
SOUTHERN—(Contd.)																														
Western Section—(Contd.)																														
<p>NOTES— Wenford Mineral Line—Passenger vehicles are not permitted over this line with the exception of those formed in the Commission's Inspection Train which must not include six wheeled vehicles.</p> <p>Six wheeled goods vehicles are not permitted to work over this line.</p> <p>Vehicles or wagon loads exceeding the Southern Region Western Section Load Gauge must not work over this line.</p> <p>Bogie wagons and bogie brake vans (freight) of dimensions not exceeding the undermentioned may be permitted to work over this line:—</p>																														
<table border="1"> <thead> <tr> <th rowspan="2">Vehicle</th> <th colspan="5">Length over</th> </tr> <tr> <th>Buffers</th> <th>Head-Stocks</th> <th>B/C's.</th> <th>Bogie W /base</th> <th>Total W /base</th> </tr> </thead> <tbody> <tr> <td>Bogie Wagon</td> <td>ft. in. 48 0</td> <td>ft. in. 45 0</td> <td>ft. in. 35 6</td> <td>ft. in. 5 6</td> <td>ft. in. 41 0</td> </tr> <tr> <td>Bogie Brake Van (Freight)</td> <td>39 11</td> <td>36 6</td> <td>21 0</td> <td>8 0</td> <td>29 0</td> </tr> </tbody> </table>								Vehicle	Length over					Buffers	Head-Stocks	B/C's.	Bogie W /base	Total W /base	Bogie Wagon	ft. in. 48 0	ft. in. 45 0	ft. in. 35 6	ft. in. 5 6	ft. in. 41 0	Bogie Brake Van (Freight)	39 11	36 6	21 0	8 0	29 0
Vehicle	Length over																													
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Bogie Wagon	ft. in. 48 0	ft. in. 45 0	ft. in. 35 6	ft. in. 5 6	ft. in. 41 0																									
Bogie Brake Van (Freight)	39 11	36 6	21 0	8 0	29 0																									
Central Section (except as follows)	9	0	11	1	13	6	25																							
Isle of Wight (No rail communication with mainland)	9	0	10	1½	12	6	55																							

(Contd.)

Region	Maximum Width of Load as defined in Heading Table Ft. Ins.	Maximum Height at Side from Rail Ft. Ins.	Maximum Height in Centre from Rail Ft. Ins.	L.G. Dia. No.
SOUTHERN-(Contd.)				
Central Section (except as follows)				
NOTES-				
Kingston Wharf—No four wheeled goods vehicles with a wheelbase exceeding 22 feet may work into the Low Level Wharf Sidings unless specially authorised by the Chief Civil Engineer.				
Eastern Section (except as follow)...				
Tonbridge to Battle Robertsbridge to Tenterden Town } ...	9 0	10 11	13 1	26
	8 6	10 8	13 1	54
NOTES-				
Woolwich, H.M. Royal Arsenal—Wagons with a rigid wheelbase exceeding 12 ft. 6 ins. cannot be dealt with unless previous arrangements have been made for their reception.				
Woolwich, H.M. Dockyard—Traffic for firms other than the War Department must not be loaded in wagons with a rigid wheelbase exceeding 12 ft. 6 ins. Six wheeled tank wagons with a total wheelbase of 13 ft. are exempt from this restriction.				
Swanscombe Siding, Northfleet—The passage of four wheeled wagons with a wheelbase exceeding 16 ft. and all six wheeled wagons into this siding is prohibited. Bogie wagons can be accepted only after prior arrangements have been made for their reception.				

(Contd.)

Region	Maximum Width of Load as defined in Heading Table	Maximum Height at Side from Rail	Maximum Height in Centre from Rail	L.G. Dia. No.
	Ft. Ins.	Ft. Ins.	Ft. Ins.	
WESTERN (excepted as indicated):-				
Between 3 ft. 6 ins. and 4 ft. 3 ins. above rail level	9 0	4 3	} 13 6	35
Between 4 ft. 3 ins. and 9 ft. 10 ins. above rail level	9 8	9 10		
Between 9 ft. 10 ins. and 11 ft. 0 $\frac{3}{8}$ ins. above rail level.	9 0	11 0 $\frac{3}{8}$		
Exceptions to Standard Gauge- Reading, Huntley & Palmers Works (NOTE.-Vehicles having a wheel- base in excess of 12 ft. 0 ins. are prohibited).	9 0	10 5	11 10	66
South Lambeth Goods Depot ... (Over Southern Region between Longhedge Junction and South Lambeth Depot)	9 0	10 11	13 1	26
Paddington and Moorgate via L.T.E. (NOTE.-Vehicles working into Smithfield must not exceed a length of 22 ft. 0 ins. or have a wheelbase in excess of 10 ft. 9 ins.)	9 0	10 6	12 8	43
Hammersmith and Paddington, via flyunder between Royal Oak and Westbourne Park stations	9 0	11 0	13 2	67
Oxford, Rowley Rd. and Bicester, } London Road } Yarnton Junction and Oxford Rd. } Junction }	9 0	11 0	13 6	7
Ashendon Junction and Wotton ...	9 3	10 5	13 5	1

(Contd.)

Region	Maximum Width of Load as defined in Heading in Table Ft. Ins.	Maximum Height at Side from Rail Ft. Ins.	Maximum Height in Centre from Rail Ft. Ins.	L.G. Dia. No.
WESTERN—(Contd.)				
Exceptions to Standard Gauge-				
Cheltenham Spa, Swindon Town and Andover Junction-				
From Andoversford Junction to Rushey Platt Junction	*9 0	10 10	13 4	32
Rushey Platt Junction (exclusive) to Marlboro' Station, L.L. (inclusive)	9 0	10 10	13 4	32
Marlboro' Station L.L. (exclusive) to Red Posts Junction				
Tidworth, from Ludgershall to Tidworth	*9 0	10 10	13 4	32
*May be 9 ft. 8 ins. wide between 4 ft. 3 ins. and 9 ft. 10 ins. above rail level.				
Highworth Branch				
From $\frac{1}{2}$ M.P. to End of Branch (NOTE.—The former G.W. Standard Gauge applies from the junction with the Main Line to the $\frac{1}{2}$ M.P. This section includes the connection to Stratton Factory.)	9 0	11 0	12 6	68
Bath, Green Park to Templecombe } Evercreech Junction to Burnham-on-Sea }	9 3	10 10	13 4	53
Liskeard and Looe, from Coombe Junction to Moorswater	9 0	11 0	13 2	67
(Contd.)				

Region	Maximum Width of Load as defined in Heading Table	Maximum Height at Side from Rail	Maximum Height in Centre from Rail	L.G. Dia. No.
	Ft. Ins.	Ft. Ins.	Ft. Ins.	
WESTERN-(Contd.)				
Exceptions to Standard Gauge-				
Carbean, from Gunheath to Carbean Siding	9 0	11 0	13 6	7
Carbis, from Bugle to Carbis Wharf				
Goonbarrow, from Goonbarrow Junction to Gunheath				
North Roskear, from Roskear Junction to North Roskear Siding				
Retew, from St. Dennis Junction to Meledor Mill				
Trenance, from St. Austell to Lansalon				
St. Dennis Branch, from Burngullow to St. Dennis Junction	9 0	11 0	13 2	67
Plymouth Friary	9 3	10 10	13 4	53
Sutton Harbour Branch				
Turnchapel Branch				
Cattewater Branch	9 0	10 9	13 9	8
Barnt Green and Bristol, T.M. via Dunhampstead and Branches				
Barnt Green and Ashchurch via Redditch				
Mangotsfield North Junction and Bath Green Park	9 0	11 0	13 2	24
Ely Valley and Brofiscin Branches from Penygraig to Clydach Vale				
Eastern Valleys- Newport Mill Street to Llanarth Street	9 0	11 0	13 6	79

(Contd.)

Region	Maximum Width of Load as defined in Heading Table		Maximum Height at Side from Rail		Maximum Height in Centre from Rail		L.G. Dia. No.
	Ft.	Ins.	Ft.	Ins.	Ft.	Ins.	
WESTERN--(Contd.)							
Exceptions to Standard Gauge--							
Pontypool (Crane Street) to Blenaevon and Talywain	9	0	11	0	13	2	67
Western Valleys, from Pill Bank Junction to Pillgwenlly	9	0	11	0	13	2	67
Abergavenny, Brecon Road and Abergry Junction	9	0	11	0	13	4	69
Abersychan to Waenavon							
Nine Mile Point to Nantybwech							
Nantybwech to Beaufort and Ebbw Vale H.L.							
Cardiff (L.M. Goods Yard)							
Newport and Tallyllyn Junction-- From Bassaleg (exclusive) to New Tredegar	9	0	11	0	13	0	10
From Bargoed South to Deri Junction	9	0	11	0	13	2	67
From Deri Junction to Pontsticill	9	0	11	0	13	0	10
Pontypridd to Machen-- From Machen to Caerphilly ...	9	0	11	0	13	0	10
From Caerphilly to Penrhos Junction	9	0	11	0	13	2	24
From Penrhos Junction to Pontypridd	9	0	11	6	13	0	78
Merthyr, Pontypridd and Cardiff, from Merthyr to Cardiff Docks	9	0	11	0	13	2	24
Roath Branch-- Roath Branch Junction to Roath Dock							
Storage North							

(Contd.)

Region	Maximum Width of Load as defined in Heading Table Ft. Ins.	Maximum Height at Side from Rail Ft. Ins.	Maximum Height in Centre from Rail Ft. Ins.	L.G. Dia. No.
WESTERN—(Contd.)				
Exceptions to Standard Gauge—				
Penarth Dock, Low Level Lines on South side of Dock Blaenrhondda, from Blaenrhondda Branch Junction to Terminus Treherbert Junction to Pontypridd from Treherbert Junction to Pontypridd Junction Maerdy Branch, Maerdy Junction to Rhondda Fach Branch Junction	9 0	11 0	13 0	10
Cymmer Colliery Branch, from Cymmer Colliery Gates to Cymmer Lower Junction Ynysybwl Branch, from end of Ynysybwl Branch to Stormstown Junction and Clydach Court Junction Aberdare to Abercynon, from Aberdare to Abercynon Junction				
Dare Valley, from end of Dare Valley Branch to Dare Valley Junction				
Dare Valley Junction to end of Aberdare Branch Tonteg Junction to Maesaraul Junction	9 0	11 0	13 0	10
Llantrisant and Cowbridge, from Llantrisant to Cowbridge Pontypridd (Pont Shon Norton Junction) to Clifynydd Radyr Junction and Penarth Curve from Radyr Junction to Penarth South Curve				
Waterhall Junction, Common Branch Junction, from Waterhall Junction to Common Branch				

(Contd.)

Region	Maximum Width of Load as defined in Heading Table Ft. Ins.	Maximum Height at Side from Rail Ft. Ins.	Maximum Height in Centre from Rail Ft. Ins.	L.G. Dia. No.
WESTERN—(Contd.)				
Exceptions to Standard Gauge—				
Penarth Curve Junction and Barry Pier—				
Penarth South Curve Junction to Barry Pier via Cogan Junction and Dinas Powis	9 0	11 0	13 6	79
Cogan Junction (exclusive) to Biglis Junction via Penarth Town	9 0	11 0	13 0	10
Barry Dock	9 0	11 0	13 6	79
Vale of Glamorgan from Barry to Coity Junction and to Bridgend	9 0	11 0	13 2	67
Cadoxton Junction and Trehafod Junction—				
From Cadoxton Junction (exclusive) to Tynycaeau Junction	9 0	11 0	13 6	79
From Tynycaeau Junction (exclusive) to Trehafod	9 0	11 0	13 2	24
Treforest Branch, from Tonteg Junction to Treforest Junction	9 0	11 0	13 2	24
St. Fagan's Junction and St. Fagan's Goods, from Tynycaeau Junction to St. Fagan's East Junction	9 0	11 0	13 6	79
Drope Junction to Peterston West Junction				
Rhymney Bridge and Cardiff, from Rhymney Bridge to Roath Basin Junction and Cardiff East Dock	9 0	11 0	13 2	24
Loco. Shed Cylla, from Ystrad North to Penrhiwfelin				

(Contd.)

Region	Maximum Width of Load as defined in Heading Table Ft. Ins.	Maximum Height at Side from Rail Ft. Ins.	Maximum Height in Centre from Rail Ft. Ins.	L.G. Dia. No.
WESTERN—(Contd.)				
Exceptions to Standard Gauge—				
Senghenydd and Aber Branch Junction from Senghenydd to Aber Branch Junction Rhydyfelin to Heath ... Dowlais (Cae Harris) to Llancaiach Station	9 0	11 0	13 2	24
Brynammam, through Brynamman Tunnel	9 0	11 0	13 2	67
Burry Port and Cwmmar, from Burry Port to Cwmmar, and from Burry Port to Sandy Gate Depot Kidwelly Branch, from Trimsaran Road to Kidwelly Station	9 0	10 9	11 6	70
Trimsaran Mineral Branch, from Pinged Halt to Trimsaran Colliery	9 0	10 4	11 6	71
Cyfarthfa Junction and Quakers Yard (H.L.), from Cyfarthfa Junction to Quakers Yard (H.L.)	9 0	11 0	13 6	79
Golden Valley, from Pontrilas to to Abbeydore	9 0	11 0	13 2	67
Berkeley Road to Lydney Junction Hereford Moorfields to Three Cocks Junction	9 0	10 9	13 9	8
(Contd.)				

Region	Maximum Width of Load as defined in Heading Table Ft. Ins.	Maximum Height at Side from Rail Ft. Ins.	Maximum Height in Centre from Rail Ft. Ins.	L.G. Dia. No.
WESTERN-(Contd.)				
Exceptions to Standard Gauge— Former L.M.S. Gloucester Docks— Bogie Bolster vehicles and vehicles with a wheelbase exceeding 15 ft. must not be loaded to the following firm's Timber Yard sidings:— Messrs. Ashbee Sons & Co. Ltd. „ Gloucester Joinery Co. Ltd. „ Griggs & Co. Ltd. „ Meggitt & Jones Ltd. „ Nicks & Co. „ Price Walker & Co. „ Romans, J., & Co. Ltd.				
Broom to Byfield Line Dudley Town (South Staffs Line) }	9 0	10 10	13 4	32
Hockley, New Shed and Inwards Shed	9 0	11 0	13 2	67
Shrewsbury to Harlescott Stafford Jc. to Trench Crossing Coalport Branch Craven Arms Junction to Llan-doverly }	9 0	11 0	13 6	7
Wrexham and Bidston Line Brymbo Branch (Brymbo North Junction to Gatwen Colliery) }	9 3	10 5	13 5	1
Tanat Valley Light Railway, from Llyncllys Junction to Llanrhaiadr Mochnant via Blodwell Junction	9 8	9 10	12 10	72
Nantmawr Branch from Blodwell Junction to Nantmawr	9 0	10 0	12 10	73
Pontcysyllte Branch, from Rhos to Trevor	9 0	9 3	11 6	74
				(Contd.)

Region	Maximum Width of Load as defined in Heading Table		Maximum Height at Side from Rail		Maximum Height in Centre from Rail		L.G. Dia. No.
	Ft.	Ins.	Ft.	Ins.	Ft.	Ins.	
WESTERN—(Contd.)							
Exceptions to Standard Gauge							
Swansea Victoria to Pontardulais Penclawdd Branch Carmarthen Valley Branch from Abergwili to Carmarthen Valley Junction	9	0	11	0	13	6	7
Swansea Vale Line and Branches ...	9	0	10	9	13	9	8
Swansea Docks Lines (B.T.C. Docks Division)							
Swansea Docks Lines between— Prince of Wales Dock and Kings' Dock and former L.M.S. (Midland Section—Swansea Vale Lines and Stations)	9	0	11	0	13	6	7
Prince of Wales and King's Docks (under Pedestal Cranes)	9	0	11	0	12	2	75
Former L.M.S. Victoria Station or Beach Sidings (L.N.W. Section) and South Dock, and all points west of New Cut Bridge.	9	0	11	0	13	0	10
Prince of Wales and King's Dock and Burrow's Lodge Yard and the west end of South Dock (via New Cut Bridge).	8	6	11	0	13	6	76
Prince of Wales and King's Dock and South Dock, former L.M.S. (L.N.W. Section) and Fish Market (via New Cut Bridge)							
South Dock and former L.M.S. (Midland Section—Swansea Vale Lines and Stations) via New Cut Bridge and Prince of Wales Dock Area.	8	6	10	9	13	0	77

(Contd.)

Region	Maximum Width of Load as defined in Heading Table Ft. Ins.	Maximum Height at Side from Rail Ft. Ins.	Maximum Height in Centre from Rail Ft. Ins.	L.G. Dia. No.
<p>WESTERN—(Contd.)</p> <p>Swansea Docks Lines (B.T.C. Docks Division) (Contd.)</p> <p>All former L.N.E. vans, also all vehicles having a wheelbase exceeding 12 ft. or bogie centres exceeding 20 ft. must not work via the New Cut Bridge to all low level lines west thereof, including Victoria Wharf or Harbour Road (New Cut Road) and all adjacent private sidings for the Firms enumerated below:—</p> <p>Weaver & Co. Ltd. Charles A. Gill, Metal Merchants Swansea Oil & Grease Co. Ltd. Hutchins Oils Ltd. (Geo. Osmond) Neptune Works Max Davies, Scrap Merchant Easton Bros., Gen. Contractors, Lincoln Shed Mechanical Engineer's Workshops (D. & I.W.E.) Stores Department (D. & I.W.E.) Workshops. H. Steel & Sons, Gen. Engineers</p> <p>NOTE.—For vehicles having a wheelbase exceeding 12 ft. or bogie centres exceeding 30 ft. the Civil Engineer's Certificate must first be obtained.</p> <p>The former Great Western standard gauge will apply over the remainder of the Dock Lines, including traffic between the former L.N.W. Sections and Midland Sections of the L.M.S. over the G.W. High Level Lines.</p>				(Contd.)

Region	Maximum Width of Load as defined in Heading Table Ft. Ins.	Maximum Height at Side from Rail Ft. Ins.	Maximum Height in Centre from Rail Ft. Ins.	L.G. Dia. No.
LONDON TRANSPORT				
Circle Line-Bishops Road (Paddington Suburban) via Praed Street Junction to Moorgate				
Widened Lines (Non-electrified) from L.T.E. boundaries with Eastern Region and L.M.R. at Kings Cross and St. Pancras to Farringdon (Snow Hill Junction) and Moorgate	9 0	10 6	12 8	43
Loads and/or vehicles exceeding the under-mentioned lengths must not pass from the E.R. to the Widened Lines at King's Cross except by prior arrangement:	9 0	10 6	12 8	43
<i>Maximum Length of load and/or Vehicle</i>				
60 ft. 0 ins. provided centres of bogies are from 38 ft. 0 ins. to 45 ft. 6 in. apart				
32 ft. 6 ins.				

(Contd.)

Region	Maximum Width of Load as defined in Heading Table		Maximum Height at Side from Rail		Maximum Height in Centre from Rail		L.G. Dia. No.
	Ft.	Ins.	Ft.	Ins.	Ft.	Ins.	
LONDON TRANSPORT—(Contd.)							
Between St. Pauls Road Junction, St. Pancras and King's Cross (Met.) i.e., through King's Cross Tunnel to junction with Eastern Region Down Suburban Line at King's Cross (Met.)	9	0	10	2	12	8	27
The maximum length of load and/or vehicle permitted to pass through the tunnel except by prior arrangement is 57 ft. 0 ins. The lengths of loads and/or vehicles must not exceed those shown below on the bogie centres quoted:—							
	<i>Bogie Centres or Wheelbase</i>						
<i>Length</i>	<i>Max.</i>	<i>Min.</i>					
	<i>Ft. Ins.</i>	<i>Ft. Ins.</i>					
41 ft. or less ...	42 0	10 0					
Exceeding 41 ft. but not more than 47 ft.	42 0	24 0					
Exceeding 47 ft. but not more than 52 ft.	42 0	33 0					
Exceeding 52 ft. but not more than 57 ft.	42 0	40 0					
Baker Street to Finchley Road ...	9	0	10	6	12	4½	42
Finchley Road to Harrow-on-the Hill excluding Stanmore Branch	9	0	11	0	13	6	7
Harrow and Uxbridge							
Harrow to Aylesbury South (including Chesham Branch)							
Watford South Junction to Watford Rickmansworth to Croxley Green							

(Contd.)

Region	Maximum Width of Load as defined in Heading Table		Maximum Height at Side from Rail		Maximum Height in Centre from Rail		L.G. Dia. No.
	Ft.	Ins.	Ft.	Ins.	Ft.	Ins.	
LONDON TRANSPORT—(Contd.)							
District Line including Praed Street Junction to South Kensington Whitechapel to Campbell Road Junction	9	0	10	6	12	6	23
St. Mary's Junction to Whitechapel Junction							
Rayners Lane to South Harrow Stanmore Branch (from south of Stanmore Flyunder)							
Northern Line— Highgate to High Barnet Finchley Central to Edgware	9	0	10	6	13	1	44
Central Lines Open Sections— Leyton to Ongar Woodford Junction to Newbury Park via Hainault							
East London Line— Shoreditch to New Cross Canal Junction to New Cross Gate boundary with S.R. Deptford Road Branch to Boundary with S.R.	9	0	11	0	13	0	10
Hammersmith (H. & C.) to Westbourne Park							
Earls Court Junction (23½ chns. east of Olympia) to L.T.E. buffer stop Olympia	9	8	9	10	13	6	35
	9	0	11	0 ⁵ / ₈			

DIAGRAMS INDICATING

THE

LOADING GAUGES

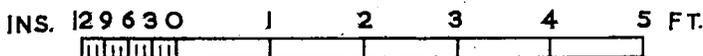
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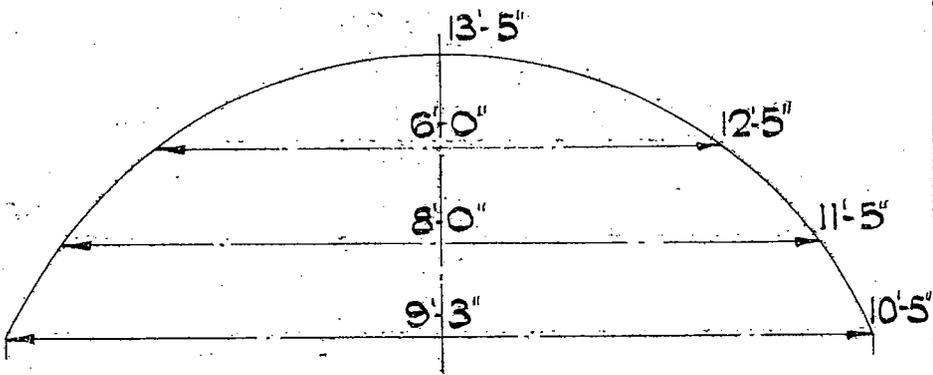
PAGES 11 TO 49

SCALE OF DIAGRAMS

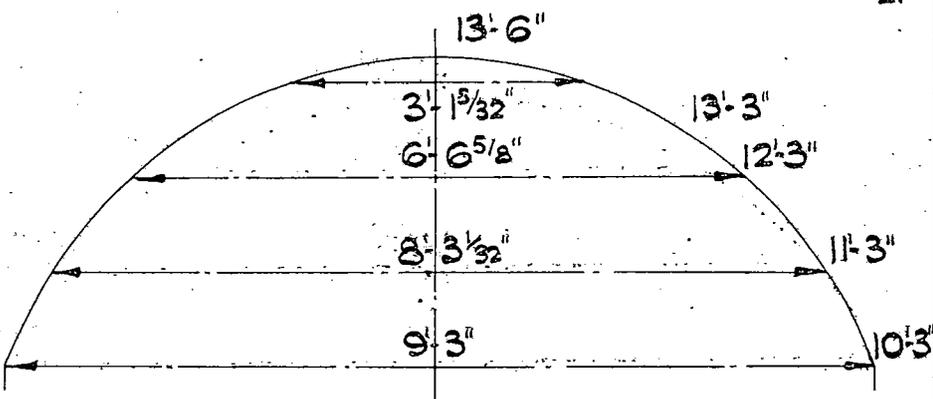
$\frac{1}{2}$ INCH - 1 FOOT



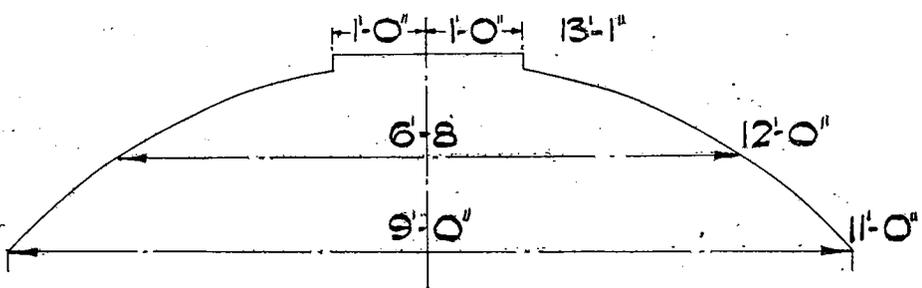
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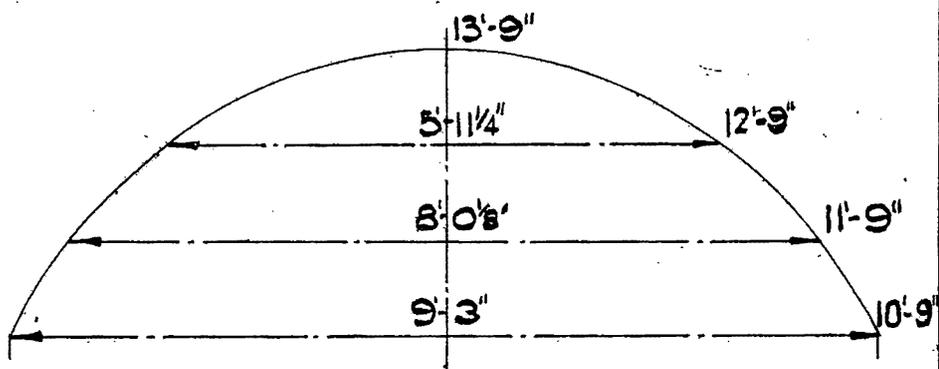
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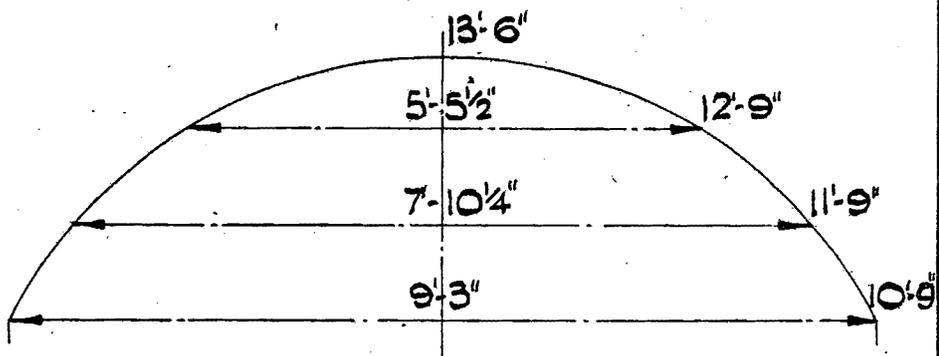
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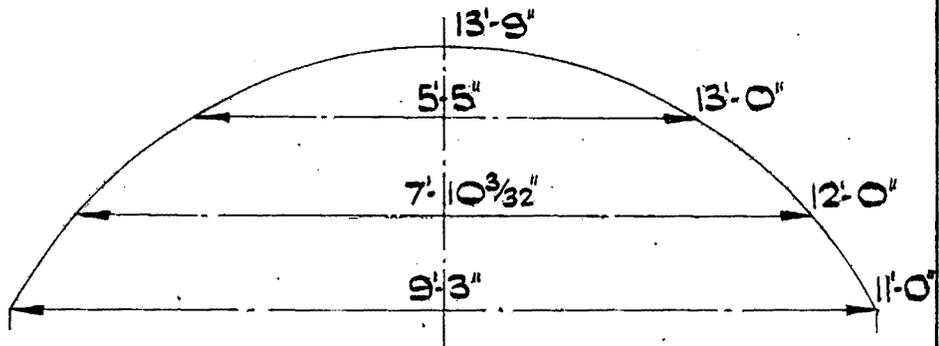
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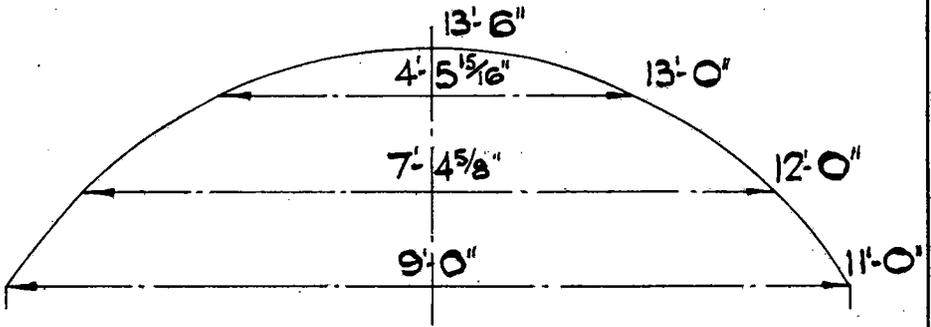
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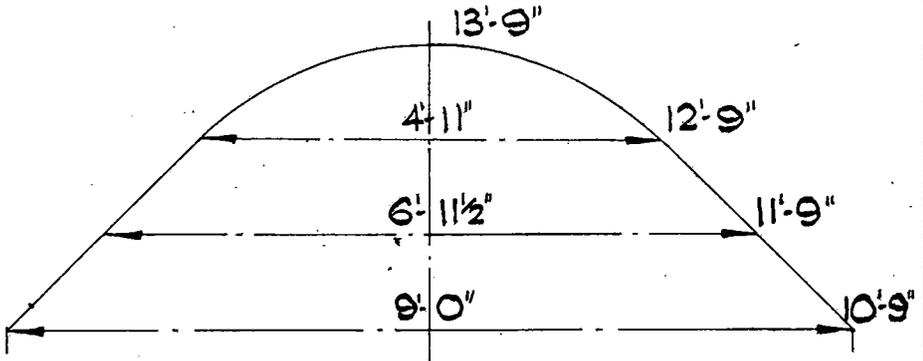
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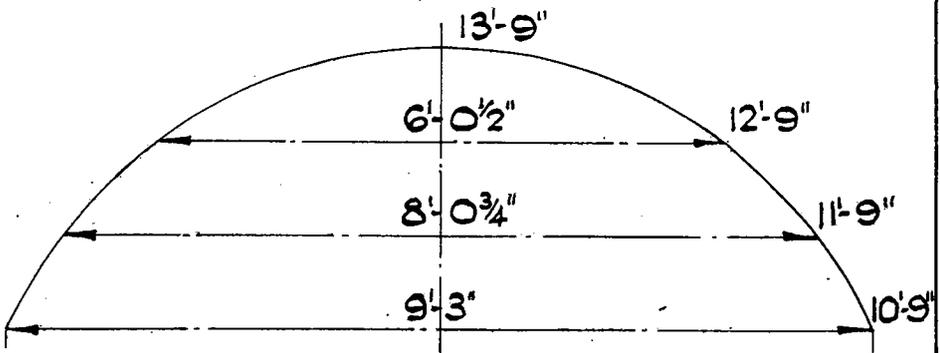
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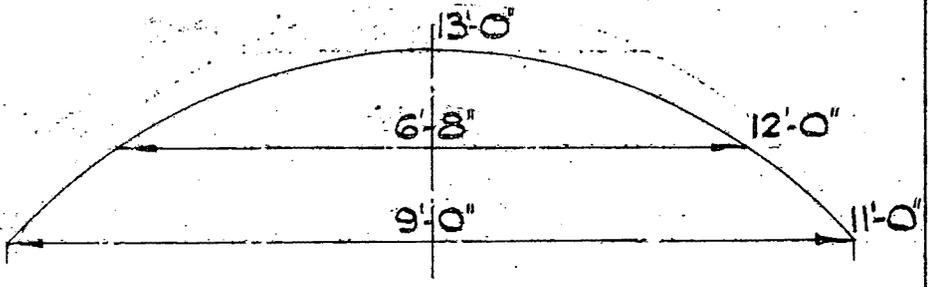
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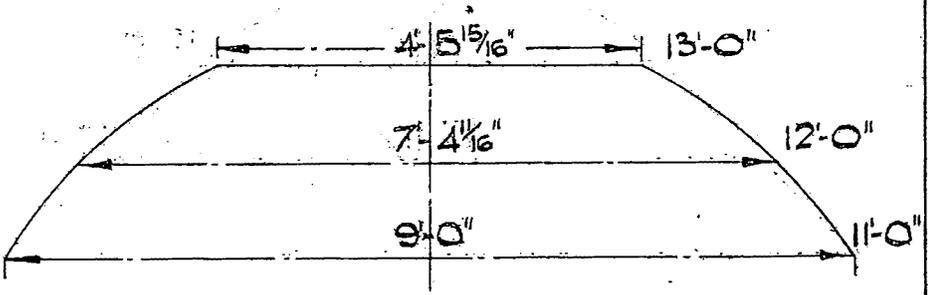
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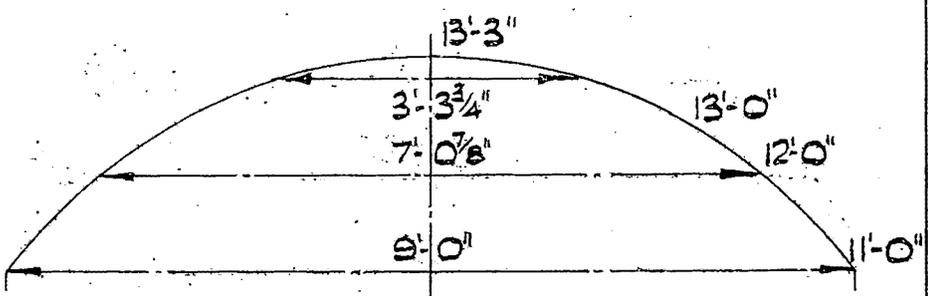
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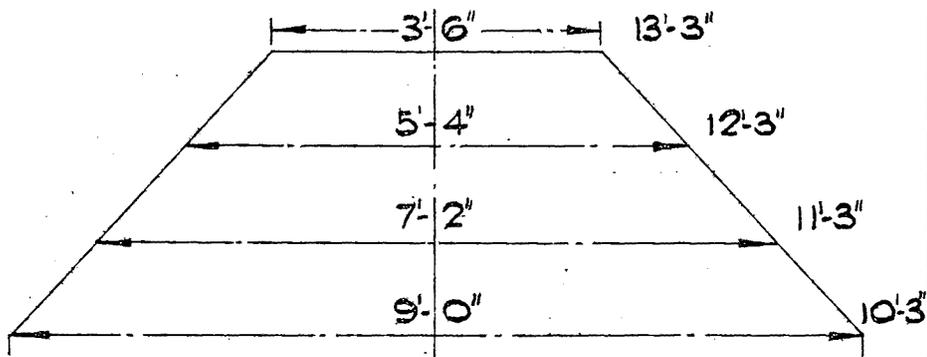
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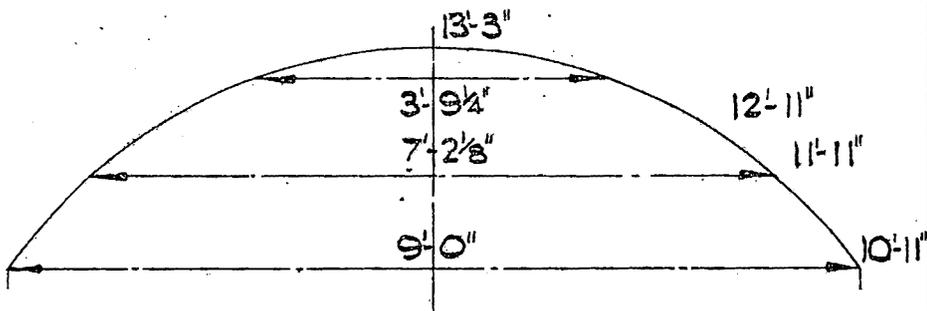
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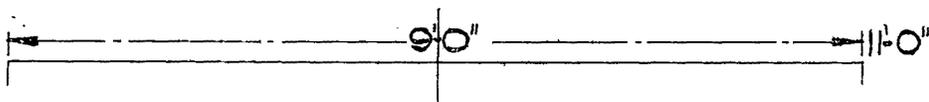
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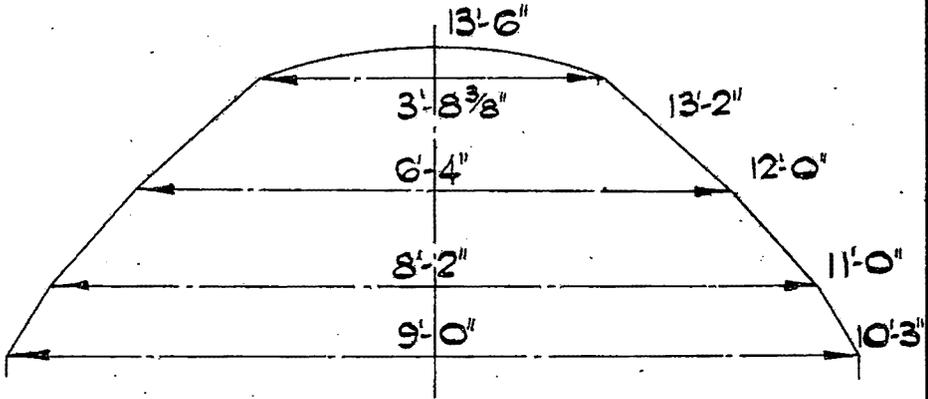
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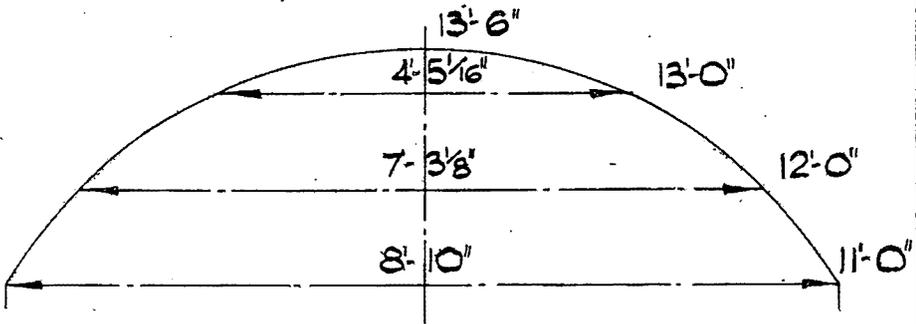
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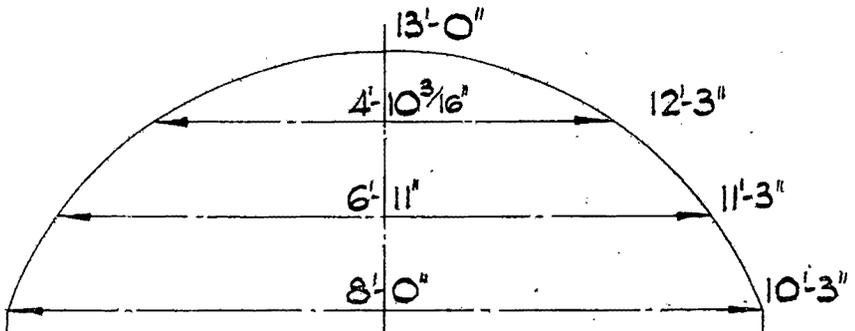
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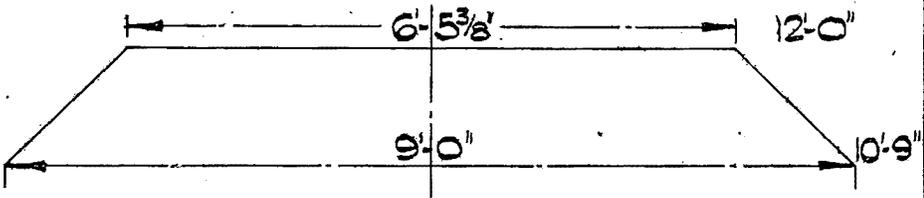
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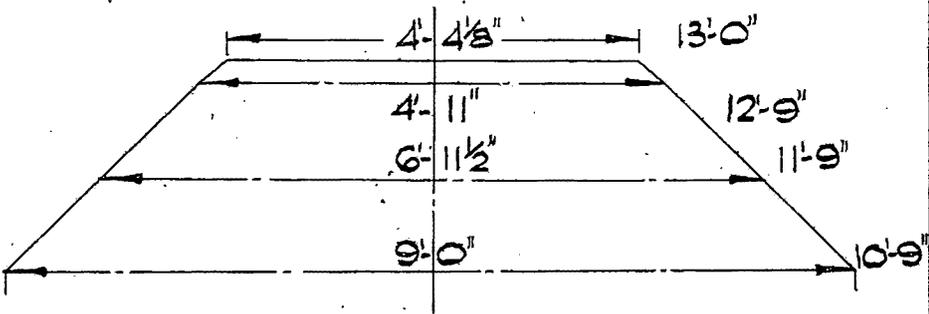
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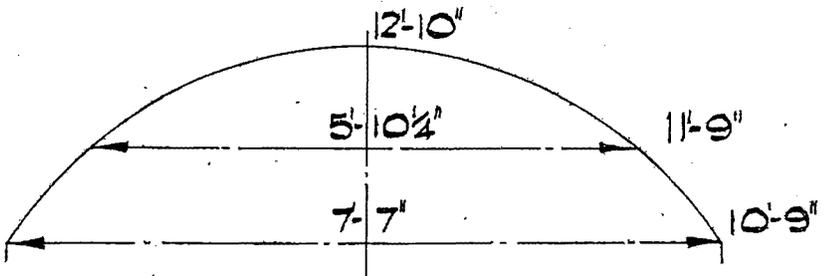
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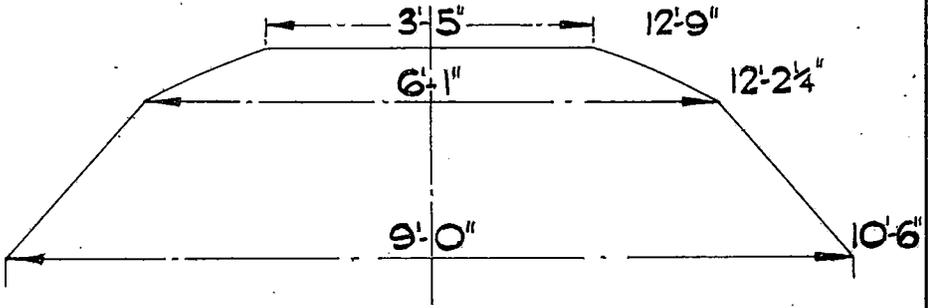
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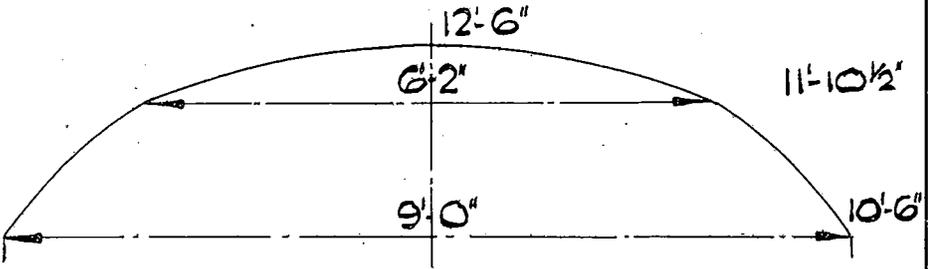
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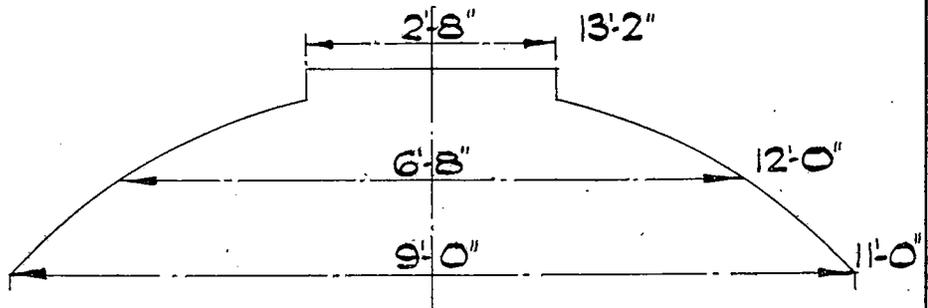
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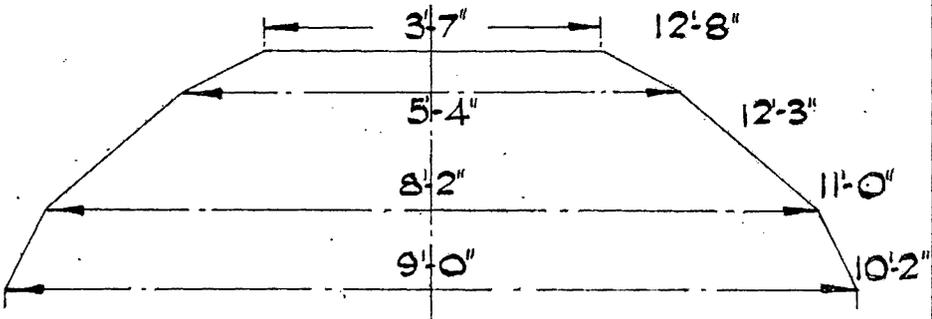
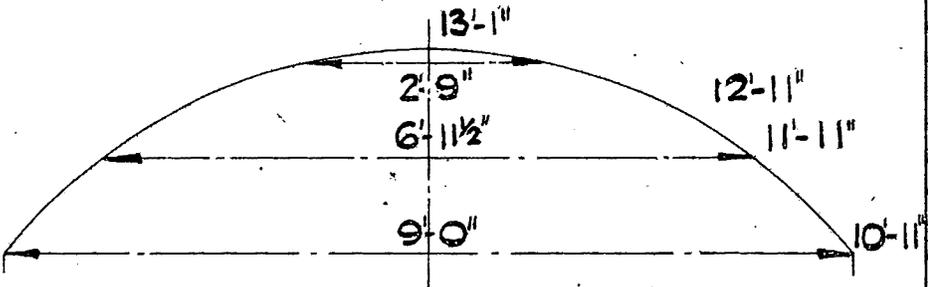
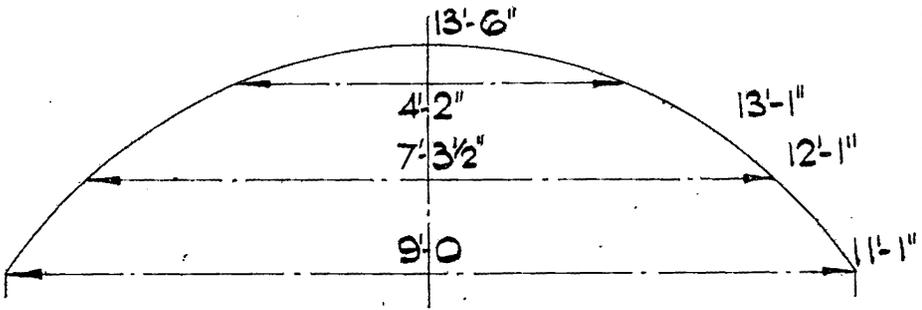


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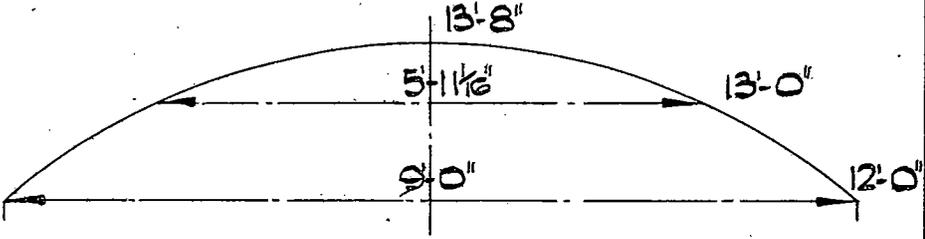


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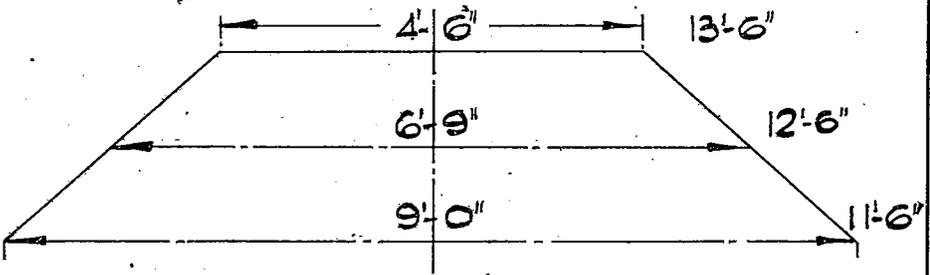




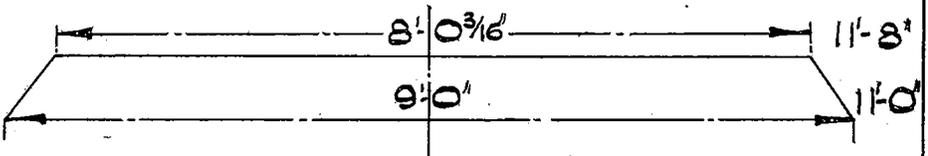
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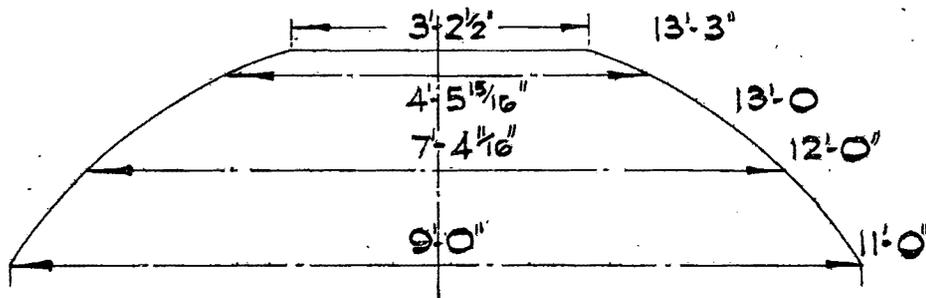
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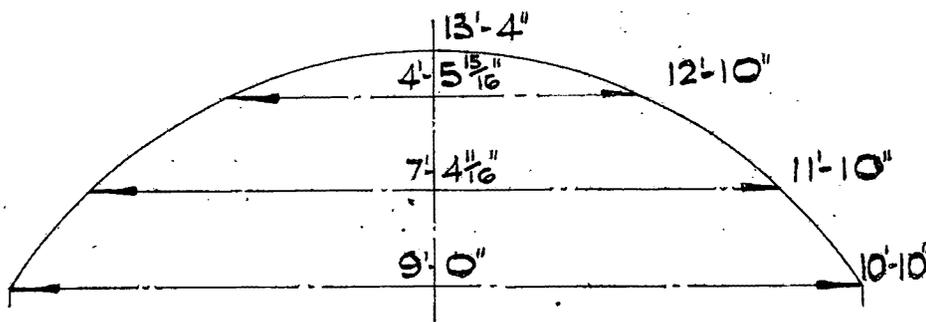
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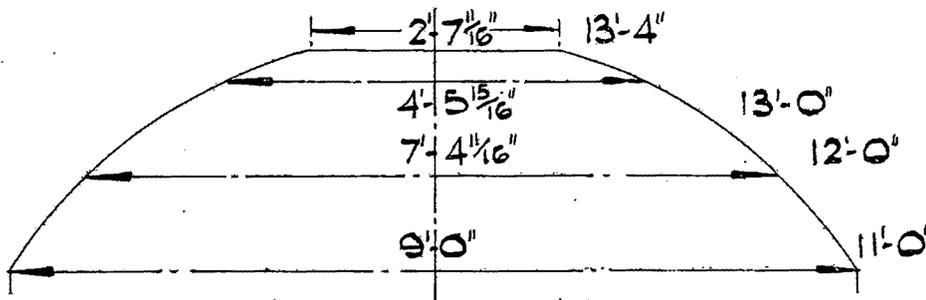
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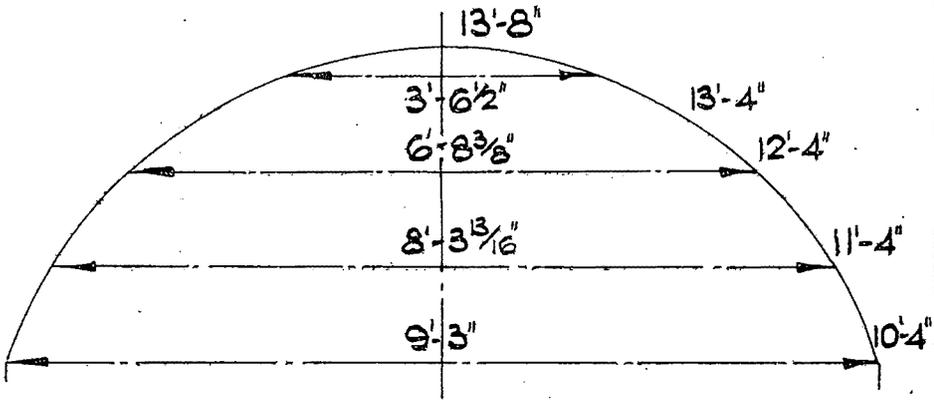
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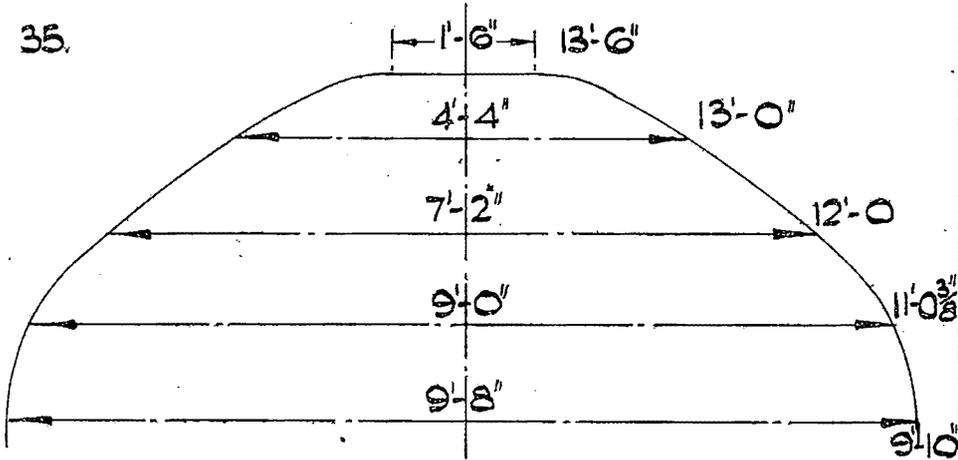
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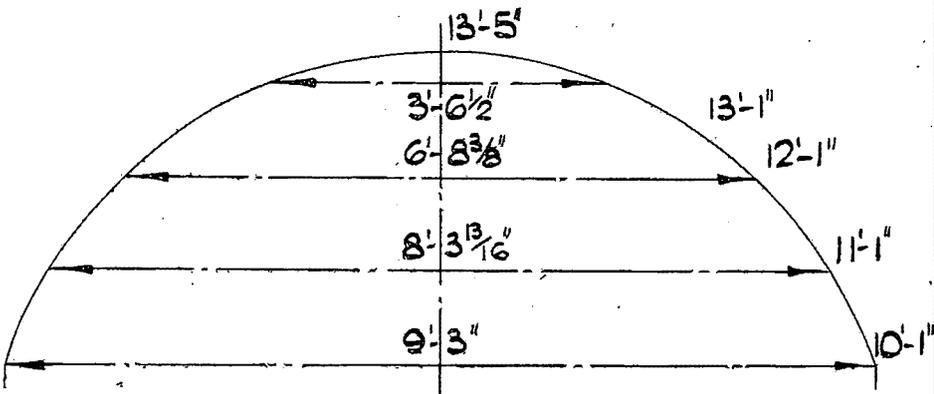
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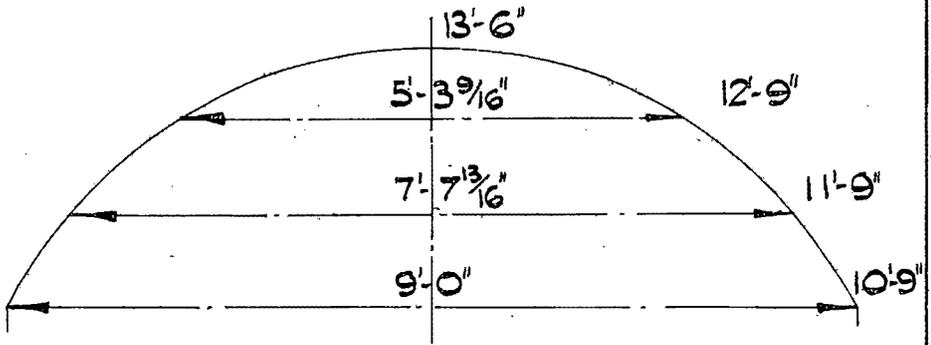
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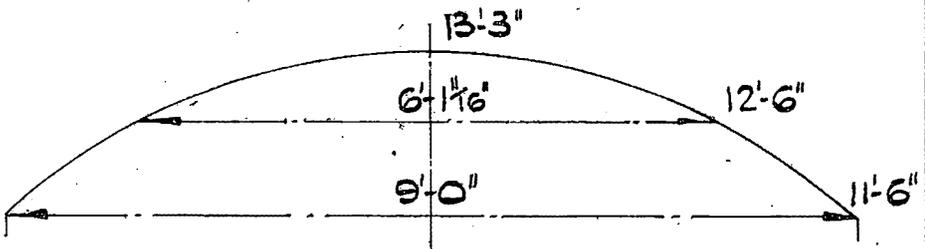
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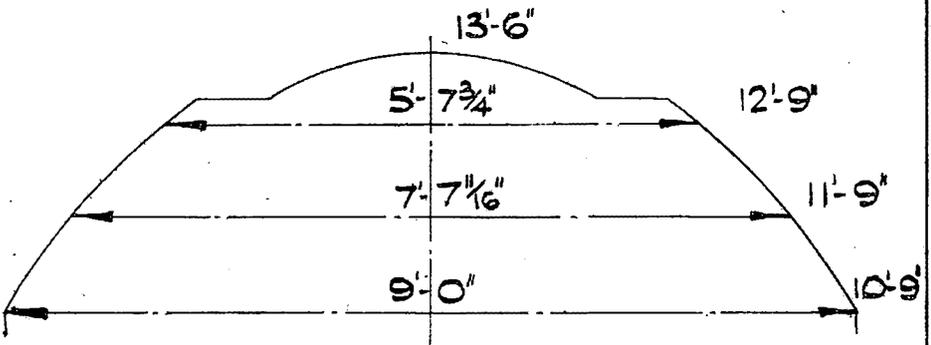
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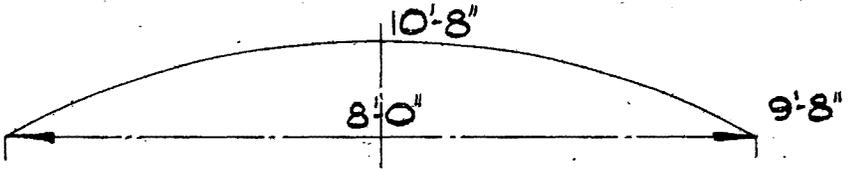
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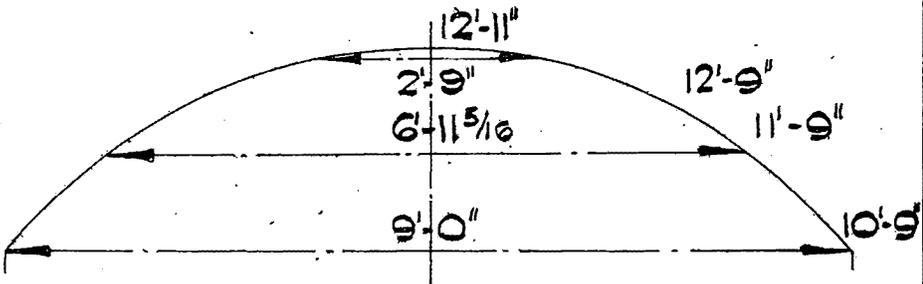
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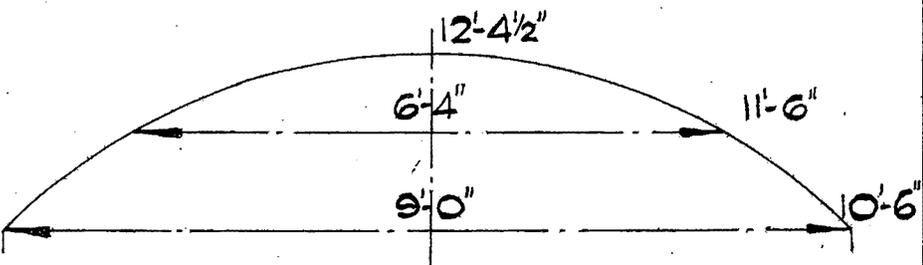
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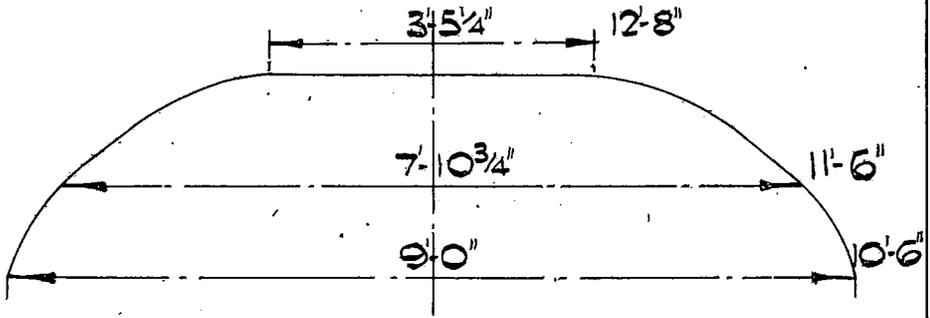
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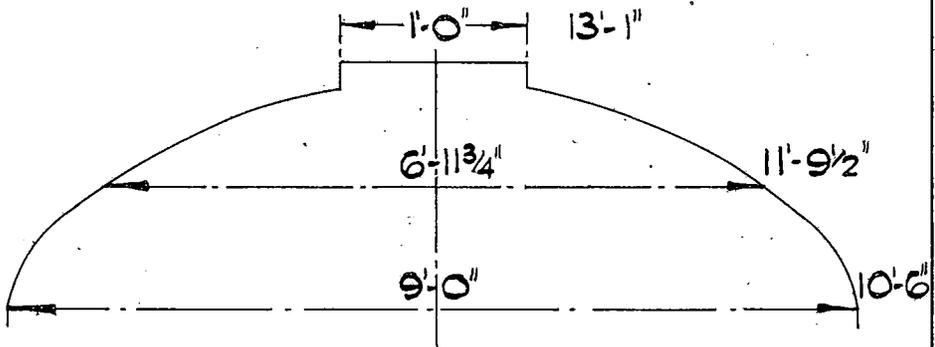
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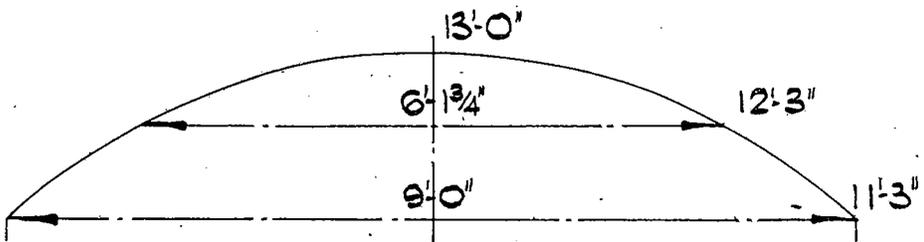
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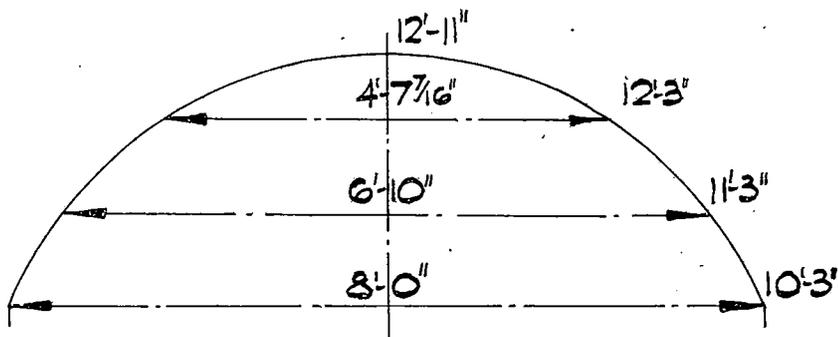
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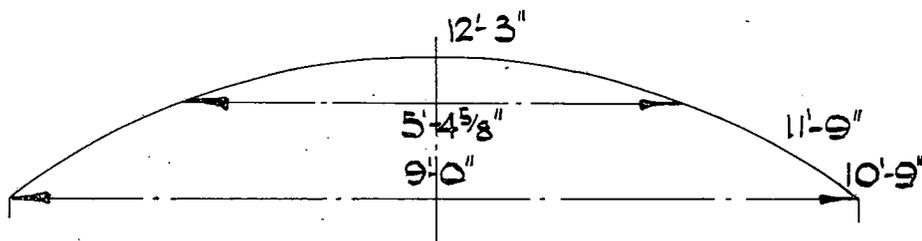
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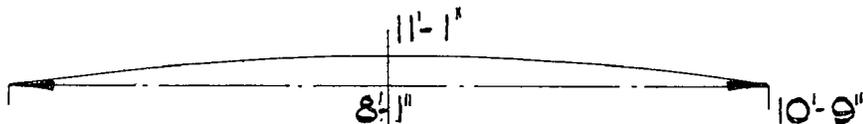
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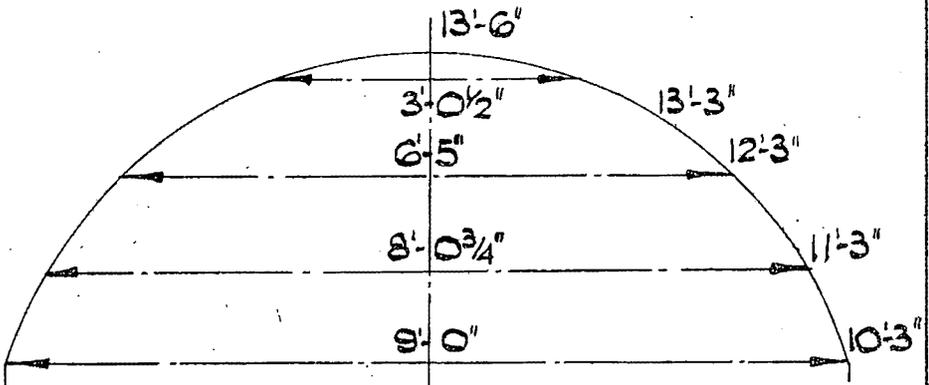
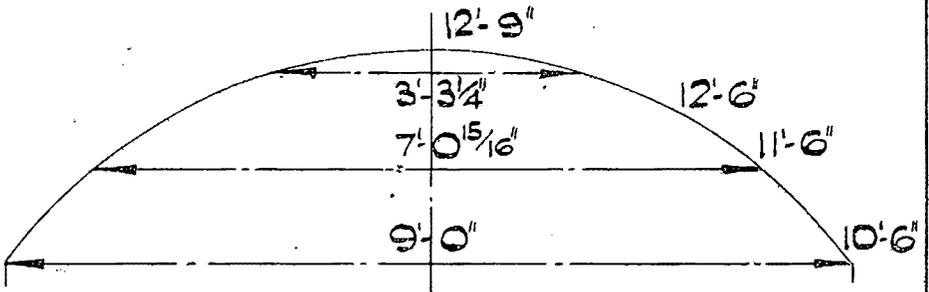
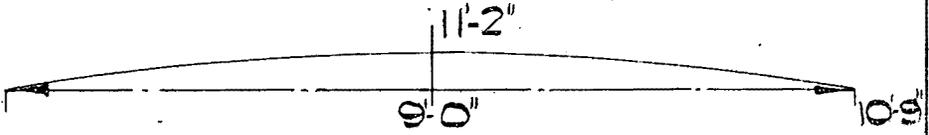


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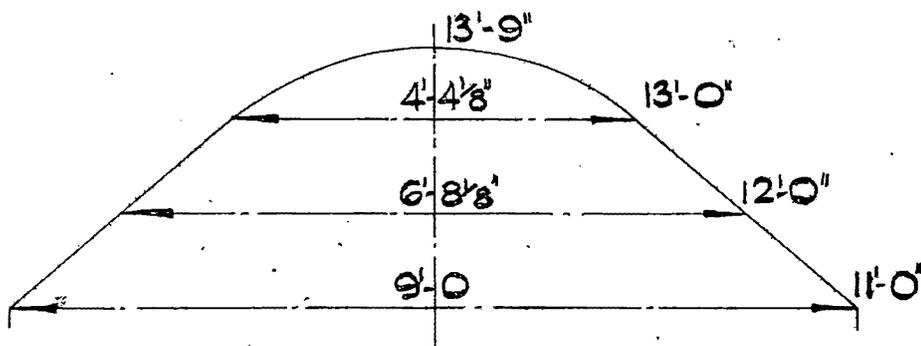


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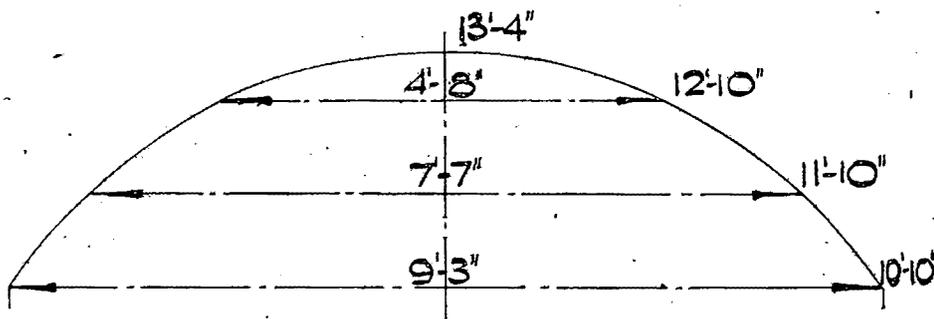




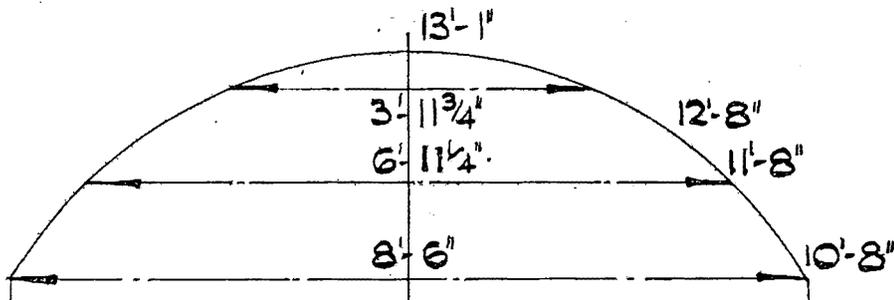
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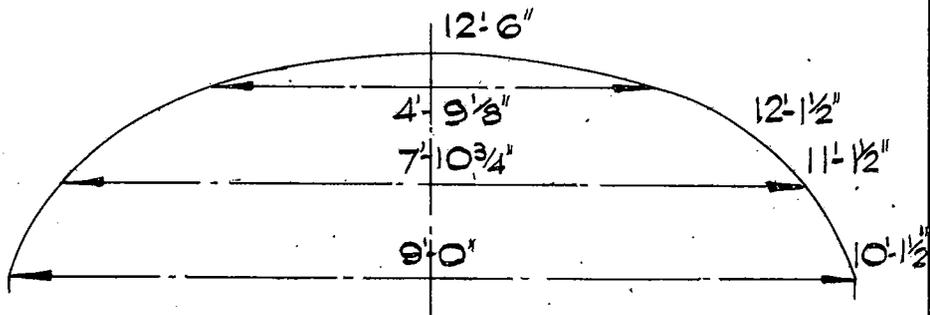
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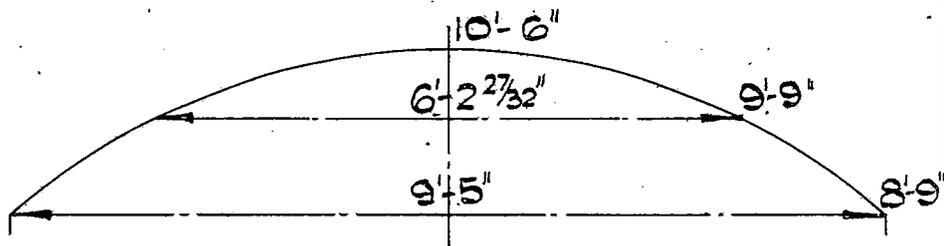
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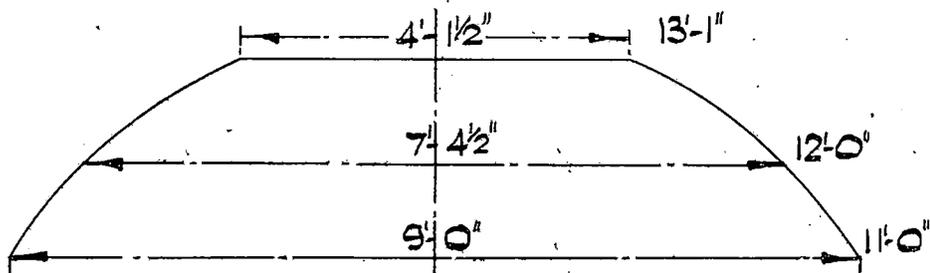
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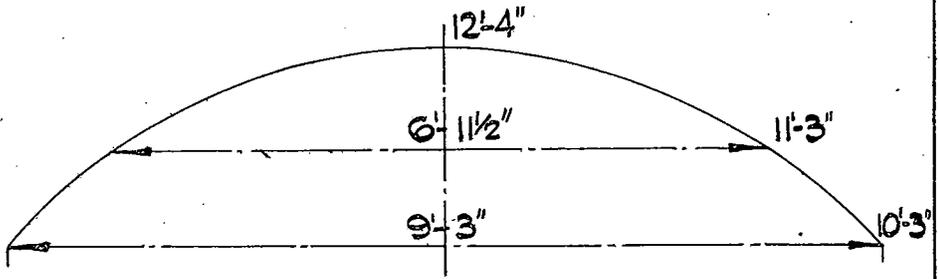
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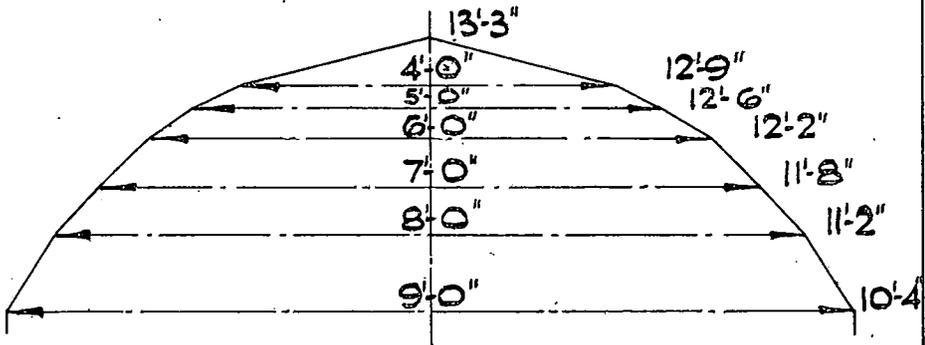
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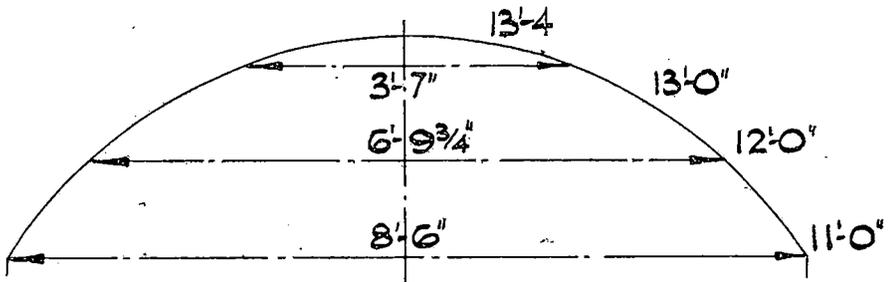
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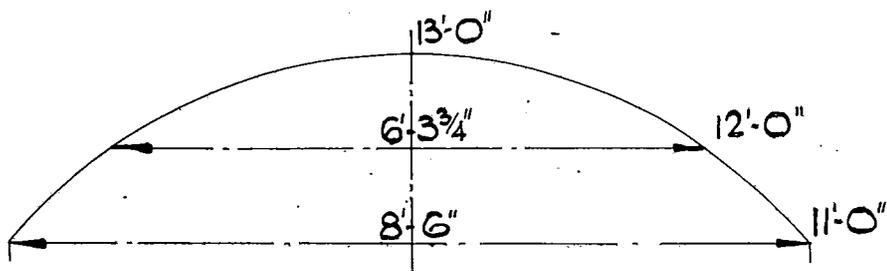
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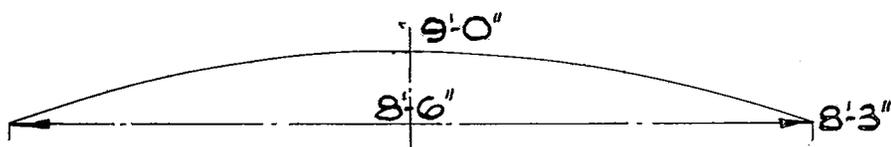
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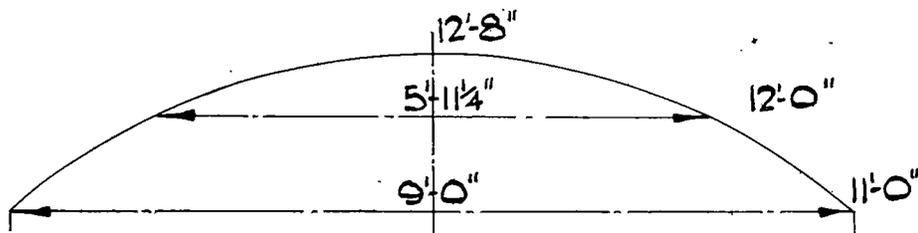
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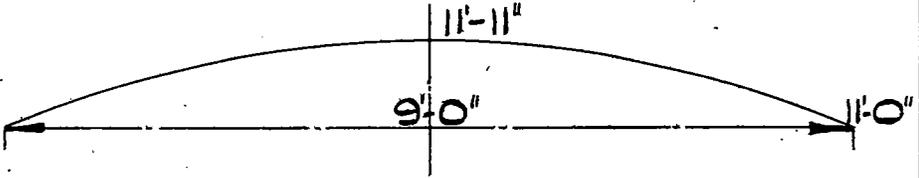
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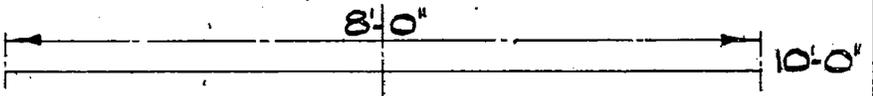
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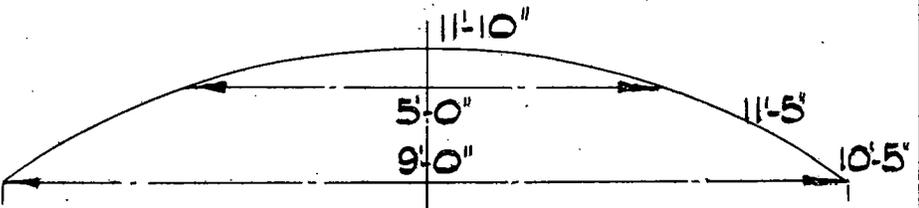
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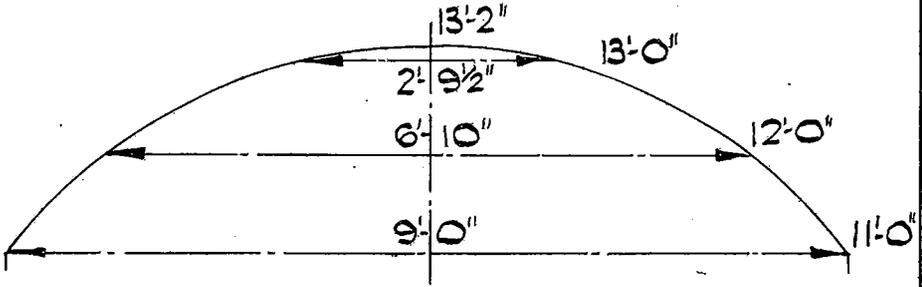
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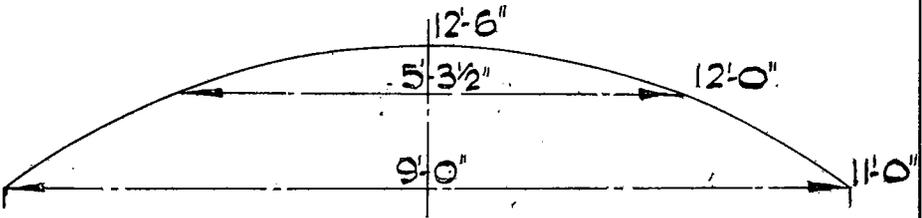
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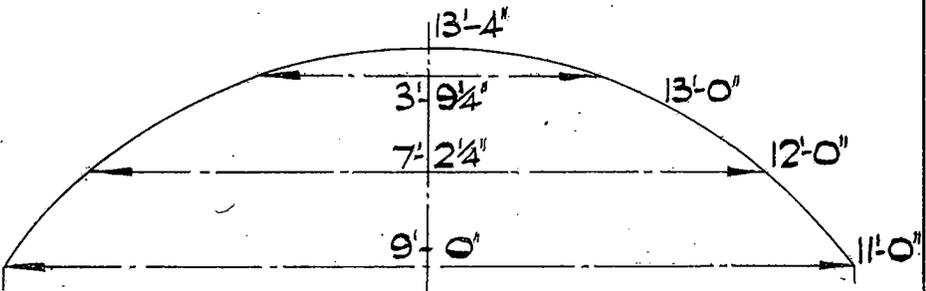
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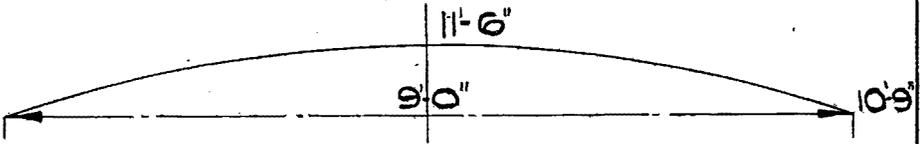
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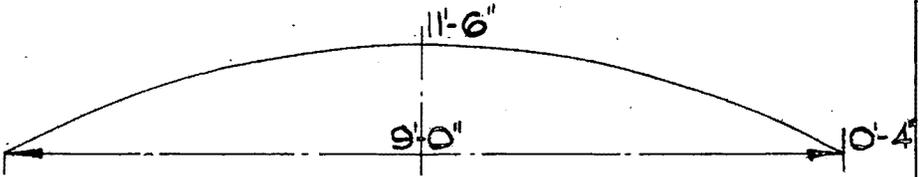
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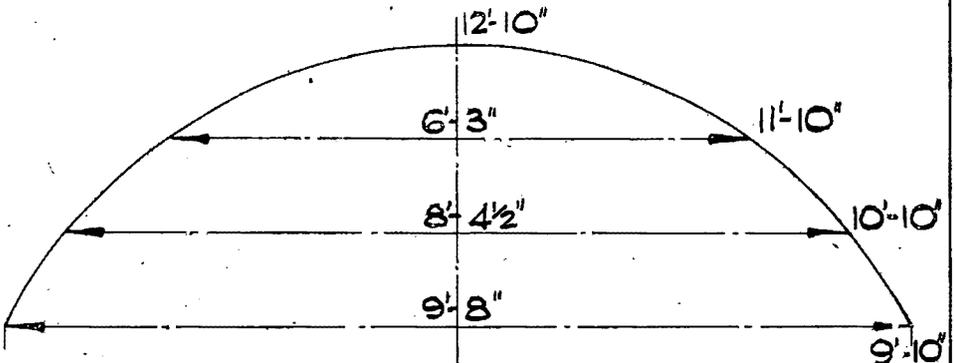
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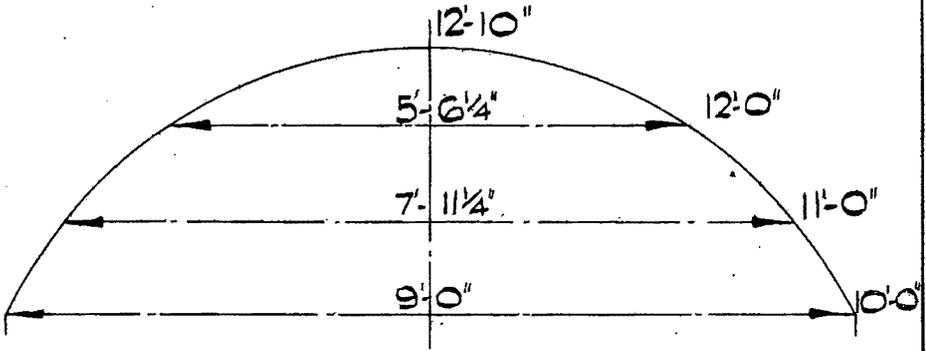
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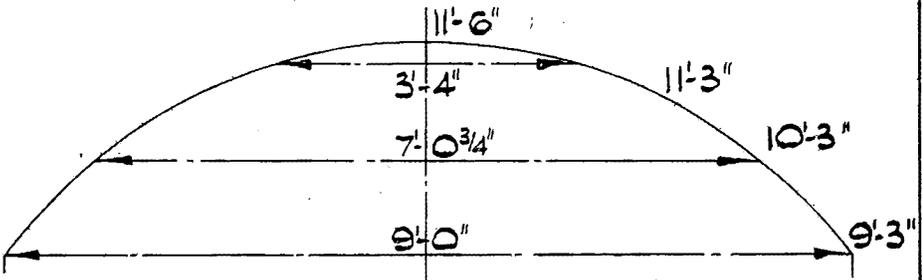
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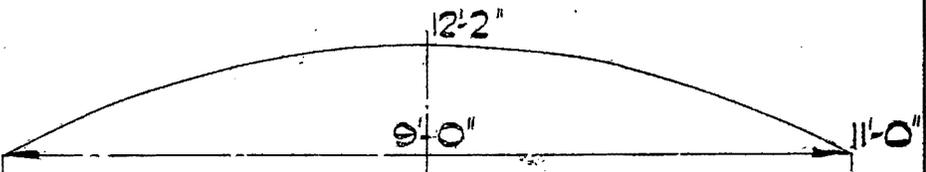
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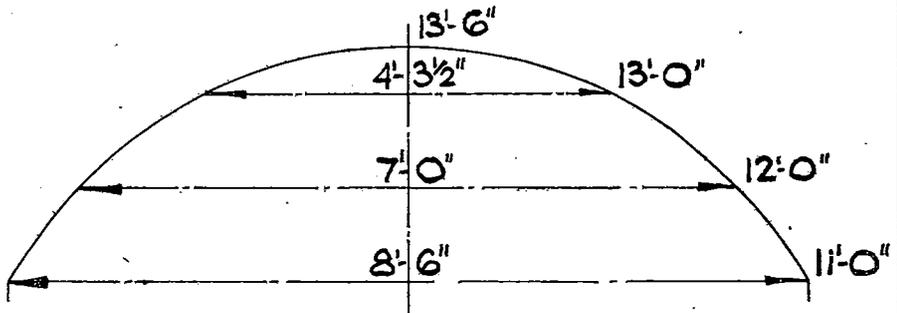
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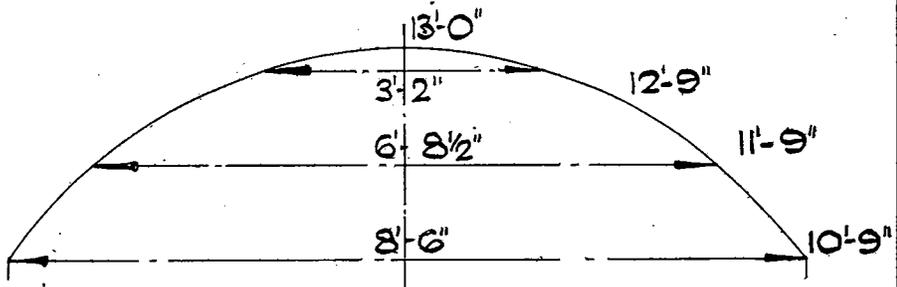
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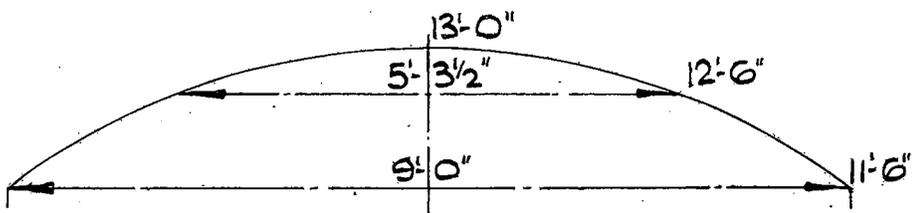
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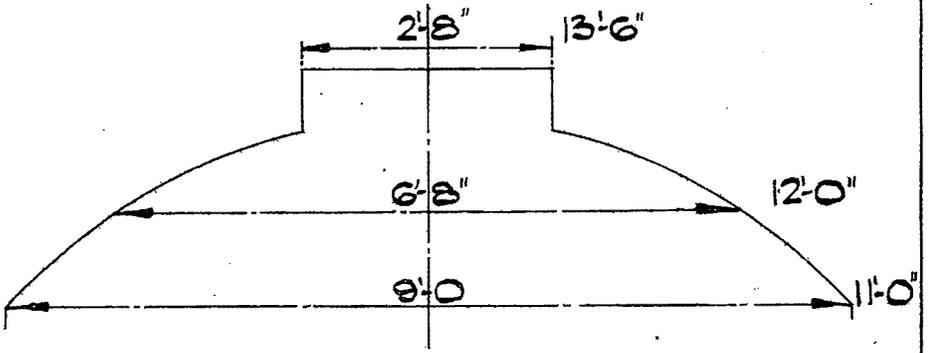


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Printed by the Crewe Stationery Co. Ltd.
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