

**No. 25D**

**LM**



**British Rail**

**(NORTH EASTERN REGION)**

# **GENERAL INSTRUCTIONS AND NOTICES**

**AFFECTING NORTH EASTERN REGION TRAINMEN**

**WORKING OVER THE LONDON MIDLAND REGION**

**SATURDAY 18 JUNE**

**(4-weekly  
period)**

**to**

**FRIDAY 15 JULY 1966**

**inclusive**

For additional items during  
the currency of this pamphlet, see  
Weekly Notice Section 'D'

## SECTION D.

## GENERAL INSTRUCTIONS AND NOTICES

**\*\***Items marked thus will not appear in future issues and a note must be taken of them by all concerned.

★ Denotes new or amended items.

## MISCELLANEOUS NOTICES

**MAXIMUM SPEED OF SLEEPING CAR TRAINS**

Until further notice, all trains conveying loaded sleeping cars must not exceed maximum speed of 80 m.p.h. at any point on the London Midland Region.

Guards of trains conveying loaded sleeping cars must inform drivers of this fact.

It will be the responsibility of drivers to ensure this speed is not exceeded.

**TRAINS CONVEYING P.O.S. OR P.O.T. VEHICLES.**

Such trains must not exceed a maximum speed of 80 m.p.h. on the London Midland Region. Guards of trains conveying these vehicles must so advise Drivers who must ensure that this speed is not exceeded.

**TRAINS CONVEYING BULLION VANS.**

Such trains must not exceed a maximum speed of 80 m.p.h. on the London Midland Region. Guards of trains conveying these vehicles must so advise Drivers who must ensure that this speed is not exceeded.

## MIDLAND LINES.

**MILL HILL STATION**—The Down and Up Fast lines platforms have been shortened at the North End by 130 feet.

130 feet of the Down and Up Slow lines platforms at the North End is out of use but these platforms have been temporarily extended at the South End to maintain an overall length of 550 feet.

The barrow crossing formerly at the North End of the station has been temporarily repositioned at the South End of the Station.

**\*\* WELLINGBOROUGH M.P.D.**—Coaling facilities have been withdrawn from Wellingborough M.P.D. and it must be ensured that all steam locomotives working into this depot are fully coaled.

**\*\* TOTON M.P.D.**—Coaling facilities have been withdrawn from Toton M.P.D. and it must be ensured that all steam locomotives working into this Depot are fully coaled.

**\*\* NOTTINGHAM DIVISIONAL MANAGERS CONTROL ORGANISATION**

The District Control Office at Derby has been closed and all duties formerly undertaken at that Office have been transferred to the Nottingham Divisional Control Office, Furlong House, Nottingham.

Train reports channelled into Derby Telegraph Office **should continue to be sent via this route**, as Derby T.O. has direct teleprinter contact with Nottingham Divisional Control Room.

**SALTLEY—MOTIVE POWER DEPOT**—Nos. 2, 3, 4 and 5 sidings have been clipped, spiked and padlocked out of use until further notice.

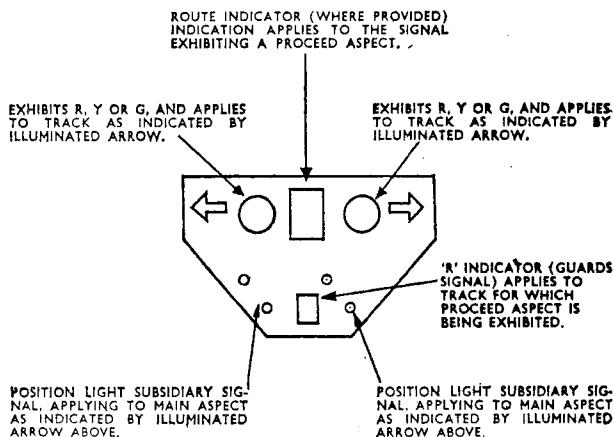
## SECTION D-GENERAL INSTRUCTIONS AND NOTICES-continued

## MISCELLANEOUS NOTICES-continued

**BIRMINGHAM NEW STREET-RECONSTRUCTION**

During the period of reconstruction, trainmen working into and out of Birmingham New Street Station must be prepared to work their trains into or out of either the Western or Midland sides of the station as required.

In connection with the reconstruction of this station and the provision of searchlight type colour light signals an illustration is given below showing the various aspects and route indications exhibited. This is for the guidance of all concerned.

**NORTH WESTERN LINES (PART A)****WATER COLUMNS ABANDONED**

\* \*

**Todd Lane Junction**—Water Columns 75 and 76 have been abandoned.

★

**Bury (K.St.)**—Water Column No.171 has been abandoned.

**BETWEEN CREWE NORTH JUNCTION AND SYDNEY BRIDGE JUNCTION.**

A trailing crossover has been provided between the Up Fast and Down Fast lines with points in the Up Fast line approximately 62 yards on the approach side of Crewe North Junction Up Home I signal. It has been clipped, spiked and padlocked out of use until further notice.

**HEALD GREEN.**—Tests of stresses in rail ends.—An indicator board has been erected on the Up line, south of Heald Green Station. This board has no operating significance whatsoever.

**Until further notice.—Between Southport St. Lukes and Chapel Street.**—The Down and Up Slow lines have been recovered from St. Lukes Junction to Chapel Street, except for connections to Bradford Sidings from 8 to 11 platforms.

The crossover road between Down and Up Fast line at St. Lukes No.20 points and connections on Fast to Down Slow 37 and 38 points will also be recovered.

**SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued.****MISCELLANEOUS NOTICES—continued.****NORTH WESTERN LINES (PART B)**

**ALLERTON D.E.D.**—The Carriage Cleaning Machine is being modified and pre-spray unit installed at a position approximately 200 feet on the depot side of the shunters cabin on the arrival road. In addition, an after-rinse unit is also being installed immediately adjacent to and at the Hunts Cross end of the washing machine.

Limited clearance exists at location of pre-spray unit, washing machine, and after-rise unit and extreme caution must be exercised by trainmen when movements through the plant are being made.

The "Stop and Await" instructions board is being repositioned about 25 feet on the approach side of the pre-spraying unit. All Guards in charge of E.C.S. trains proceeding to Allerton Depot must ensure that all windows are closed before entering the depot.

**PENKETH HALL OCCUPATION LEVEL CROSSING.**—Until further notice, conveyance of materials and mechanical plant is taking place over Penketh Hall occupation level crossing at approximately 13½ m.p. between 08 00 and 17 00 daily. **Drivers of all trains to keep a sharp look-out when approaching the crossing.**

**HEYSHAM HARBOUR STATION.**—The smoke boards over No.3 platform line have been removed. Enginemen to take every precaution to control the emission of blasts and sparks to minimise fire risk.

**ALTERATIONS TO N.E.R. SUPPLEMENTARY OPERATING INSTRUCTIONS BOOKLET  
BR.31293, DATED 4TH DECEMBER, 1965.**

★

**PAGE 29**

**MODIFICATION OF STANDARD RULES, ETC. APPLICABLE TO THE  
UNDERMENTIONED SECTIONS OF LINE WHERE THE TRACK CIRCUIT  
BLOCK SYSTEM IS IN OPERATION.**

Sections of line concerned.

**ADD to Midland Lines—Between Birmingham, Curzon Street, Exchange Sidings and Selly Oak,  
Church Road Junction.**

## SECTION D-GENERAL INSTRUCTIONS AND NOTICES-continued.

## LONDON MIDLAND LINES.

ALTERATIONS TO INSTRUCTIONS TO BE OBSERVED BY DRIVERS, GUARDS AND OTHERS  
FOR WORKING OVER LONDON MIDLAND REGION LINES.

## LOCAL AND GENERAL INSTRUCTIONS-INDEX.

## PAGE 3

## DELETE:-

Hindley North, Local Instructions

Page  
170

## PAGE 4

## DELETE:-

Midge Hall-Local Instructions

179

## LIST OF LINES.

| List of lines in the sequence used throughout the book  | Page number<br>relating to<br>Table "A" |
|---|---|
| <b>PAGE 6</b>   |   |
| <b>DELETE:-</b>   |   |
| Middleton Junction East to Middleton Station.   | 17                                      |
| <b>AMEND:-</b>  |   |
| Todmorden to Rose Grove, Gannow Junction (including Todmorden (Hall Royd Junction) to Stansfield Hall | 21                                      |
| <b>PAGE 6</b> (Page 2, Supp. No.3)  |   |
| <b>AMEND:-</b> Miles Platting, Phillips Park No.1 to Ancoats Junction (Midland Lines.                 | 27                                      |
| <b>DELETE:-</b>   |   |
| Liverpool (Ex.) Exchange Junction to Gt. Howard St. (Goods line)                                      | 51                                      |
| St. Lukes, Pool Hey Junction to Meols Cop, Hawkshead St. Junction                                     | 51                                      |
| <b>PAGE 7</b> (Page 2 Supp. No.3)- <b>DELETE:-</b>  |   |
| Southport (C.St.) St. Lukes to Meols Cop, Hawkshead St. Junction                                      | 73                                      |
| <b>PAGE 7-DELETE:-</b>  |   |
| Manchester (Victoria) Irk Valley to Smedley Viaduct   | 89                                      |

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES-continued.

## LONDON MIDLAND LINES-continued

TABLE A

| Description of Block Signalling on Main Lines. Absolute Block unless otherwise shown (Dots indicate Block Posts) | Stations and Signal Boxes | Distance between signal boxes |     | Additional running lines |      | Loops and Refuge Sidings |                                    | Permanent speed restrictions, miles per hour |    | Catch points, spring or unworked trailing points |   | Engine Whistles<br>L-long S-short C-crow |                     |                    |                     |     |  |
|--|---------------------------|-------------------------------|-----|--------------------------|------|--------------------------|------------------------------------|--|----|--|---|--|---------------------|--------------------|---------------------|-----|--|
|  |                           |                               |     |                          |      |                          |                                    |  |    |  |   | Down                                     |                     | Up                 |                     | For |  |
|  |                           | M                             | Yds | Up                       | Down | Description              | Stand-<br>age<br>Wagons<br>E. & V. | Down   | Up | Position   | Gradient<br>(Rising<br>unless<br>otherwise<br>shown)<br>1 in. | Main<br>or<br>Fast                       | Slow<br>or<br>Goods | Main<br>or<br>Fast | Slow<br>or<br>Goods |     |  |

## MANCHESTER (VICTORIA) EAST JUNCTION TO HEBDEN BRIDGE STATION (N.E. REGION)

PAGE 9

Manchester  
(Victoria)

Smedley Viaduct

DELETE:-note and speed restriction - 15 Through junction to Irk Valley

PAGE 10

Middleton Junction

East

DELETE:-note  
(See page 17 for  
Middleton line)

DELETE:- 15 - Through junction to Middleton

PAGE 17

MIDDLETON JUNCTION EAST TO MIDDLETON STATION

DELETE:-Table

PAGE 27(Page 9 Supplement No.3)

MILES PLATTING, PHILIPS PARK No.1 TO MIDLAND JUNCTION

AMEND:-Line heading MILES PLATTING, PHILIPS PARK No.1 TO ASHTON ROAD, ANCOATS JUNCTION(excl.)

AMEND:-Sub-heading

PHILIPS PARK No.1 TO ANCOATS

JUNCTION:-

20 20 MAXIMUM PERMISSIBLE SPEED

Miles Platting

Midland Junction

DELETE:-All particulars

ADD:-

Ashton Road

Ancoats Jn - 1626

15 15 Through junction in any direction

(Midland Lines)

C.Down line 90  
825 yards before  
reaching Home  
signal.

MANCHESTER (EXCHANGE) DEAL STREET TO KENYON JUNCTION No.1

PAGE 31

Glazebury

Astley Green

Sidings

DELETE:-All particulars

AMEND:-

Patricroft

Astley Stn.

(Level 2 1669

Crossing)

MANCHESTER (VICTORIA) EAST JUNCTION TO LIVERPOOL (EXCHANGE) No.2

PAGE 37 (Page 13, Supplement No.3)

Pendleton

(Broad Street)

Windsor Bridge

No.3

AMEND:-

60 - Between Windsor Bridge No.3 and Pendleton (Broad Street)  
Station slow line except where otherwise shown.

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES-continued.

## LONDON MIDLAND LINES-continued

TABLE A

| Description of Block Signalling on Main Lines. Absolute Block unless otherwise shown (Dots indicate Block Posts) | Stations and Signal Boxes | Distance between signal boxes |     | Additional running lines |      | Loops and Refuge Sidings |                                   | Permanent speed restrictions, miles per hour |    | Catch points, spring or unworked trailing points |   | Engine Whistles<br>L-long S-short C-crow |                     |                    |                     |     |
|--|---------------------------|-------------------------------|-----|--------------------------|------|--------------------------|-----------------------------------|--|----|--|---|--|---------------------|--------------------|---------------------|-----|
|  |                           |                               |     |                          |      |                          |                                   |  |    |  |   | Down                                     |                     | Up                 |                     | For |
|  |                           | M                             | Yds | Up                       | Down | Description              | Stand-<br>age<br>Wagon<br>E. & V. | Down   | Up | Position   | Gradient<br>(Rising<br>unless<br>otherwise<br>shown)<br>1 in. | Main<br>or<br>Fast                       | Slow<br>or<br>Goods | Main<br>or<br>Fast | Slow<br>or<br>Goods |     |

Pages 38 to 40 (Page 13, Supplement No. 3)

**DELETE:**-Additional Up and Down Passenger lines between Pendleton (Broad Street) Station and Westhoughton Crow Nest Junction.

Page 38

**AMEND:**-Note in Description of Block Signalling on Main Lines column:-Between Windsor Bridge No. 3 and Pendleton (Broad Street) Station:-Left hand-Slow line. Right hand-Fast line.

**Pendleton  
(Broad Street)  
Station**

**ADD:-**

60 - Between Pendleton (Broad Street) Station and Crow Nest Junction except where otherwise shown.

- 60 Between Pendleton (Broad Street) Station and Windsor Bridge No. 3 Slow line except where otherwise shown.

**DELETE:-**

- 50 Between 3¼ and 1¼ mile posts over Fast lines except where otherwise shown

Page 38

Brindle Heath  
Junction

**DELETE:**-Note (Signals Slow and Goods lines only)

**ADD:**-Dot denoting block post on Main lines

**AMEND:-**

30 30 Through junction

**AMEND:-**

Down line 212 75  
yards before  
reaching Start-  
signal.

Page 39

**DELETE:**-Note in Description of Block Signalling on Main Lines Columns:-Between Pendlebury and Brindle Heath Junction and Hindley No. 3.-Left hand-Fast lines. Right hand-Slow lines.

Page 39 (Page 13, Supplement No. 3)

Swinton

Pendlebury Station

**DELETE:**-all particulars  
Station

**AMEND:-** 1 1598**ADD:-**

U. Down 1 m. 319 yds. 75  
before reaching  
home signal  
(sand drag)

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES-continued.

## LONDON MIDLAND LINES- continued

TABLE-A

| Description of Block Signalling on Main Lines. Absolute Block unless otherwise shown (Dots indicate Block Posts) | Stations and Signal Boxes | Distance between signal boxes |     | Additional running lines |      | Loops and Refuge Sidings |                                   | Permanent speed restrictions, miles per hour |    | Catch points, spring or unworked trailing points |   | Engine Whistles<br>L-long S-short C-crow |                     |                    |                     |     |  |
|--|---------------------------|-------------------------------|-----|--------------------------|------|--------------------------|-----------------------------------|--|----|--|---|--|---------------------|--------------------|---------------------|-----|--|
|  |                           | M                             | Yds | Up                       | Down | Description              | Stand-<br>age<br>Wagon<br>E. & V. | Down   | Up | Position   | Gradient<br>(Rising<br>unless<br>otherwise<br>shown)<br>1 in. | Down                                     |                     | Up                 |                     | For |  |
|  |                           |                               |     |                          |      |                          |                                   |  |    |  |   | Main<br>or<br>Fast                       | Slow<br>or<br>Goods | Main<br>or<br>Fast | Slow<br>or<br>Goods |     |  |

Page 39

Walkden

(High Level)

Page 39

Walkden

(High Level)

Station

AMEND

- 50 Through Station
- 50 Between 6 mile post and 3½ mile post

Daisy Hill

Dobbs Brow

Junction

AMEND:-

DELETE:-

- 30 - Through Junction to Blackrod
- 40 - Through Junction Fast lines to Blackrod
- 70 70 Through Junction Fast lines to and from Liverpool Water at Hindley.

IL 3S

Page 40 (Page 13, Supplement No.3).

AMEND:-Note in description of Block Signalling on Main Lines Column:-Between Crow Nest Junction and Hindley No.3:-Left hand-Fast line, Right hand-Slow line.

Westhoughton

Crow Nest Junction

ADD:-

- 60 Between Crow Nest Junction and Pendleton Broad St. Station except where otherwise shown.
- 60 - Between Crow Nest Junction and Hindley No.3 Slow line except where otherwise shown.
- 50 50 Through Junction to and from Atherton.

AMEND:-

Page 40

Hindley North

No.3

AMEND:-

- 60 Between Hindley No.3 and Crow Nest Junction Slow line except where otherwise shown.

MANCHESTER (VICTORIA) EAST JUNCTION TO LIVERPOOL (EXCHANGE) No.2.

PAGE 42

DELETE:- Additional Up and Down running lines between Upholland-Ditton Brook Sidings and Rainford Junction-Holland Moss.

PAGE 42

Upholland

Ditton Brook

Sidings

ADD:-

C.Up line,  
1786 yds. III  
before reaching  
home signal

Rainford Junction

Holland Moss

DELETE:- all particulars

Junction

AMEND:- I 826

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES-continued.

## LONDON MIDLAND LINES-continued

TABLE - A

| Description of Block Signalling on Main Lines. Absolute Block unless otherwise shown (Dots indicate Block Posts) | Stations and Signal Boxes | Distance between signal boxes |     | Additional running lines |      | Loops and Refuge Sidings |                                    | Permanent speed restrictions, miles per hour |    | Catch points, spring or unworked trailing points |   | Engine Whistles<br>L-long S-short C-crow |                     |                    |                     |     |
|--|---------------------------|-------------------------------|-----|--------------------------|------|--------------------------|------------------------------------|--|----|--|---|--|---------------------|--------------------|---------------------|-----|
|  |                           | M                             | Yds | Up                       | Down | Description              | Stand-<br>age<br>Wagons<br>E. & V. | Down   | Up | Position   | Gradient<br>(Rising<br>unless<br>otherwise<br>shown)<br>1 in. | Down                                     |                     | Up                 |                     | For |
|  |                           |                               |     |                          |      |                          |                                    |  |    |  |   | Main<br>or<br>Fast                       | Slow<br>or<br>Goods | Main<br>or<br>Fast | Slow<br>or<br>Goods |     |

DAISY HILL, DOBBS BROW JUNCTION TO BLACKROD, HORWICH FORK JUNCTION.

PAGE 45

AMEND:-sub-heading DOBBS BROW JUNCTION TO HORWICH FORK  
JUNCTION 60 60 MAXIMUM PERMISSIBLE SPEED

## Daisy Hill

Dobbs Brow  
Junction

DELETE:-

C.W. Down Fast 87  
173 yds. before  
reaching Starting  
signal

- 40 Through junction to Fast lines
- 30 Through junction

AMEND:-

## WIGAN WALLGATE TO SOUTHPORT (CHAPEL STREET) STATION

PAGE 47

Appley Bridge  
East

DELETE:-dot denoting block post, signal box and mileage (Do not delete speed restriction)

West

AMEND:- 2 138

Page 48 (Page 15 Supp. No.3)

## Burscough Bridge

Junction 1 935  
(See pages 52 and  
73)

DRS 31 - 20 Through junction to Burscough Junction South  
URS 65 - 20 Through junction to Burscough Junction North  
one siding  
(Down Side)

New Lane  
Station 1 455

DRS 32  
URS 31

Bescar Lane  
Station 2 719

URS 60

St. Lukes  
Pool Hey  
Junction 1 1032

50 50 Between 32 miles 50 chains and 33 miles 38 chains.

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES-continued.

## LONDON MIDLAND LINES-continued

TABLE A

| Description of Block Signalling on Main Lines. Absolute Block unless otherwise shown (Dots indicate Block Posts) | Stations and Signal Boxes | Distance between signal boxes |     | Additional running lines |      | Loops and Refuge Sidings |                                    | Permanent speed restrictions, miles per hour |    | Catch points, spring or unworked trailing points |   | Engine Whistles<br>L-long S-short C-crow |                     |                    |                     |     |  |
|--|---------------------------|-------------------------------|-----|--------------------------|------|--------------------------|------------------------------------|--|----|--|---|--|---------------------|--------------------|---------------------|-----|--|
|  |                           |                               |     |                          |      |                          |                                    |  |    |  |   | Down                                     |                     | Up                 |                     | For |  |
|  |                           | M                             | Yds | Up                       | Down | Description              | Stand-<br>age<br>Wagons<br>E. & V. | Down   | Up | Position   | Gradient<br>(Rising<br>unless<br>otherwise<br>shown)<br>1 in. | Main<br>or<br>Fast                       | Slow<br>or<br>Goods | Main<br>or<br>Fast | Slow<br>or<br>Goods |     |  |

Page 48 (Page 15 Supp. No.3)

|                 |   |      |  |  |  |  |  |    |    |   |  |  |  |  |  |  |  |
|-----------------|---|------|--|--|--|--|--|----|----|---|--|--|--|--|--|--|--|
| Meols Cop       |   |      |  |  |  |  |  | 20 | 20 | Between 33 miles 38 chains and 33 miles 42 chains       |  |  |  |  |  |  |  |
| Butts Lane      | I | 181  |  |  |  |  |  | 50 | 50 | Between 33 miles 42 chains and 1 mile 23 chains         |  |  |  |  |  |  |  |
| Junction        |   |      |  |  |  |  |  |    |    | (Meols Cop Jn.)   |  |  |  |  |  |  |  |
|                 |   |      |  |  |  |  |  |    |    | C.Down line, 120  |  |  |  |  |  |  |  |
|                 |   |      |  |  |  |  |  |    |    | 925 yds. before   |  |  |  |  |  |  |  |
|                 |   |      |  |  |  |  |  |    |    | reaching Home   |  |  |  |  |  |  |  |
|                 |   |      |  |  |  |  |  |    |    | signal  |  |  |  |  |  |  |  |
| Junction        |   | 797  |  |  |  |  |  | 20 | 20 | Between 1 mile 23 chains and 0 mile 75 chains.          |  |  |  |  |  |  |  |
| (See page 51)   |   |      |  |  |  |  |  | 45 | 45 | Between 0 mile 75 chains and 0 mile 60 chains.          |  |  |  |  |  |  |  |
| Southport       |   |      |  |  |  |  |  |    |    |   |  |  |  |  |  |  |  |
| (Chapel Street) |   |      |  |  |  |  |  |    |    |   |  |  |  |  |  |  |  |
| St. Lukes       |   | 1398 |  |  |  |  |  |    |    |   |  |  |  |  |  |  |  |
| Station         |   | 483  |  |  |  |  |  | 20 | 20 | Between St. Lukes 0 miles 60 chains and Victoria Street |  |  |  |  |  |  |  |
|                 |   |      |  |  |  |  |  |    |    | Footbridge No.51  |  |  |  |  |  |  |  |
|                 |   |      |  |  |  |  |  | 10 | 10 | Between Victoria Street Footbridge No. 51 and Southport |  |  |  |  |  |  |  |
|                 |   |      |  |  |  |  |  |    |    | (Chapel Street)   |  |  |  |  |  |  |  |

LIVERPOOL (EX.) EXCHANGE JUNCTION TO GT. HOWARD ST. (GOODS LINES)

PAGE 51

DELETE:-heading and table

PAGE 51-ST. LUKES, POOL HEY JUNCTION TO MEOLS COP, HAWKESHEAD STREET JUNCTION-

DELETE-All particulars

PENDLETON (BROAD STREET) WINDSOR BRIDGE NO.3 TO FLEETWOOD STATION

PAGE 55 (Page 17, Supp. No. 3)

Adlington

Junction

DELETE:-

DRS 54

PAGE 56

Leyland

Euxton Junction

DELETE:-

URS 73

DRS 96

One Siding  
(Down Side)

Euxton Coal

Sidings

DELETE:-All particulars

Station

AMEND:-

I 1065

## SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

## LONDON MIDLAND LINES – continued

TABLE A

| Description of Block Signalling on Main Lines. Absolute Block unless otherwise shown (Dots indicate Block Posts) | Stations and Signal Boxes | Distance between signal boxes |     | Additional running lines |      | Loops and Refuge Sidings |                                    | Permanent speed restrictions, miles per hour |    | Catch points, spring or unworked trailing points |   | Engine Whistles<br>L—long S—short C—crow |                     |                    |                     |
|--|---------------------------|-------------------------------|-----|--------------------------|------|--------------------------|------------------------------------|--|----|--|---|--|---------------------|--------------------|---------------------|
|  |                           |                               |     |                          |      |                          |                                    |  |    |  |   | Down                                     |                     | Up                 |                     |
|  |                           | M                             | Yds | Up                       | Down | Description              | Stand-<br>age<br>Wagons<br>E. & V. | Down   | Up | Position   | Gradient<br>(Rising<br>unless<br>otherwise<br>shown)<br>1 in. | Main<br>or<br>Fast                       | Slow<br>or<br>Goods | Main<br>or<br>Fast | Slow<br>or<br>Goods |

## PAGE 58

## Preston

No.5

## ADD:—

(For line to  
Lancaster see  
Western Lines  
Section)  
Maudland Viaduct

## DELETE:—

(For line to  
Lancaster see  
Western Lines  
Section)  
(Up Fast and Up  
Slow I.B.S.803  
yards from Ashton  
box).

## ADD:—

S.Down line,  
395 yds. on  
Kirkham & W  
side of box  
(Trailing end  
of Down Fast  
line) normal  
lie of points  
Down Slow to  
Down Main.

Maudland Viaduct

## ★DELETE:—

2L1S  
4L1SMarton  
Lytham

## ★AMEND:—

25 25 All Main lines between 0½ and 1 m.p.  
20 20 Through junction to and from Fast lines

## Salwick

Ashton

## AMEND:—

(Down Slow I.B.S.  
933 yards from  
Ashton Box.)

## PAGES 58 and 59

DELETE:—Additional Up and Down running lines between Preston Maudland Viaduct and Kirkham and Wesham South Junctions.

## Page 59

## Salwick

Lea Road

## DELETE:—

(Up Fast I.B.S.851  
yards from Lea  
Road Box)

## SECTION D – GENERAL INSTRUCTIONS AND NOTICES.— continued

## LONDON MIDLAND LINES—continued

TABLE A

| Description of Block Signalling on Main Lines, Absolute Block unless otherwise shown (Dots indicate Block Posts) | Stations and Signal Boxes | Distance between signal boxes |     | Additional running lines |      | Loops and Refuge Sidings |                                    | Permanent speed restrictions, miles per hour |    | Catch points, spring or unworked trailing points |  | Engine Whistles<br>L—long S—short C—crow |               |              |               |     |
|--|---------------------------|-------------------------------|-----|--------------------------|------|--------------------------|------------------------------------|--|----|--|--|--|---------------|--------------|---------------|-----|
|  |                           | M                             | Yds | Up                       | Down | Description              | Stand-<br>age<br>Wagons<br>E. & V. | Down   | Up | Position   | Gradient<br>(Rising unless otherwise shown)<br>1 in. | Down                                     |               | Up           |               | For |
|  |                           |                               |     |                          |      |                          |                                    |  |    |  |  | Main or Fast                             | Slow or Goods | Main or Fast | Slow or Goods |     |

No.1

**DELETE:—**

(Signals Slow lines only).

**DELETE:—**Additional running line between Salwick Nos. 1 and 2 No.2**DELETE:—**

(Up Fast I.B.S.716 yards from Salwick No.2 Box).

Spenn Lane

**AMEND:—**

(Down Slow I.B.S. 902 yards from Spenn Lane Box Up Slow I.B.S.840 yards from Treales Box).

Kirkham &amp; W.

South Junction

**AMEND:—**

20 20 Through junction to and from Slow lines  
 45 – Slow line between Kirkham South Junction and 8m.p.  
 45 – Main line between 7¼ m.p. and Kirkham South Junction

**ADD:—**

Station

**DELETE:—**

North Junction

29

★ **DELETE:—**

– 40 Trailing junction up additional passenger line (overhead line) to Up fast line (via Marton)

**AMEND:—**

(See page 65 for Blackpool South line via Lytham. See page 67 for Blackpool South line via Marton)

**AMEND:—**Last two lines of note at the foot of the page.

To and from South via Marton—Fast Line

To and from South via Lytham—Slow Line

PAGE 61(Page 18 Supp. No.3)

Fleetwood  
Wyre Dock  
Station**AMEND** to read:—  
Fleetwood**DELETE:—**Block post dot and speed restriction 30 – Between Wyre Dock and Fleetwood stations

Station

**DELETE:—**all details.

PAGE 62

CLIFTON JUNCTION STATION TO RADCLIFFE (CENTRAL) NORTH JUNCTION

Clifton Junction

Molyneux Junction

**DELETE:—**All details

## SECTION D - GENERAL INSTRUCTIONS AND NOTICES.- continued

## LONDON MIDLAND LINES-continued

TABLE-A

| Description of Block Signalling on Main Lines. Absolute Block unless otherwise shown (Dots indicate Block Posts) | Stations and Signal Boxes | Distance between signal boxes |     | Additional running lines |      | Loops and Refuge Sidings |                                    | Permanent speed restrictions, miles per hour |    | Catch points, spring or unworked trailing points |   | Engine Whistles<br>L-long S-short C-crow |                     |                    |                     |
|--|---------------------------|-------------------------------|-----|--------------------------|------|--------------------------|------------------------------------|--|----|--|---|--|---------------------|--------------------|---------------------|
|  |                           |                               |     |                          |      |                          |                                    |  |    |  |   | Down                                     |                     | Up                 |                     |
|  |                           | M                             | Yds | Up                       | Down | Description              | Stand-<br>age<br>Wagons<br>E. & V. | Down   | Up | Position   | Gradient<br>(Rising<br>unless<br>otherwise<br>shown)<br>1 in. | Main<br>or<br>Fast                       | Slow<br>or<br>Goods | Main<br>or<br>Fast | Slow<br>or<br>Goods |

Page 63

LOSTOCK JUNCTION TO HINDLEY NORTH, CROW NEST JUNCTION.

AMEND:-Sub heading LOSTOCK JUNCTION TO CROW NEST JUNCTION.

60 60 MAXIMUM PERMISSIBLE SPEED ON MAIN LINES.

PAGE 64 (Page 19, Supp. No.3)

CHORLEY No.4 TO BLACKBURN BOLTON JUNCTION

Feniscowles

Heapey Station

DELETE:-All particulars

Heapey Sidings

AMEND:- 2 926

ADD:-

C.Down line  
1720 yards 61  
before reaching  
Home signal.

PAGE 67

KIRKHAM AND WESHAM JUNCTION TO BLACKPOOL (SOUTH) STATION VIA MARTON.

Kirkham and W.

Bradkirk

AMEND:- 2nd note

(Up 1 B.S.

1123 yds.

from

Marton

Box)

Plumpton

DELETE:- All particulars

Blackpool(South)

Marton

AMEND:- 3 701

PAGES 73 and 74 (Pages 21 and 22 Supp. No.3).

SOUTHPORT (C.STREET) ST.LUKES TO MEOLS. COP, HAWKSHEAD STREET JUNCTION-

DELETE:- All particulars

MANCHESTER (VICTORIA) EAST JUNCTION TO COLNE NORTH

PAGE 83 (Page 23, Supplement No.3).

Manchester

(Victoria)

Irk Valley

DELETE:- note and speed restriction 15 - Through junction to Smedley Viaduct.

PAGE 84 (Page 23 Supp. No.3)

Radcliffe (Central)

South Junction

DELETE:-All particulars.

North Junction

AMEND:- 2 18

DELETE:-

URS 37 20 Through junction to West Junction  
URS 52  
URS 29

ADD:- 30 30 Over connections at 7/4 m.p.

## SECTION D – GENERAL INSTRUCTIONS AND NOTICES.– continued

## LONDON MIDLAND LINES–continued

TABLE A

| Description of Block Signalling on Main Lines. Absolute Block unless otherwise shown (Dots indicate Block Posts) | Stations and Signal Boxes | Distance between signal boxes |     | Additional running lines |      | Loops and Refuge Sidings |                                    | Permanent speed restrictions, miles per hour |    | Catch points, spring or unworked trailing points |  | Engine Whistles<br>L—long S—short C—crow |                     |                    |                     |     |
|--|---------------------------|-------------------------------|-----|--------------------------|------|--------------------------|------------------------------------|--|----|--|--|--|---------------------|--------------------|---------------------|-----|
|  |                           |                               |     |                          |      |                          |                                    |  |    |  |  | Down                                     |                     | Up                 |                     | For |
|  |                           | M                             | Yds | Up                       | Down | Description              | Stand-<br>age<br>Wagons<br>E. & V. | Down   | Up | Position   | Gradient<br>(Rising unless otherwise shown)<br>1 in. | Main<br>or<br>Fast                       | Slow<br>or<br>Goods | Main<br>or<br>Fast | Slow<br>or<br>Goods |     |

PAGE 89

MANCHESTER (VICTORIA), IRK VALLEY TO SMEDLEY VIADUCT

DELETE:—All particulars.

CONONLEY STATION TO CARLISLE, DURRAN HILL JUNCTION.

PAGES 92/3 (Page 25, Supp. No.3)

Bell Busk

Station

AMEND:— note

(Down I.B.S. 1m.  
1,224 yds. before  
reaching Hellifield  
box etc.)

Hellifield

AMEND note:—

(Up I.B.S. 1,451 yds.  
from Hellifield box)

South Junction

AMEND to:—

Hellifield

DELETE:— Between South Junction and North Junction "P. & P.F." in description of Block Signalling on Main  
Lines Column, also the additional Up and Down running lines.

|      |        |   |     |
|------|--------|---|-----|
| ADD  | UGL 65 | C.Up line,<br>550 yds<br>before reaching<br>Up Main<br>Home 2 Signal  | 215 |
|      |        | C.Up line<br>577 yds.<br>before reaching<br>Up Main Home<br>1 signal. | 215 |
| — 20 |        | Up Main Line to Up Goods Loop   |     |
| — 20 |        | Outside line to Main line.  |     |

DELETE:—

AMEND:—

ILIS

Clap-  
ham.

North Junction

DELETE:— all details

Long Preston  
Station

AMEND:— 1 701  
Page 93

Long Preston  
Settle Junction

AMEND:— URS 25

PAGE 97 (Page 27, Supplement No.3)

LONG PRESTON, SETTLE JUNCTION TO WENNINGTON JUNCTION

Clapham

Junction

ADD:—

C.Up line, 1m. 101  
1,270 yds.  
before reaching  
Home signal

Skew Crossing

DELETE:—all particulars.

High Bentham  
Station

AMEND:— 4 582

## SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued

## LONDON MIDLAND LINES—continued

SPEED RESTRICTIONS AND SPECIAL INSTRUCTIONS APPLICABLE  
TO INDIVIDUAL CLASSES OF LOCOMOTIVES

| Section of Line  | Class and type<br>of engine affected | Speed<br>Restriction | Special<br>Instructions |
|--|--------------------------------------|----------------------|-------------------------|
| <b>PAGE 99<br/>DELETE—</b><br>Middleton Junction to<br>Middleton | 7F, 8F, 9F                           | 10                   | —                       |

TABLE C

| From  | To                              | Line |                                  |
|---|---------------------------------|------|----------------------------------|
|   |                                 | Down | Up                               |
| <b>PAGE 100<br/>DELETE—</b><br>St. Lukes, Blowick | Southport (C. St.) St.<br>Lukes | —    | "Up and Down" through<br>siding  |
| <b>PAGE 101<br/>ADD—</b><br>Salwick No.1          | Salwick No.2                    | —    | "Up and Down" through<br>siding  |
| ★ <b>DELETE—</b><br>Fleetwood<br>Wyre Dock Jn.    | Wyre Dock<br>Station            | —    | "Up and Down" through<br>siding. |

★ TABLE E

| Whistle to be<br>given at                                    | Movement required | Whistle |
|--|-------------------|---------|
| <b>PAGE 103<br/>Lytham<br/>Goods<br/>DELETE— all details</b> |                   |         |

TABLE F

| From  | To                                  | Line | Number of vehicles<br>and special conditions                              |
|---|-------------------------------------|------|---|
| <b>PAGE 110—ADD—</b><br>Ordsall Lane No.2                       | Castlefield Junction                | Up   | Fitted empty oil trains from<br>Ordsall Lane to Liverpool<br>(Brunswick). |
| <b>PAGE 111<br/>ADD—</b><br>Southport (Chapel St.)<br>St. Lukes | Meols Cop Junction                  | Up   | Electric vehicles   |
| Meols Cop Junction  | Southport (Chapel St.)<br>St. Lukes | Down | Electric vehicles   |
| <b>DELETE:—</b><br>Appley Bridge West                           | East                                | Up   | Freight wagons without brake-<br>van                                      |
| St. Lukes, Pool Hey<br>Junction                                 | Blowick                             | Down | Freight wagon and brakevan  |

## SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued

## LONDON MIDLAND LINES—continued

TABLE F—continued

| From   | To   | Line   | Number of vehicles and special conditions   |
|--|--|--|---|
| <b>DELETE—</b>                               |  |  |   |
| St. Lukes, Blowick                           | Southport (Chapel St.)<br>St. Lukes          | Down Main and<br>“Up and down”<br>through siding | Breakdown van train. Coach-<br>ing stock and odd passenger<br>carrying vehicles not exceed-<br>ing 4.                                   |
| Southport (Chapel St.)<br>St. Lukes          | St. Lukes, Blowick                           | Up Main and “Up<br>and down”<br>through siding   | Breakdown van train. Coach-<br>ing stock and odd passenger<br>carrying vehicles not exceed-<br>ing 4.                                   |
| Rainford Junction,<br>Junction               | Rainford Village<br>Randle Junction          | Single   | P. When line obstructed between<br>Walton Junction and Ormskirk   |
| Rainford Village<br>Randle Junction          | Rainford Junction<br>Junction                | Single   | P. When line obstructed bet-<br>ween Walton Junction and<br>Ormskirk. 6 fitted vehicles<br>in clear weather only.<br>6 freight vehicles |
| Rainford Junction<br>Junction                | Bushey Lane Junction                         | Down   |   |
| Rainford Junction<br>Bushey Lane<br>Junction | Rainford Junction<br>Junction                | Up   | 60 freight wagons   |
| Rainford Village<br>Randle Junction          | Rainford Junction<br>Bushey Lane<br>Junction | Single   | 6 coaching stock with brakevan<br>leading in clear weather only.  |
| <b>PAGE 112</b>                              |  |  |   |
| <b>DELETE—</b>                               |  |  |   |
| Meols Cop Junction                           | Hawkshead St.<br>Junction                    | Down   | Breakdown van train, etc.   |
| Meols Cop Hawkshead<br>St. Junction          | Junction                                     | Up   | Breakdown van train, etc.   |
| ★ <b>PAGE 113</b>                            |  |  |   |
| <b>DELETE—</b>                               |  |  |   |
| Fleetwood<br>Burn Naze North                 | Burn Naze<br>South                           | Up   | 30 freight wagons, etc.   |
| Fleetwood<br>Wyre Dock Jn.                   | Wyre Dock<br>Station                         | Down   | 15 freight wagons, etc.   |
| Fleetwood<br>Wyre Dock Station               | Wyre Dock<br>Junction                        | Up   | 25 freight wagons, etc.   |
| Fleetwood<br>Wyre Dock Station               | Station                                      | All Down   | 15 freight wagons, etc.   |
| Fleetwood Station                            | Wyre Dock<br>Station                         | Up   | Coaching Stock  |
| Fleetwood Station                            | Poulton le Fylde<br>Station                  | Up   | 1 Coaching Stock, etc.  |
| <b>PAGE 115</b>                              |  |  |   |
| <b>DELETE—</b>                               |  |  |   |
| Southport (C. St.)<br>St. Lukes              | Meols Cop Hawkshead<br>St. Junction          | Down   | Breakdown van train and<br>electric vehicles  |
| Meols Cop Hawkshead<br>St. Junction          | Southport (Chapel St.)<br>St. Lukes          | Up   | Breakdown van train and<br>electric vehicles.   |
| Meols Cop Hawkshead<br>St. Junction          | Hesketh Park Roe<br>Lane Junction            | Down   | 10 coaching stock   |

## SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued

## LONDON MIDLAND LINES—continued

TABLE F—continued

| From   | To   | Line                            | Number of vehicles<br>and special conditions |
|--|--|---------------------------------|--|
| <b>PAGE 115 – continued</b>                        |  |                                 |  |
| <b>DELETE:—</b>                                    |  |                                 |  |
| Hesketh Park Roe<br>Lane Junction                  | Meols Cop Hawkshead<br>St. Junction                    | Up                              | 10 coaching stock                            |
| Preston Whitehouse<br>West Junction                | ) Todd Lane Junction<br>) Whitehouse South<br>Junction | ) Down<br>)                     | Coaching stock                               |
| Todd Lane Junction<br>Whitehouse South<br>Junction | ) Preston Whitehouse<br>West Junction                  | Up                              | Coaching Stock                               |
| <b>PAGE 118</b>                                    |  |                                 |  |
| <b>DELETE:—</b>                                    |  |                                 |  |
| Hellifield South<br>Junction                       | Hellifield North<br>Junction                           | Down Main                       | } Coaching stock vehicles                    |
| Hellifield North<br>Junction                       | Hellifield South<br>Junction                           | Up Main                         |  |
| Hellifield North<br>Junction                       | Hellifield South<br>Junction                           | Up Outside                      |  |
| Hellifield South<br>Junction                       | Hellifield North<br>Junction                           | Down Outside<br>and Down Middle | 20 freight wagons                            |
| Hellifield South<br>Junction                       | Hellifield North<br>Junction                           | Down Middle                     | Loco. Stores Van                             |
| <b>PAGE 119</b>                                    |  |                                 |  |
| <b>DELETE—</b>                                     |  |                                 |  |
| Rainford Junction,<br>Junction                     | Rainford Village<br>Randal Junction                    | Down                            | —  |
| Rainford Village<br>Randal Junction                | Rainford Junction,<br>Junction                         | Up                              | —  |
| Rainford Junction,<br>Junction                     | Bushey Lane Junction                                   | Down                            | —  |
| Rainford Junction<br>Bushey Lane<br>Junction       | Rainford Junction<br>Junction                          | Up                              | —  |
| Meols Cop Junction                                 | Hawkshead St.<br>Junction                              | Down                            | —  |
| Meols Cop<br>Hawkshead St.<br>Junction             | Junction   | Up                              | —  |
| <b>PAGE 120</b>                                    |  |                                 |  |
| <b>DELETE—</b>                                     |  |                                 |  |
| Meols Cop Hawks-<br>head St. Junction              | Hesketh Park, Roe<br>Lane Junction                     | Down                            | —  |
| Hesketh Park, Roe<br>Lane Junction                 | Meols Cop, Hawks-<br>head St. Junction                 | Up                              | —  |

**SECTION D – GENERAL INSTRUCTIONS AND NOTICES –continued.**  
**LONDON MIDLAND LINES – continued.**

**TABLE F–continued**

| From  | To                           | Line | Number of vehicles<br>and special conditions |
|---|------------------------------|------|--|
| <b>PAGES 120/121</b> (Page 32 Supp. No.3 – Entered Table G should be Table F) |                              |      |  |
| <b>DELETE:–</b>   |                              |      |  |
| Todd Lane Jn.<br>Junction   | Whitehouse South<br>Junction | Down | –  |
| Todd Lane Jn.<br>Whitehouse South Jn.   | Todd Lane Junction           | Up   | –  |
| Todd Lane Jn.,<br>Whitehouse South Jn.  | Preston,<br>E.L. Goods Yard  | Down | –  |
| Preston E.L. Goods<br>Yard  | Whitehouse South<br>Junction | Up   | –  |

**TABLE G**

| From                                    | To                        | Line                       | Remarks   |
|---|---------------------------|----------------------------|---|
| <b>PAGE 123–ADD:–</b>                   |                           |                            |   |
| Castlefield Junction                    | Ordsall Lane No.2         | Up                         | Fitted oil trains from Liverpool (Brunswick) to Ordsall Lane. |
| <b>PAGE 124–AMEND:–</b>                 |                           |                            |   |
| Southport (C. St.)<br>Station           | St. Lukes                 | No.1 Excursion<br>Road     | Engine running round trains.                                  |
| <b>DELETE –</b>                         |                           |                            |   |
| Appleby Bridge East                     | West                      | Up Main                    | 30 freight wagons without brakevan in clear weather only.     |
| Appley Bridge West                      | East                      | Down Main                  | 30 freight wagons without brakevan in clear weather only.     |
| ★ <b>PAGE 124</b> (Page 33 Supp. No. 3) |                           |                            |   |
| <b>DELETE;–</b>                         |                           |                            |   |
| Kenyon Junction<br>No. 2.               | Kenyon Junction<br>No. 1. | All                        | Coaching stock and freight wagons etc.                        |
| Kenyon Junction<br>No. 1.               | Kenyon Junction<br>No. 2. | All                        | Coaching stock. 10 freight wagons etc.                        |
| Kenyon Junction<br>No. 2.               | Kenyon Junction<br>No. 1. | Up Goods                   | Coaching stock etc.   |
| Kenyon Junction<br>No. 1.               | Kenyon Junction<br>No. 2. | Down Goods                 | Coaching stock etc.   |
| Hough Lane                              | Tyldesley Station         | Up Goods                   | Without brakevan.   |
| <b>PAGE 125–AMEND–</b>                  |                           |                            |   |
| Farrington Junction                     | Lostock Hall Junction     | Up Goods                   | Freight wagons without brake van.                             |
| Lostock Hall Junction                   | Farrington Junction       | Down Goods                 | Freight wagons without brake van.                             |
| <b>PAGE 126</b>                         |                           |                            |   |
| <b>DELETE:–</b>                         |                           |                            |   |
| Hellifield South<br>Junction            | North Junction            | Up Outside                 | Freight wagons, etc.  |
| Hellifield North<br>Junction            | South Junction            | Down Middle<br>and Outside | –   |

## SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued

## LONDON MIDLAND LINES—continued

TABLE HI

| From                                       | To                        | Line                            | Number of vehicles and special conditions |              |
|--|---------------------------|---------------------------------|---|--------------|
|  |                           |                                 | Loaded Wagons                             | Empty Wagons |
| <b>PAGE 130</b> (Page 34 Supplement No. 3) |                           |                                 |   |              |
| <b>DELETE:—</b>                            |                           |                                 |   |              |
| Orrell East                                | Orrell West               | Down                            | 10  | —            |
| <b>PAGE 131—DELETE:—</b>                   |                           |                                 |   |              |
| Appley Bridge East                         | West                      | Down                            | 30  | 30           |
| Appley Bridge West                         | East                      | Up                              | 30  | 30           |
| Hoscar Station                             | Burscough Bridge Junction | Down                            | 5   | 5            |
| Southport (Chapel St.)<br>St. Lukes        | Blowick                   | “Up and Down”<br>through siding | 60  | 60           |
| <b>AMEND:—</b>                             |                           |                                 |   |              |
| Southport (Chapel St.)<br>Station          | St. Lukes                 | Up                              | 10  | 10           |
| ★ <b>PAGE 132</b>                          |                           |                                 |   |              |
| <b>DELETE:—</b>                            |                           |                                 |   |              |
| Fleetwood                                  | Burn Naze                 | Down                            | 20  | 20           |
| Burn Naze South                            | North                     |                                 |   |              |
| Fleetwood                                  | Wyre Dock Station         | Down                            | 60  | 60           |
| Wyre Dock Junction                         |                           |                                 |   |              |
| Wyre Dock Station                          | Wyre Dock Junction        | Up                              | 60  | 60           |
| <b>PAGE 133—DELETE:—</b>                   |                           |                                 |   |              |
| Preston E.L.<br>Goods Yard                 | Preston W.L.              | Up                              | 4<br>(fitted)                             | 4            |
| <b>PAGE 134</b>                            |                           |                                 |   |              |
| <b>DELETE:—</b>                            |                           |                                 |   |              |
| Hellifield South Junction                  | North Junction            | Down                            | 10  | 10           |
| Hellifield North Junction                  | South Junction            | Up Main                         | 30  | 30           |

## SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued.

## LONDON MIDLAND LINES—continued.

TABLE H2

| From                              | To                           | Line     | Number of Vehicles<br>and special conditions |
|-----------------------------------|------------------------------|----------|--|
| <b>PAGE 136—DELETE:—</b>          |                              |          |  |
| Southport (C. St.) Station        | Crossens                     | Down     | 2  |
| <b>PAGE 137—DELETE:—</b>          |                              |          |  |
| ★ Fleetwood<br>Wyre Dock Junction | Poulton-le-<br>Fylde No.4    | Up       | Loco Stores<br>Van                           |
| ★ Fleetwood<br>Wyre Dock Junction | Station                      | Down     | Loco Stores<br>Van                           |
| ★ Fleetwood Station               | Wyre Dock<br>Junction        | Up       | Loco Store<br>Van                            |
| Crossens                          | Southport (C. St.) St. Lukes | Up       | 2  |
| Southport (C. St.) St. Lukes      | Southport (C. St.) Station   | Down     | 3  |
| <b>ADD:—</b>                      |                              |          |  |
| Roe Lane Junction                 | Meols Cop Junction           | Up       | 3  |
| Meols Cop Junction                | Southport (C. St.) Station   | Down     | 3  |
| <b>PAGE 138</b>                   |                              |          |  |
| <b>DELETE:—</b>                   |                              |          |  |
| Hellifield South Junction         | North Junction               | All Down | 10   |
| Hellifield North Junction         | South Junction               | All Up   | 10   |

TABLE J

| From                                  | To                        | Class of<br>Train | Conditions | Remarks  |
|---------------------------------------|---------------------------|-------------------|------------|--|
| <b>PAGE 139 (Page 36. Supp. No.3)</b> |                           |                   |            |  |
| <b>DELETE:—</b>                       |                           |                   |            |  |
| Middleton                             | Middleton Junction        | F. ECS            | N.         | Up line.   |
| <b>PAGE 141</b>                       |                           |                   |            |  |
| <b>DELETE:—</b>                       |                           |                   |            |  |
| Pemberton<br>Westwood Park            | Westhoughton<br>Chew Moor | F                 | N.         | Up line. In clear weather<br>etc.  |
| <b>DELETE:—</b>                       |                           |                   |            |  |
| Pemberton<br>Westwood Park            | Orrell                    | F.                | N.         | Down line. In clear<br>weather etc.  |
| <b>PAGE 142</b>                       |                           |                   |            |  |
| <b>AMEND:—</b>                        |                           |                   |            |  |
| Radcliffe (Central)<br>North Junction | Whitefield                | All               | N.         | Up line. In clear<br>weather, etc.   |
| Blackpool South<br>(Station)          | Marton                    | F. ECS            | N.         | Up line.   |
| <b>DELETE:—</b>                       |                           |                   |            |  |
| Radcliffe (Central)<br>South          | Whitefield                | All               | N.         | Up line. Assisting engine<br>to leave train at White-<br>field Station, etc. |

## SECTION D—GENERAL INSTRUCTION AND NOTICES—continued

## LONDON MIDLAND LINES—continued.

TABLE K2

| From                                  | To                               | Lines  |         |
|---------------------------------------|----------------------------------|--------|---------|
|                                       |                                  | Down   | Up      |
| <b>PAGE 144—AMEND:—</b>               |                                  |        |         |
| Miles Platting Philips Park No.1.     | Ancoats Junction (Midland Lines) | Main   | Main    |
| <b>DELETE:—</b>                       |                                  |        |         |
| Fleetwood Wyre Dock Station           | Fleetwood Station                | East   | East    |
| Blackburn Great Harwood Junction      | Rose Grove West (Via Padiham)    | Main   | Main    |
| Bury Buckley Wells                    | Bury South Junction              | Slow   | —       |
| Clapham Junction                      | Ingleton Station (Mid.)          | Main   | Main    |
| <b>PAGE 144 (Page 37 Supp. No.3).</b> |                                  |        |         |
| <b>DELETE:—</b>                       |                                  |        |         |
| Rainford Junction                     | Bushey Lane                      | Main   | Main    |
| Skelmersdale                          | Ormskirk Station                 | Main   | Main    |
| Hellifield South Junction             | Hellifield North Junction        | Middle | Outside |
| Burscough Junction South              | Burscough Bridge Junction        | Main   | Main    |

TABLE M

| Signal Box  | Line    | Remarks                                 |
|---|---------|---|
| <b>PAGE 145 (Page 37, Supp. No.3.)</b>                      |         |   |
| <b>DELETE:—</b>   |         |   |
| <b>Todd Lane Junction</b>                                   |         |   |
| Whitehouse South Junction                                   | Up Main | Freight trains or empty coaching stock. |
| <b>AMEND:—</b> Hellifield South Junction to read Hellifield |         |   |

**SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued**  
**LONDON MIDLAND LINES—continued**

**GENERAL INSTRUCTIONS****GONGS IN TUNNELS**

| Tunnel                           | Up or Down | Position of Gong                                   |
|----------------------------------|------------|--|
| <b>Page 155—DELETE</b>           |            |  |
| Walsden and Littleborough Summit | Down       | 100 yards before reaching Down Outer Distant, etc. |

**USE OF GUARDS TELEPHONES**

| Signal Box           | Line            |
|----------------------|-----------------|
| <b>PAGE 156</b>      |                 |
| <b>DELETE:—</b>      |                 |
| Stalybridge No.2     | Arrival line    |
| Hellifield South Jn. | Down Goods Loop |
| <b>ADD:—</b>         |                 |
| *Hellifield          | Up Goods Loop   |

**GENERAL INSTRUCTIONS FOR DESCENDING INCLINES**

| From the direction of | Proceeding towards           | Point at which train must come to a stand for wagon brakes to be applied | Point at which train must come to a stand for wagon brakes to be released |
|-----------------------|------------------------------|--|---|
| <b>PAGE 156</b>       |                              |  |   |
| <b>AMEND:—</b>        |                              |  |   |
| Prestwich             | Radcliffe (C) North Junction | Whitefield   | Radcliffe (Cen.) Station  |

**SECTION D-GENERAL INSTRUCTION AND NOTICES-continued**  
**LONDON MIDLAND LINES-continued**

**LOCAL INSTRUCTIONS**

**TODMORDEN**

**PAGE 162-(Page 44, Supp. No.3).**

**DELETE:-**item reading:-

When it is necessary to make connection between and Up Branch train etc., etc.

**PAGE 164-MIDDLETON JUNCTION EAST TO MIDDLETON STATION**

**DELETE:-**all particulars.

**PAGE 170-DELETE** all particulars.

**WIGAN (WALLGATE)**

**ADD:-**

**No. 1 Box-Relief of Enginemen and Guards and provision of Conductors.** Enginemen and Guards booking on at or travelling to Wigan to act as Conductors or to relieve Up or Down trains between Western and Central Divisions at Wigan, must proceed to the Inspector's Office at Wigan Wallgate, advise the Signaller concerned by telephone and await his instructions.

When a Down train is ready to leave the Down East Loop Home signal the Driver must advise the Signaller by telephone.

**PAGE 171**

**RAINFORD JUNCTION**

Calling-on signal, Holland Moss-**DELETE**-all particulars.

**PAGE 172-WIGAN (WALLGATE)**Messrs. Wood and Son's Siding:-**DELETE** all particulars.

**APPLEY BRIDGE**

**East Box:-DELETE** all particulars.

**Siding leading to Grove Chemical Company's Works:-DELETE** all particulars.

**PARBOLD**

**Working between Goods Yard ground frame and station.**

**DELETE:-** All details.

**PAGE 174-LIVERPOOL (EX.) EXCHANGE JUNCTION TO GREAT HOWARD STREET (GOODS LINES)-DELETE** all particulars.

★

**PAGE 176**

**FLEETWOOD**

**Imperial Chemical Co's Siding at Burn Naze North**

**DELETE:-** First paragraph.

**PAGE 179-MIDGE HALL-DELETE** all particulars.

**PAGE 186**

**TABLE B-Lines worked under Permissive Block System.-DELETE:-NIL and ADD:-Page 261.**

**LOCAL AND GENERAL INSTRUCTIONS-INDEX-**

**Page 187**

**ADD-Bromford Bridge-Esso Co's Sidings**

305

★

**PAGE 188**

**DELETE:-** Market Harborough, Engine Shed.

301

**PAGE 189-ADD** to Washwood Heath (Saltley) entry-West Midlands Gas Board Sidings.

305

**LIST OF LINES**

**PAGE 190**

**DELETE:-**Saltley, Duddeston Road to Lawley St. No.3

251

## SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued

## LONDON MIDLAND LINES — continued

TABLE A

| Description of Block Signalling on Main Lines. Absolute Block unless otherwise shown (Dots indicate Block Posts) | Stations and Signal Boxes | Distance between signal boxes |     | Additional running lines |      | Loops and Refuge Sidings |                                    | Permanent speed restrictions, miles per hour |    | Catch points, spring or unworked trailing points |   | Engine Whistles<br>L—long S—short C—crow |                     |                    |                     |     |  |
|--|---------------------------|-------------------------------|-----|--------------------------|------|--------------------------|------------------------------------|--|----|--|---|--|---------------------|--------------------|---------------------|-----|--|
|  |                           | M                             | Yds | Up                       | Down | Description              | Stand-<br>age<br>Wagons<br>E. & V. | Down   | Up | Position   | Gradient<br>(Rising<br>unless<br>otherwise<br>shown)<br>1 in. | Down                                     |                     | Up                 |                     | For |  |
|  |                           |                               |     |                          |      |                          |                                    |  |    |  |   | Main<br>or<br>Fast                       | Slow<br>or<br>Goods | Main<br>or<br>Fast | Slow<br>or<br>Goods |     |  |

## ST. PANCRAS TO CHESTERFIELD, HORNS BRIDGE, ETC.

PAGE 194 (Page 50 Supp. No.3)

## Cricklewood

DELETE:— Down Reception line between Watling Street Junction and Cricklewood Junction

## Watling Street

## Junction

DELETE:— Block post dot on Down Goods line and 1st Up Goods lines.

ADD:—

(No signals for  
Down Goods or  
1st Up Goods lines).

PAGE 198

## Luton

## Midland Road

## South

ADD:—

- 15 Through connecting line to reception line at Luton East

PAGE 202 (Page 53, Supplement No.3)

## Burton Latimer

## Station

DELETE:— Block post dot from Main lines column.

ADD:—Note.

(No signals for  
Main lines)

## Kettering

## South

AMEND:—

80 - Fast line, between Kettering South and Kettering North, 71½ and 72½ m.p.

PAGE 204 Market Harborough

## Great Bowden Sidings

AMEND:—

75 75 Over curves between 84½ and 84 m.p.

★ PAGE 205 Kibworth

## North

DELETE:—

4L - - - Stop at  
Wigston  
South Sdgs.  
Box

★ PAGE 206 (Page 54 Supp. No.3)

## Wigston Magna

## Kilby Bridge

DELETE:— 'A' from the Up and Down Goods lines between Kilby Bridge and South Junction South Sidings

DELETE:— all details including 2nd Down Goods line between South Sidings and South Junction South Jn.

AMEND:— 1 1123

## North Junction

AMEND:—

50 50 Over curve on South Jn. side of North Jn. and through junction on main lines from and to South Jn.

## SECTION D-GENERAL INSTRUCTIONS AND NOTICES-continued.

## LONDON MIDLAND LINES-continued

| Description of Block Signalling on Main Lines. Absolute Block unless otherwise shown (Dots indicate Block Posts) | Stations and Signal Boxes | Distance between signal boxes |     | Additional running lines |      | Loops and Refuge Sidings |                                    | Permanent speed restrictions, miles per hour |    | Catch points, spring or unworked trailing points |   | Engine Whistles<br>L-long S-short C-crow |                     |                    |                     |     |  |
|--|---------------------------|-------------------------------|-----|--------------------------|------|--------------------------|------------------------------------|--|----|--|---|--|---------------------|--------------------|---------------------|-----|--|
|  |                           |                               |     |                          |      |                          |                                    |  |    |  |   | Down                                     |                     | Up                 |                     | For |  |
|  |                           | M                             | Yds | Up                       | Down | Description              | Stand-<br>age<br>Wagons<br>E. & V. | Down   | Up | Position   | Gradient<br>(Rising<br>unless<br>otherwise<br>shown)<br>1 in. | Main<br>or<br>Fast                       | Slow<br>or<br>Goods | Main<br>or<br>Fast | Slow<br>or<br>Goods |     |  |

PAGE 212

Trowell

Junction

ADD:-

1L1S - - - Amber  
gate  
1L2S - - - Mans-  
field  
- 2L1S - - Amber  
gate  
- 2L2S - - Mans-  
field

Ilkeston Junction

and Cossall

Ilkeston

South Junction

DELETE:-All engine whistles and note

PAGE 213

DELETE:-2nd Down Goods line between Codnor Park and I., Stoneyford Jn. and Station Jn.

PAGES 215/216 (Pages 55/56, Supplement No.3)

Clay Cross

Danesmoor Sidings

DELETE:-Dots denoting block post, signal box and mileage

AMEND 40 - Goods line, over curves between Morton Sidings and  
Clay Cross South Junction  
55 - Main line, over curves between Morton Sidings and  
Clay Cross South Junction, 141¼ to 141¾m.p.

South Junction

AMEND:- 2 1700

- 40 Goods line, over curves between Clay Cross South  
Junction and Morton Sidings  
- 55 Main line, over curves between Clay Cross South  
Junction and Morton Sidings, between 141¼ and  
141¾ m.p.

ADD:-

- - 1L2S - Butterley  
- - - 1LIC Stopping  
at Morton  
Sidings  
- - - 2LIC not stop-  
ping at  
West-  
houses for  
water or  
traffic

SECTION D-GENERAL INSTRUCTIONS AND NOTICES-continued  
LONDON MIDLAND LINES-continued

TABLE A

| Description of Block Signalling on Main Lines. Absolute Block unless otherwise shown (Dots indicate Block Posts) | Stations and Signal Boxes | Distance between signal boxes |     | Additional running lines |      | Loops and Refuge Sidings |                                    | Permanent speed restrictions, miles per hour |    | Catch points, spring or unworked trailing points |   | Engine Whistles<br>L-long S-short C-crow |                     |                    |                     |     |  |
|--|---------------------------|-------------------------------|-----|--------------------------|------|--------------------------|------------------------------------|--|----|--|---|--|---------------------|--------------------|---------------------|-----|--|
|  |                           |                               |     |                          |      |                          |                                    |  |    |  |   | Down                                     |                     | Up                 |                     | For |  |
|  |                           | M                             | Yds | Up                       | Down | Description              | Stand-<br>age<br>Wagons<br>E. & V. | Down   | Up | Position   | Gradient<br>(Rising<br>unless<br>otherwise<br>shown)<br>1 in. | Main<br>or<br>Fast                       | Slow<br>or<br>Goods | Main<br>or<br>Fast | Slow<br>or<br>Goods |     |  |

GLENDON SOUTH JUNCTION TO TROWELL JUNCTION (Via MANTON AND NOTTINGHAM)

PAGE 222(Page 58, Supp. No.3)

Plumtree

Station

ADD:-

C. Up line, 3m 569 200  
Yards before reach-  
ing Home I signal

Edwalton

DELETE:-all details.

Nottingham

Midland

London Road

Junction

AMEND:- 5 390

PAGE 224

Nottingham Midland

Lenton North

Junction.

DELETE:-

ISIL - - - Conveying  
traffic for  
stowing on  
Down  
Goods  
line at  
Radford

LONG EATON, NORTH EREWASH JUNCTION AND TRENT STATION NORTH JUNCTION TO NOTTINGHAM,  
MANSFIELD JUNCTION AND LENTON NORTH JUNCTION.

PAGE 227

Nottingham Midland

Lenton North

Junction

DELETE:-

- - IL IC - Wollaton  
- - IS IL - Conveying  
traffic for  
stowing on  
Down  
Goods line  
at Radford

DORE AND TOTLEY TUNNEL EAST (EXCL.) TO CHINLEY NORTH JUNCTION AND SOUTH JUNCTION

PAGE 235

Edale

Chinley East Junction

DELETE:-all particulars

Chinley North

Junction

AMEND:-supervising station Chapel-en-le-Frith Central

AMEND

1 401

ADD:-

DELETE:-

15 15 Round curves between 173½ and 174m.p.'s.  
- 15 Chinley North Junction to Chinley East Jn.

CHINLEY SOUTH JUNCTION TO GOWHOLE GOODS JUNCTION

PAGE 236

Chapel-en-le Frith

Central

Chinley South

Junction

DELETE:-

10 - Through junction to Sheffield

# SECTION D-GENERAL INSTRUCTIONS AND NOTICES-continued

## LONDON MIDLAND LINES-continued

| Description of Block Signalling on Main Lines. Absolute Block unless otherwise shown (Dots indicate Block Points) | Stations and Signal Boxes | Distance between signal boxes |     | Additional running lines |      | Loops and Refuge Sidings |                                   | Permanent speed restrictions, miles per hour |    | Catch points, spring or unworked trailing points |   | Engine Whistles<br>L-long S-short C-crow |                     |                    |                     |     |  |
|---|---------------------------|-------------------------------|-----|--------------------------|------|--------------------------|-----------------------------------|--|----|--|---|--|---------------------|--------------------|---------------------|-----|--|
|   |                           |                               |     |                          |      |                          |                                   |  |    |  |   | Down                                     |                     | Up                 |                     | For |  |
|   |                           | M                             | Yds | Up                       | Down | Description              | Stand-<br>age<br>Wagon<br>E. & V. | Down   | Up | Position   | Gradient<br>(Rising<br>unless<br>otherwise<br>shown)<br>1 in. | Main<br>or<br>Fast                       | Slow<br>or<br>Goods | Main<br>or<br>Fast | Slow<br>or<br>Goods |     |  |

Page 237

Gowhole

Buxworth Junction

DELETE:-

C.W. Up 90

Slow, 387

yards be-

fore

reaching

starting

signal (67

yards after

passing box)

30 30 Through junction on slow line.

20 - Through junction Slow to Fast.

- 20 Through junction Fast to Slow

## MARPLE WHARF JUNCTION TO ASHBURYS EAST JUNCTION (VIA BELLE VUE)

PAGE 238 (Page 62, Supplement No.3)

Reddish North

Junction

DELETE:-

- 15 Through Junction to Stockport

## MACCLESFIELD (EXCL.) TO MARPLE WHARF JUNCTION

PAGE 238 (Page 62, Supplement No.3)

AMEND:-

Macclesfield

Macclesfield

(Western Lines)

Goods Junction

AMEND:-

1051

## ★PAGE 239 Rose Hill

Station

AMEND:-

C-dep line 781 yards, 121

before reaching Home

signal.

## DERBY, LONDON ROAD JUNCTION TO BIRMINGHAM NEW STREET

PAGE 242 (Page 63 Supp. No.3)

Burton-on-Trent

North Stafford Jn.

DELETE:- all details

Horninglow Bridge

AMEND:- - 1341

ADD:-speed restrictions

- 25 Goods to Main line

- 25 Through connections, Main to "Down and Up" connecting line.

25 - Goods to Main line, opposite box.

## PAGE 243 Burton-on-Trent

Leicester Junction

AMEND:-

- 15 Through junction to Wellington St. Jn.

## PAGE 248 Saltley

Duddeston Road

AMEND:-note

(See page 251 for

Lawley St. 'A' Lines)

★PAGES 248 and 249 (page 65 Supplement No.3)

- 30 Through Church Road and to West end  
(Bristol end of Suffolk Street Tunnel)  
- 15 Through junction to Birmingham Central  
40 40 Between Church Road Jn. and 44 m.p.  
50 - Between 44 and 47½ m.p.

NOTE:—The two running lines through Birmingham New Street Station are No.10 and No.11 platform lines. No. 10 platform line is worked in both directions, and No.11 platform line is a down line only.

## SECTION D-GENERAL INSTRUCTIONS AND NOTICES-continued.

## LONDON MIDLAND LINES-continued

TABLE-A

| Description of Block Signalling on Main Lines. Absolute Block unless otherwise shown (Dots indicate Block Posts) | Stations and Signal Boxes | Distance between signal boxes |     | Additional running lines |      | Loops and Refuge Sidings |                                    | Permanent speed restrictions, miles per hour |    | Catch points, spring or unworked trailing points |   | Engine Whistles<br>L-long S-short C-crow |                     |                    |                     |     |
|--|---------------------------|-------------------------------|-----|--------------------------|------|--------------------------|------------------------------------|--|----|--|---|--|---------------------|--------------------|---------------------|-----|
|  |                           |                               |     |                          |      |                          |                                    |  |    |  |   | Down                                     |                     | Up                 |                     | For |
|  |                           | M                             | Yds | Up                       | Down | Description              | Stand-<br>age<br>Wagons<br>E. & V. | Down   | Up | Position   | Gradient<br>(Rising<br>unless<br>otherwise<br>shown)<br>1 in. | Main<br>or<br>Fast                       | Slow<br>or<br>Goods | Main<br>or<br>Fast | Slow<br>or<br>Goods |     |

TRENT SHEET STORES JN. TO REPTON AND W., STENSON JN.

PAGE 249 Castle Donington

Weston-on-Trent

DELETE:-All details

PAGE 250 Chellaston

Junction

AMEND:- 4 1181

PAGE 251 SALTLEY, DUDESTON ROAD TO LAWLEY STREET 'A'

ADD:-Between Duddeston Road and Lawley Street 'A' an additional Up Goods line, named Up Carriage Siding and an additional Down Goods line, named Down Carriage Siding.

SALTLEY, DUDESTON ROAD TO LAWLEY STREET No.3

DELETE:- heading and table.

PAGE 252 (Pages 65 and 66 Supp. No.3).

DELETE:- heading- CURZON STREET, GRAND JUNCTION TO BIRMINGHAM NEW STREET No.5 (Via Western lines) and all particulars.

GUIDE BRIDGE, HYDE JUNCTION TO MANCHESTER (LONDON ROAD)

PAGE 258 (Page 67, Supplement No.3)

Manchester Picadilly-ADD:-† opposite Ardwick Junction and London Road. † note to read "The lines between Ardwick Junction and London Road are worked in accordance with the Western lines Section of this book as shown on page 358 (page 99 Supplement No.3)."

PAGE 260

ASHBURYS WEST JUNCTION TO MILES PLATTING MIDLAND JUNCTION (Exclusive)

AMEND:-heading- ASHBURYS WEST JUNCTION TO MILES PLATTING, BESWICK JUNCTION (Exclusive)

AMEND:-sub-heading ASHBURYS WEST JUNCTION TO BESWICK JUNCTION

20 20 MAXIMUM PERMISSIBLE SPEED

Ancoats Junction

ADD:-

C.Down line

825 yds. 90

before reaching

Home signal.

Miles Platting

Midland Junction

(Central lines)

DELETE:- All particulars

ADD:-

Beswick Jn 1626

(Central lines)

C.W.Up

line 160yds 60

before reaching

Starting

signal.

\* The direction of the line from Ancoats Junction to Beswick Junction is Up.

## SECTION D – GENERAL INSTRUCTIONS AND NOTICES—continued.

## LONDON MIDLAND LINES—continued.

## SPEED RESTRICTIONS AND SPECIAL INSTRUCTIONS APPLICABLE TO INDIVIDUAL CLASSES OF LOCOMOTIVES

| Section of Line   | Class and type of engine affected | Speed Restriction | Special Instructions |
|---|-----------------------------------|-------------------|----------------------|
| <b>PAGE 261 – AMEND:–</b>   |                                   | m.p.h.            |                      |
| Plumtree and Nottingham over Bridges Nos. 2 (River Trent) and 4 (122½–123 m.p.) | D.10001, former L.N.E. B1, V2     | 25                | –                    |
| <b>DELETE:–</b>   |                                   |                   |                      |
| North Stafford Jn. and Burton Station Down Goods line (10¼ – 10½ m.p.)          | Former L.N.E. 02                  | 5                 | –                    |
| <b>PAGE 261 (Page 68 Supplement No. 3.)</b>                                     |                                   |                   |                      |
| <b>DELETE:–</b>   |                                   |                   |                      |
| Birmingham New St. No. 4 platform   | Former G.W. engines               | Caution           | –                    |

TABLE C

|                     |                      | Line     |                     |
|---------------------|----------------------|----------|---------------------|
| From                | To                   | Down     | Up                  |
| ★                   | PAGE 262<br>DELETE:- |          |                     |
| Wigston Up Sidings  | Wigston South Jn.    |          | Departure           |
| Wigston North Jn.   | Wigston Up Sidings   |          | Siding<br>Reception |
| PAGE 263<br>AMEND:- |                      |          |                     |
| Lawley Street 'A'   | Lawley Street 'B'    | * Baltic | -                   |

TABLE F

| From                                       | To                     | Line        | Number of vehicles and special conditions |
|--|------------------------|-------------|---|
| <b>PAGE 268:–ADD:–</b>                     |                        |             |   |
| Trent Station North Junction               | North Erewash Junction | Down Main   | 1 Coaching stock vehicle                  |
| North Erewash Junction                     | Long Eaton Station     | Down Main   | 1 Coaching stock vehicle                  |
| <b>PAGE 268 (Page 69 Supplement No. 3)</b> |                        |             |   |
| <b>AMEND:–</b>                             |                        |             |   |
| Toton Junction                             | Toton Centre           | Independent | 40 freight vehicles without brake van     |
| <b>PAGE 271</b>                            |                        |             |   |
| <b>ADD:–</b>                               |                        |             |   |
| Derby L. & N.W. Jn.                        | London Road Jn.        | Up Main     | 4 Coaching Stock Vehicles                 |

## SECTION D- GENERAL INSTRUCTIONS AND NOTICES-continued

## LONDON MIDLAND LINES-continued

TABLE F-continued

| From                                       | To                                      | Line   | Number of vehicles and special conditions                     |
|--|---|--|---|
| <b>PAGE 271 (Page 70 Supp. No.3)</b>       |   |  |   |
| <b>AMEND:-</b>                             |   |  |   |
| Burton, Wetmore Sdgs.                      | Horninglow Bridge                       | Down Goods   | 40 freight vehicles without brake van. In clear weather only. |
| <b>DELETE:-</b>                            |   |  |   |
| Burton, North Stafford Junction            | Horninglow Bridge                       | Down Goods   | -   |
| Burton, Horninglow Bridge.                 | North Stafford Jn.                      | Up Goods   | Freight vehicles, etc.  |
| <b>PAGE 272 (Page 70 Supplement No. 3)</b> |   |  |   |
| <b>DELETE:-</b>                            |   |  |   |
| Bromford Bridge                            | Castle Bromwich Junction                | Up Goods   | 6 horse boxes   |
| Bromford Bridge                            | New Street Station (via Grand Junction) | Down Main and Down Goods                                 | One passenger brake van                                       |
| Lawley Street No.3                         | Lawley Street 'A'                       | Up Goods   | 10 Freight vehicles without brake van                         |
| New Street No. 2                           | New Street No. 5                        | Nos. 10, 11 and 12 platforms                             | P. Coaching stock vehicles etc.                               |
| New Street No. 5                           | New Street No. 2                        | No. 10 platform  | P. Coaching stock vehicles etc.                               |
| New Street No. 1                           | New Street No. 5                        | Nos. 2, 3, 6 and 7 platforms                             | P. Coaching stock vehicles etc.                               |
| New Street No. 5                           | New Street No. 1                        | Nos. 1, 2, 3, 6 and 7 platforms and Nos. 1 and 2 Sidings | P. Coaching stock vehicles etc.                               |
| New Street No. 2                           | New Street No. 1                        | Connecting   | P. Coaching stock vehicles etc.                               |
| ★ Proof House Junction                     | Birmingham New Street No.2              | Down Midland   | One passenger brake van                                       |
| ★ Proof House Junction                     | Birmingham New Street No.1              | Down Western   | One passenger brake van                                       |
| ★ Washwood Heath Sidings No.2              | Grand Jn. (Western Lines)               | Down Main and Down Goods                                 | 20 freight vehicles, etc.                                     |
| ★ Grand Jn. (Western Lines)                | Proof House Jn. (Western Lines)         | Down Midland   | 1 passr. brake van, etc.                                      |
| ★ Grand Jn. (Western Lines)                | Proof House Jn. (Western Lines)         | Down Western   | Freight vehicles, etc.  |

**SECTION D – GENERAL INSTRUCTIONS AND NOTICES—continued**  
**LONDON MIDLAND LINES—continued**

**TABLE G**

| From   | To                          | Line  | Remarks  |
|--|-----------------------------|---|--|
| <b>PAGE 275 – DELETE:–</b>                                   |                             |   |  |
| Kettering Station  | Kettering North             | Up slow   | Light engine only.   |
| ★ <b>PAGE 275</b> (Page 71 Supp. No.3)<br><b>DELETE:–</b>    |                             |   |  |
| Wigston South Sidings  | Wigston South Junction      | 1st Up Goods  | Light Engine   |
| <b>PAGE 276</b> (Page 72 Supplement No. 3)<br><b>AMEND:–</b> |                             |   |  |
| Derby, Way and Works Sidings                                 | Derby, London Road Junction | Up Main   | Light engines, empty multiple unit diesel trains and 16 coaching stock vehicles. |
| <b>DELETE:–</b>  |                             |   |  |
| Burton, North Stafford Junction                              | Horninglow Bridge           | Up Goods  | 35 Freight vehicles, etc.  |
| Burton Wetmore Sidings                                       | North Stafford Jn.          | Up Goods  | Light engine, etc.   |
| Burton Wetmore Sidings                                       | North Stafford Jn.          | Up Goods  | 35 Freight vehicles, etc.  |
| New Street No. 5   | New Street No. 2            | Nos. 11 and 12 platforms                              | P. Without brakevan.   |
| New Street No. 1   | New Street No. 2            | Connecting line from Up Western Line to Midland Lines | P. Without brakevan  |

**TABLE H. I**

| From   | To                          | Line                     | Number of Vehicles and special conditions |
|--|-----------------------------|--------------------------|---|
| <b>PAGE 279–ADD:–</b>                        |                             |                          |   |
| Toton Down Sidings North                     | Stapleford and Sandiacre    | 2nd Down Goods           | 40 freight vehicles.                      |
| Toton East Junction                          | Meadow Lane Junction        | Up Goods                 | 40 freight vehicles.                      |
| Derby Junction                               | Derby South Junction        | Up                       | 10 fitted                                 |
| Derby South Junction                         | Chaddesden South Junction   | Up Main                  | 10 fitted                                 |
| Spondon Turntable Sidings                    | Chaddesden South Junction   | Down Main                | In clear weather only.                    |
| Chaddesden South Junction                    | Derby South Junction        | Down Goods               | In clear weather only.                    |
| Spondon Junction                             | Turntable Sidings           | Down and Up              | In clear weather only.                    |
| Spondon Junction                             | Spondon Station             | Up                       | In clear weather only.                    |
| Derby, London Road Junction                  | L. & N.W. Junction          | Down Main and Down Goods | 10 fully fitted                           |
| Pear Tree and Normanton L. and N.W. Junction | Derby, London Road Junction | Up Main and Up Goods     | 10 fully fitted                           |

## SECTION D – GENERAL INSTRUCTIONS AND NOTICES—continued.

## LONDON MIDLAND LINES—continued.

TABLE H1—continued

| From                                       | To                | Line  | Number of vehicles and special conditions |
|--|-------------------|---|---|
| <b>PAGE 279</b> (Page 73 Supplement No.3). |                   |   |   |
| <b>AMEND:—</b>                             |                   |   |   |
| Washwood Heath Sidings No.1                | Lawley Street 'A' | Down Lawley Street Goods                              | 20 fitted in clear weather only.          |
| Toton Centre                               | Toton Junction    | Independent   | 40 freight vehicles.                      |
| Burton, Wetmore Sdgs.                      | Horninglow Bridge | Down and Up Goods                                     | —   |
| <b>DELETE:—</b>                            |                   |   |   |
| Burton, North Stafford Jn.                 | Horninglow Bridge | Down and Up Goods                                     | —   |
| New Street No.2                            | New Street No.5   | Nos.10, 11 and 12 platforms                           | 12.                                       |
| New Street No.5                            | New Street No.2   | No.10 platform  | 12.                                       |
| New Street No.1                            | New Street No.5   | Nos.2,3,6 and 7 platforms                             | 12.                                       |
| New Street No.5                            | New Street No.1   | Nos.1,2,3,6 and 7 platforms and Nos. 1 and 2 sidings. | 12.                                       |

TABLE H2

| From                                       | To                              | Line  | Number of Vehicles and special conditions |
|--|---------------------------------|---|---|
| ★ <b>PAGE 280/1</b>                        |                                 |   |   |
| <b>DELETE—</b>                             |                                 |   |   |
| Wigston South Sidings                      | Wigston Central Jn.             | Down Main and Down Goods                              | 20  |
| Leicester Cattle Market Sidings            | Leicester London Road Jn.       | Down Goods  | Equal 18                                  |
| Leicester London Rd. Jn.                   | Leicester Cattle Market Sidings | Up Main   | Equal 18                                  |
| Oakham Level Crossing                      | Oakham Jn.                      | Down  | 6   |
| <b>PAGE 281</b> (Page 74 Supplement No.3). |                                 |   |   |
| <b>AMEND:—</b>                             |                                 |   |   |
| Birmingham New St.                         | Duddeston Road                  | Up Midland to Grand Junction, thence Up Main          | Loco, stores van.                         |
| <b>DELETE:—</b>                            |                                 |   |   |
| New Street No.2                            | New Street No.5                 | Nos. 10,11 and 12 platforms                           | P.  |
| New Street No.5                            | New Street No.2                 | No.10 platform  | P.  |
| New Street No.1                            | New Street No.5                 | Nos.2,3,6 and 7 platforms                             | P.  |
| New Street No.5                            | New Street No.1                 | Nos. 1,2,3,6 and 7 platforms and Nos. 1 and 2 Sidings | —   |
| New Street No.2                            | New Street No.1                 | Connecting  | —   |

## GENERAL INSTRUCTIONS AND NOTICES – continued.

## LONDON MIDLAND LINES – continued

TABLE J

| From                  | To                               | Class of Train | Condition | Remarks  |
|-----------------------|----------------------------------|----------------|-----------|--|
| <b>PAGE 283</b>       |                                  |                |           |  |
| <b>ADD:--</b>         |                                  |                |           |  |
| Birmingham New Street | Church Road Junction             | All            | N         | In clear weather only.   |
| Birmingham New Street | Signal N.S.471 or signal N.S.305 | All            | N         | Assisting engine not to proceed beyond signal N.S.471 unless the Driver has requested assistance to Monument Lane in which case the assisting engine must continue in rear to signal N.S.305 where the Driver of the assisting engine must communicate with the Signaller at New Street box and act on his instructions. |

TABLE S1

| Name of Siding        | Situation   | Line connected with | Method of control                                      |
|-----------------------|---|---------------------|--|
| <b>PAGE 285</b>       |   |                     |  |
| <b>DELETE:--</b>      |   |                     |  |
| Up Sidings, Bennerley | Between Bennerley Jn. and Ilkeston South Junction | Up Goods            | Ground frame, bolt locked from Bennerley Junction Box. |

TABLE S3

| Siding                              | Position   | Remarks |
|-------------------------------------|--|---------|
| <b>PAGE 286 – DELETE:--</b>         |  |         |
| Goods Shed Stapleford and Sandiacre | Second Down Goods line between Stapleford and S. and Stanton Gate, etc.  | —       |
| <b>DELETE:--</b>                    |  |         |
| Up Sidings, Bennerley .. ..         | Up Goods line, between Bennerley Junction and Ilkeston South Junction (Ground frame, bolt locked from Bennerley Junction box). | —       |

L-D 35

**SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued.**  
**LONDON MIDLAND LINES—continued**

**TABLE Y**

| From  | To                            | Line                          | Remarks  |
|---|-------------------------------|-------------------------------|--|
| ★ <b>Page 287</b> (Page 77 Supplement No.3)<br><b>ADD:—</b> |                               |                               |  |
| Curzon Street<br>Exchange Sidings                           | Birmingham New St.<br>Station | Down Derby                    | Commencing at Exchange<br>Sidings down home signal<br>from Derby and down home<br>signal from St. Andrews Jn.<br>Terminating at signal<br>NS.151.                                  |
| Selly Oak,<br>Church Road Jn.                               | Grand Junction                | Up Gloucester<br>and Up Derby | Commencing at Church Road<br>Jn. Up home signal, Termi-<br>nating at signal NS.133.<br>Birmingham New Street<br>Station platform and plat-<br>form starting signals not<br>fitted. |
| Birmingham<br>New St. Station                               | —                             | Down Stour<br>Up Stour        | Signal NS.154 only<br>Signal NS.149 only   |

**GENERAL INSTRUCTIONS**

**STATION LIMITS WHERE TRACK CIRCUIT BLOCK IS IN OPERATION**

| Signal Box/Location   | Line       | Between  |
|---|------------|--|
| <b>ADD:—</b>  |            |  |
| <b>PAGE 288</b> (Page 78 Supplement No.3)<br><b>Birmingham—</b> |            |  |
| New Street Station Area   | Up lines   | Signals N.S.243 (Up Gloucester),<br>N.S.244 (Up Stour) and in rear<br>of set back signals N.S.152<br>(Up Derby), N.S.155 (Up Stour).                   |
|   | Down lines | Signals N.S.151 (Down Derby),<br>N.S.154 (Down Stour) and<br>signal N.S.293 (Down Stour),<br>in rear of set back signal N.S.<br>242 (Down Gloucester). |

**WITHDRAWAL OF GUARDS OF TERMINATING FREIGHT TRAINS**

| Place  | Line   | Remarks                                     |
|--|--|---|
| <b>PAGE 295</b> (Page 79 Supp. No.3)<br><b>AMEND:—</b> |  |   |
| Cricklewood  | Down Goods between<br>West End Sidings and<br>Cricklewood Junction,<br>or Cricklewood<br>Down Sidings G.F. | As now printed                              |
| <b>PAGE 296—ADD:—</b>                                  |  |   |
| Burton-on-Trent  | Nos. 1 and 2 West Yard<br>Reception lines at Wet-<br>more Sidings  | Also applies during fog or<br>falling snow  |
| ★ <b>DELETE—</b>                                       |  |   |
| Wigston Up Sidings                                     | Up local goods or Up goods at Wigston<br>Up Sidings box  | Also applies during fog or<br>falling snow. |

**SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued**  
**LONDON MIDLAND LINES—continued**

**USE OF GUARD'S TELEPHONES**

| Signal Box                                       | Line                                    |
|--|---|
| <b>PAGE 296—ADD:—</b><br>Burton, Wetmore Sidings | Nos. 1 and 2 West Yard Reception lines. |

**LOCAL INSTRUCTIONS**

★ **PAGE 301**

**DELETE—MARKET HARBOROUGH—ENGINE SHED** heading and item.

★ **PAGES 303—304**

**NOTTINGHAM**

**DELETE—LENTON SOUTH JUNCTION—C.E.A. NORTH WILFORD POWER STATION SIDINGS** heading and item and **SUBSTITUTE:—**

**LENTON SOUTH JUNCTION—C.E.G.B. NORTH WILFORD POWER STATION SIDINGS—**Drivers requiring to work into the loaded wagon sidings via the connecting line must proceed cautiously and bring their trains to a stand at the South end of the loaded wagon sidings.

Engines must not proceed over the connections at the South end of the loaded wagon sidings for the purpose of returning via the engine line until permission has been received from the C.E.G.B. Shunter.

**PAGE 305**

**SALTLEY**

★ **DELETE—**

**BETWEEN DUDDESTON ROAD, ST. ANDREW'S JUNCTION AND EXCHANGE SIDINGS, BIRMINGHAM.**

heading and item.

**SALTLEY—ADD—BROMFORD BRIDGE—ESSO CO'S SIDINGS—** The speed of all movements into and out of these sidings and shunting movements within the sidings must not exceed 5 miles per hour.

**ADD:—WASHWOOD HEATH—WEST MIDLANDS GAS BOARD SIDING** All movements into and out of these sidings must be worked by a diesel locomotive at a speed not exceeding 5m.p.h. and under the control of the B.R.B. shunter.

The following instructions must be complied with before a train is permitted to enter or leave the connection to or from the discharge siding.

1. The B.R.B. shunter must liaise with the C.E.G.B. staff before a movement is made in either direction along the connection to the siding.
2. The B.R.B. shunter must work in conjunction with the W.M.G.B. staff while berthing or drawing out tank wagons at the discharge point.
3. Before any movement is made into or out of the sidings all naked lights (e.g. oil hand, head, tail and side lamps) must have been extinguished and removed.
4. Matches, cigarette lighters, etc. and any other items of an inflammable nature must be deposited in the Washwood Heath Yard Inspector's cabin.
5. The B.R.B. shunter must obtain from the Washwood Heath Yard Inspector's cabin an electric hand lamp and ensure that it is returned when work in the sidings has been completed.
6. If it is necessary for a brake van to be berthed, in addition to the extinguishing and removal of lamps, etc. the brake van fire must have been cleaned out.

**PAGES 305 and 306**

**BETWEEN PROOF HOUSE JUNCTION AND BIRMINGHAM (NEW STREET) STATION**  
**TRAINS BREAKING LOOSE BETWEEN PROOF HOUSE JUNCTION AND NEW STREET STATION.**  
**DELETE** heading and instructions.

**SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued**  
**LONDON MIDLAND LINES—continued**

**PAGES 306 and 307** (Pages 83 and 84 Supplement No.3)

**BIRMINGHAM (NEW STREET) STATION**

**DELETE** all instructions under this heading and **SUBSTITUTE:—**

**WORKING IN BIRMINGHAM (NEW STREET) STATION.**

Trains having come to a stand at any portion of the platforms must not again be moved until proper warning has been given to passengers, who may be getting in or out or who may be near the trains.

Drivers having brought their trains to a stand at any portion of the platforms must, before moving forward again, receive a signal from the Inspector, or other Person in charge, to do so.

**STARTING OF TRAINS—RULES 141 AND 143.**

Indicators, not normally illuminated are provided on the signals for all platforms in both directions and immediately the Guard's signal to start a train has been given, the person in charge of the platform in question or Guard or Shunter in charge of the train must press the plunger, which will cause the indicator to exhibit the letter "R" and this will be an indication to the Driver of the train that the Guard's signal to start has been given.

**MOVEMENTS OF ENGINES WITHOUT FIREMEN ON RUNNING LINES.**

Referring to Rule 132; when it is necessary for the Fireman of a Midland Lines Passenger train at Birmingham to go to the Guard in order to obtain the journal of the run, the Driver may (in clear weather only) move his engine as the station staff require whilst the Fireman is absent for that purpose.

**SHOULD A DRIVER OF A DOWN TRAIN AFTER** departing from a platform to the Down Wolverhampton Main line find it necessary to request assistance through the engine being overpowered he must at once send his Fireman to the signal box. The assisting engine must not pass signal N.S. 471 unless the Driver has requested assistance to signal N.S. 305.

**ASSISTING TRAIN IN THE REAR.** When a Down train departing from a platform exceeds the authorised tonnage for the class of engine and the Driver requests assistance in starting, this may be given in rear but the assisting engine must not proceed beyond signal N.S. 471 unless the request is for assistance to signal N.S. 305.

**EVERY EFFORT SHOULD BE MADE BY ENGINEMEN** to avoid engines blowing off steam and emitting smoke when working in and around the vicinity of the Station.

**TRAINS LEAVING THE WEST SUBURBAN TUNNEL,** and running into the Station, must give one long whistle to warn Shunters and others of their approach.

LOCAL AND GENERAL INSTRUCTIONS—INDEX.

PAGE 314

ADD:—

Carnforth—Local instructions

Page  
422



PAGE 314 (Page 85 Supp. No.3)

RE-INSERT:—

|                   |     |
|-------------------|-----|
| Crewe             | 418 |
| Alderley Edge     | 429 |
| Edgeley Junction  | 429 |
| Handforth Sidings | 429 |



PAGE 315 (Page 85 Supp. No.3)

|                |     |
|----------------|-----|
| Rookery Bridge | 429 |
|----------------|-----|

LIST OF LINES

PAGE 316 (Page 85, Supplement No.3).

Page No.  
relating  
Table 'A'



CREWE TO GRETN A JN. AND BRANCHES

|                 |     |
|-----------------|-----|
| ADD:—           |     |
| Crewe North Jn. | 320 |

|  |     |
|--|-----|
| AMEND:—                                      |     |
| Golborne Junction to Carnforth No.2 Junction | 323 |

|  |     |
|--|-----|
| ADD:—                                  |     |
| Hest Bank Station to Bare Lane Station | 343 |

★ PAGE 316

AMEND:—

Stalybridge No. 4 to Diggle Jn. (via Micklehurst) (Goods Lines)

PAGE 317

AMEND:—

|   |     |
|---|-----|
| Carnforth No.2 Junction to Carnforth F. and M. Junction | 378 |
|---|-----|

SECTION D-GENERAL INSTRUCTIONS AND NOTICES-continued  
LONDON MIDLAND LINES- continued

TABLE-A

| Description of Block Signalling on Main Lines. Absolute Block unless otherwise shown (Dots indicate Block Posts) | Stations and Signal Boxes | Distance between signal boxes |     | Additional running lines |      | Loops and Refuge Sidings |                                    | Permanent speed restrictions, miles per hour |    | Catch points, spring or unworked trailing points |   | Engine Whistles<br>L-long S-short C-crow |                     |                    |                     |     |
|--|---------------------------|-------------------------------|-----|--------------------------|------|--------------------------|------------------------------------|--|----|--|---|--|---------------------|--------------------|---------------------|-----|
|  |                           | M                             | Yds | Up                       | Down | Description              | Stand-<br>age<br>Wagons<br>E. & V. | Down   | Up | Position   | Gradient<br>(Rising<br>unless<br>otherwise<br>shown)<br>1 in. | Down                                     |                     | Up                 |                     | For |
|  |                           |                               |     |                          |      |                          |                                    |  |    |  |   | Main<br>or<br>Fast                       | Slow<br>or<br>Goods | Main<br>or<br>Fast | Slow<br>or<br>Goods |     |

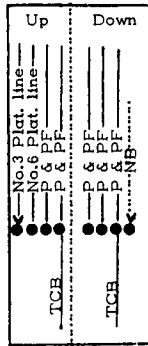
★ PAGES 320 to 332 (Pages 87 to 90 Supp. No.3)  
CREWE, BASFORD HALL JUNCTION TO GRETN A JUNCTION  
AMEND:-line heading CREWE NORTH JUNCTION TO GRETN A JUNCTION

★ PAGE 320  
AMEND:-sub heading  
CREWE NORTH JUNCTION TO WEAVER JN. 100 100 MAXIMUM PERMISSIBLE SPEED ON MAIN AND FAST LINES  
WEAVER JN. TO GRETN A JUNCTION 90 90 MAXIMUM PERMISSIBLE SPEED ON MAIN AND FAST LINES  
CREWE NORTH JUNCTION TO GRETN A JN. 75 75 MAXIMUM PERMISSIBLE SPEED ON SLOW LINES  
45 45 MAXIMUM PERMISSIBLE SPEED ON GOODS LINES

★ PAGE 320/321  
RE-INSERT

TCB—P & PF

Crewe  
North Junction  
(See page 354 for  
Manchester line)



20 - Through junction to Manchester  
20 20 Through Station, on all lines, between South and North Junction.

PAGE 323 (Page 88, Supp. No.3)  
Golborne  
Station  
AMEND:-

50 60 Through Golborne Station, Slow lines

PAGE 325  
Leyland  
Euxton Junction  
DELETE:-

URS 73  
DRS 96  
One Siding  
(Down Side)

Euxton Coal  
Sidings  
DELETE:- All particulars.  
Station  
AMEND:- 1 1065

**SECTION D- GENERAL INSTRUCTIONS AND NOTICES—continued****LONDON MIDLAND LINES— continued**

TABLE - A

[illegible]

**PAGE 330 ADD:–** as continuation of table after Morecambe South Junction.

## Hest Bank

Station 1 397

- 15 Through Junction to Morcambe

(Level Crossing)

(See page 343 for

Morecambe line)

(Down I.B.S.

Im. 587 yds. from

Hest Bank Station

box)

**Bolton-le-Sands** — —

Drivers must whistle when 1 mile distant from Bolton-le-Sands Level Crossing.

(U) I.B.S.

1m.691yds. from

Carnforth No.1 Jn.

box)

### Carnforth

No.1.Jn 2 1133

2C Freight trains requiring bank engine at Lancaster. Requiring to detach assisting engine at Carnforth

# No. 1 Through Siding

No.2 In. - 689

DGL 86

10

- Through Jn. to  
Furness

| C2S | I C2S

See page 378 for

**Furness line)**

**ADD:—**

ADD:-  
CREWE. SALOP GOODS JUNCTION TO CREWE NORTH JUNCTION (CHESTER INDEPENDENT LINES)

CREWE, SALOP GOODS JUNCTION TO CREWE 25 25 MAXIMUM PERMISSIBLE SPEED  
SALOP GOODS JUNCTION TO CREWE  
NORTH JCT.

## Crewe

|             |   |   |
|-------------|---|---|
| Salop Goods | - | - |
|-------------|---|---|

Jct.

(See below)

North Junction - 760

(See page 320)

- 15 Through junction with Up Manchester line

SECTION D-GENERAL INSTRUCTIONS AND NOTICES-continued

LONDON MIDLAND LINES-continued

TABLE A

| Description of Block Signalling on Main Lines. Absolute Block unless otherwise shown (Note indicate Block Posts) | Stations and Signal Boxes | Distance between signal boxes |     | Additional running lines |      | Loops and Refuge Sidings |                                   | Permanent speed restrictions, miles per hour |    | Catch points, spring or unworked trailing points |   | Engine Whistles<br>L-long S-short C-crow |                     |                    |                     |     |  |
|--|---------------------------|-------------------------------|-----|--------------------------|------|--------------------------|-----------------------------------|--|----|--|---|--|---------------------|--------------------|---------------------|-----|--|
|  |                           |                               |     |                          |      |                          |                                   |  |    |  |   | Down                                     |                     | Up                 |                     | For |  |
|  |                           | M                             | Yds | Up                       | Down | Description              | Stand-<br>age<br>Wagon<br>E. & V. | Down   | Up | Position   | Gradient<br>(Rising<br>unless<br>otherwise<br>shown)<br>1 in. | Main<br>or<br>Fast                       | Slow<br>or<br>Goods | Main<br>or<br>Fast | Slow<br>or<br>Goods |     |  |

★ Page 333 (Page 92 Supp. No.3)

RE-INSERT

CREWE, SALOP GOODS JCT. TO SYDNEY BRIDGE JCT. (CONTROLLED FROM SANDBACH STATION BOX (MANCHESTER INDEPENDENT LINES)

SALOP GOODS JUNCTION TO SYDNEY BRIDGE JCT.

25 25 MAXIMUM PERMISSIBLE SPEED

- 15 Through junction

TCB  
● Crewe  
Salop Goods - -  
Junction  
(See above)  
Sandbach  
Sydney Bridge 1 38  
Junction  
(controlled  
from Sandbach  
Station Box)  
(See page 355)

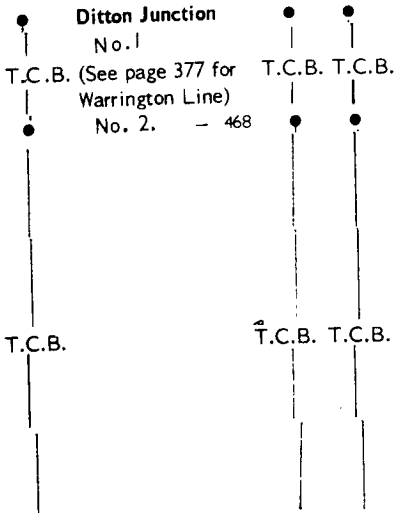
PAGES 335/336 (Pages 92/93 Supp. No.3)

DITTON JUNCTION No.1 to EDGE HILL

DELETE all of tables and SUBSTITUTE:-

DITTON JUNCTION No.1 AND EDGE HILL 80 80 MAXIMUM PERMISSIBLE SPEED ON FAST LINES

75 75 MAXIMUM PERMISSIBLE SPEED ON SLOW LINES



- 65 Between Ditton Junction and Runcorn Station, 181½ and 180½ m.p.

- 20 Through junction to Widnes  
CW. Down Slow 161  
458 yards before reaching signal  
DN(2) 29.  
C. Down fast 180  
1250 yards before reaching signal  
DN(2) 107  
C. Down slow 180  
1250 yards before reaching signal  
DN (2) 105.  
C. Down fast 187  
850 yards before reaching signal  
SE 101.

**LONDON MIDLAND LINES – continued.**

## GENERAL INSTRUCTIONS AND NOTICES – continued

## LONDON MIDLAND LINES – continued

TABLE A

| Description of Block Signalling on Main Lines. Absolute Block unless otherwise shown (Dots indicate Block Posts) | Stations and Signal Boxes | Distance between signal boxes |     | Additional running lines |      | Loops and Refuge Sidings |                                     | Permanent speed restrictions, miles per hour |    | Catch points, spring or unworked trailing points |  | Engine Whistles<br>L—long S—short C—crow |               |              |               |     |
|--|---------------------------|-------------------------------|-----|--------------------------|------|--------------------------|-------------------------------------|--|----|--|--|--|---------------|--------------|---------------|-----|
|  |                           | M                             | Yds | Up                       | Down | Description              | Stand-<br>age<br>Wagon<br>(E. & V.) | Down   | Up | Position   | Gradient<br>(Rising unless otherwise shown)<br>1 in. | Down                                     |               | Up           |               | For |
|  |                           |                               |     |                          |      |                          |                                     |  |    |  |  | Main or Fast                             | Slow or Goods | Main or Fast | Slow or Goods |     |

## HIGH BENTHAM TO MORECAMBE PROMENADE STATION.

PAGES 342/343 (Pages 94/95, Supplement No.3).

Wennington

Junction

ADD:— 45 — Between Wennington Jn. and Torrisholme Junction No.1.

Caton

Halton

DELETE:— 50 — Between Halton and Lancaster Green Ayre.

Lancaster

Green Ayre

Station

DELETE:— - 50 Between Lancaster Green Ayre and Halton.

Morecambe

Promenade

Torrisholme Junction

No. 1

ADD:— - 45 Between Torrisholme Junction No. 1 and Wennington Junction

Page 343 ADD:—new table.

## HEST BANK STATION TO BARE LANE STATION

HEST BANK STATION TO BARE LANE STATION 45 45 MAXIMUM PERMISSIBLE SPEED

Electric  
Token

● Hest Bank

Station — —

(See page 330)

● Bare Lane

Station 1 965

(See page 341)

- 15 Through Junction

15 — Through Junction

Page 354 (Page 97 Supp. No. 3)

## CREWE, NORTH JUNCTION TO MANCHESTER, LONDON ROAD.

AMEND sub headings:—

CREWE, NORTH JUNCTION TO STOCKPORT, EDGELEY No. 1 100 100 MAXIMUM PERMISSIBLE SPEED ON MAIN AND FAST LINES.

STOCKPORT, EDGELEY No. 1 TO 90 90 MAXIMUM PERMISSIBLE SPEED ON FAST LINES.

MANCHESTER, LONDON ROAD

CREWE, NORTH JUNCTION TO 75 75 MAXIMUM PERMISSIBLE SPEED ON SLOW LINES.

MANCHESTER, LONDON ROAD

45 45 MAXIMUM PERMISSIBLE SPEED ON GOODS LINES.

## SECTION D-GENERAL INSTRUCTIONS AND NOTICES-continued

## LONDON MIDLAND LINES-continued

TABLE A

| Description of Block Signalling on Main Lines. Absolute Block unless otherwise shown (Dots indicate Block Posts) | Stations and Signal Boxes | Distance between signal boxes |     | Additional running lines |      | Loops and Refuge Sidings |                                   | Permanent speed restrictions, miles per hour |    | Catch points, spring or unworked trailing points |  | Engine Whistles<br>L-long S-short C-crow |               |              |               |  |
|--|---------------------------|-------------------------------|-----|--------------------------|------|--------------------------|-----------------------------------|--|----|--|--|--|---------------|--------------|---------------|--|
|  |                           | M                             | Yds | Up                       | Down | Description              | Stand-<br>age<br>Wagon<br>E. & V. | Down   | Up | Position   | Gradient<br>(Rising unless otherwise shown)<br>1 in. | Down                                     | Up            | For          |               |  |
|  |                           |                               |     |                          |      |                          |                                   |  |    |  |  | Main or Fast                             | Slow or Goods | Main or Fast | Slow or Goods |  |

## HEATON NORRIS JUNCTION TO MARSDEN JUNCTION (N.E. REGION)

PAGE 359  
Dukinfield  
and Ashton  
Station

DELETE:-all details  
Stalybridge

No.1

AMEND:- 2 1140

PAGE 360 (Page 99, Supp. No. 3).

Stalybridge

No. 2 and No. 3

DELETE:-P and \* from the Description of Block Signalling on Main Lines column.

PAGE 361 (Page 100, Supp. No. 3).

Greenfield

Station

DELETE:-

25 25 Through junction from and to Oldham Glodwick Road

Delph Junction

DELETE:-all details.

Diggle

Junction

AMEND:- 2 296

DELETE:-from bottom of page, footnotes ‡ and \*.

## STALYBRIDGE No.4 TO DIGGLE JUNCTION (VIA MICKLEHURST)

PAGE 363

AMEND:-heading

## STALYBRIDGE No.4 TO DIGGLE JUNCTION (VIA MICKLEHURST) (GOODS LINE)

AMEND sub heading:-

STALYBRIDGE No.4 TO DIGGLE JUNCTION 45 45 MAXIMUM PERMISSIBLE SPEED  
(VIA MICKLEHURST)

AMEND:-

Description of Block Signalling on Main Lines column between Stalybridge No.4 and Diggle Junction to be a dotted line with a letter 'A' added between each block post dot.

Stalybridge  
No.4

DELETE:-

50 50 Between 8¼ and 12¼m.p.

SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued  
LONDON MIDLAND LINES—continued

TABLE A

| Description of Block Signalling on Main Lines. Absolute Block unless otherwise shown (Data indicate Block Posts) | Stations and Signal Boxes | Distance between signal boxes |     | Additional running times |      | Loops and Refuge Sidings |                                    | Permanent speed restrictions, miles per hour |    | Catch points, spring or unworked trailing points |   | Engine Whistles<br>L—long S—short C—crow |                     |                    |                     |     |  |
|--|---------------------------|-------------------------------|-----|--------------------------|------|--------------------------|------------------------------------|--|----|--|---|--|---------------------|--------------------|---------------------|-----|--|
|  |                           |                               |     |                          |      |                          |                                    |  |    |  |   | Down                                     |                     | Up                 |                     | For |  |
|  |                           | M                             | Yds | Up                       | Down | Description              | Stand-<br>age<br>Wagons<br>E. & V. | Down   | Up | Position   | Gradient<br>(Rising<br>unless<br>otherwise<br>shown)<br>1 in. | Main<br>or<br>Fast                       | Slow<br>or<br>Goods | Main<br>or<br>Fast | Slow<br>or<br>Goods |     |  |

PAGES 368/9 (Page 102, Supp. No. 3)

**KENYON JUNCTION No. 1 TO LIVERPOOL, LIME STREET**

Edge Hill

Edge Hill

AMEND:—

— 50 Between 1½ m.p. and Huyton Slow line.

— 60 Between 1½ m.p. and Broad Green Fast line.

30 30 Between 1½ m.p. and 0½ m.p.

Liverpool

Lime Street

DELETE:—

15 — Down Fast and Slow lines between Lime Street Down Home No. 3 signals and buffer stops.

ADD:—

10 10 Entering and leaving all platforms between 0½ m.p. and buffer stops, Fast and Slow lines.

PAGE 376 (Pages 104/5, Supplement No. 3)

AMEND:—

Line heading:— BAGULEY BROADHEATH to DITTON JUNCTION No.1—continued

Warrington

Slutchers Lane

Bank Quay

Station

DELETE:—all particulars

Crossfield's

Crossing

AMEND:— 743

PAGE 377 (Page 105, Supplement No. 3)

Widnes

West Deviation

Junction

ADD:—

15 15 17m. 50chs. and 17m. 60chs.

DELETE:—

35 35 Through Junction, Fast lines

DELETE:—Additional Up and Down lines between Widnes, West Deviation Junction and Ditton Junction No. 1

Ditton Junction

No. 1

AMEND:—

20 Through Junction from Widnes

PAGE 378

AMEND:—heading and sub-heading of first table to read:—

**CARNFORTH No.2 JUNCTION TO CARNFORTH F. & M. JUNCTION**

ADD:—as first entry and connect up with Carnforth Station Junction

Carnforth

No.2 Junction

(See page 330)

— 10 Through junction

10 — Between No.2 and Station Junction boxes, "Up and Down" platform line.

Carnforth

Station Junction

ADD:— — 397

**SECTION D – GENERAL INSTRUCTIONS AND NOTICES—continued.****LONDON MIDLAND LINES—continued****PAGE 380****SPEED RESTRICTIONS AND SPECIAL INSTRUCTIONS APPLICABLE  
TO INDIVIDUAL CLASSES OF LOCOMOTIVES.**

| Section of Line                                   | Class and type of engine<br>affected           | Speed<br>restriction | Special<br>instructions |
|---|--|----------------------|-------------------------|
| <b>ADD:—</b><br>Hest Bank Station to<br>Bare Lane | 8P, D10000, D10001, D10201,<br>D10202, D10203. | 30                   | —                       |

**PAGE 381****ADD:—****TABLE D1  
ELECTRIC TOKEN EXCHANGING, DELIVERING ETC., APPARATUS**

The following instructions respecting the method of exchanging, etc., token apply at the places shown below:—

- (1) To deliver a token the Fireman must hold the hoop at arm's length so that it faces squarely to the front. On passing the receiving post, the hoop must be passed over the projecting arm. The hoop must not be thrown over the projecting arm.
- (2) To pick up a token the Fireman must pass his forearm through the hoop and the token will then easily draw out from the spring box of the "picking-up" post.
- (3) The speed of the train must not exceed 15 miles per hour when carrying out the above operations.
- (4) The Signaller when placing the hoop containing the token in the spring box of the "picking-up" post must see that the hoop faces squarely in the direction of the approaching train, and that the spring box is in proper working order.
- (5) The local Signal Inspector should be advised of any repairs which may be required to the apparatus.

**LIST OF PLACES AT WHICH ELECTRIC TOKEN RECEIVING AND DELIVERING.  
APPARATUS IS PROVIDED AND THE ABOVE INSTRUCTIONS APPLY.**

| Signal Box | Apparatus in<br>connection with          | Description | Apparatus situated |
|------------|--|-------------|--------------------|
| Hest Bank  | Up Main line (for Down<br>Branch trains) | Deliverer   | Opposite box.      |

**TABLE D2**

| Section of Line | Token or Staff Station | Person authorised to receive or<br>deliver token or staff |
|-----------------|------------------------|---|
|-----------------|------------------------|---|

**PAGE 381****ADD:—**

|                         |           |   |
|-------------------------|-----------|---|
| Hest Bank and Bare Lane | Bare Lane | *Fireman of Up Branch train standing at<br>Up Branch Starting signal waiting acceptance to return to Bare Lane box for token. |
|-------------------------|-----------|---|

## SECTION D – GENERAL INSTRUCTION AND NOTICES—continued.

## LONDON MIDLAND LINES—continued

TABLE E

| Whistle to be<br>given at | Movement required                                       | Whistle |                    |
|---------------------------|---|---------|--------------------|
|                           |   | L—Long  | S— Short<br>C—Crow |
| <b>PAGE 382</b>           |   |         |                    |
| <b>ADD:—</b>              |   |         |                    |
| <b>Carnforth</b>          |   |         |                    |
| No.1.Junction             | From South yard to Shunting<br>Neck                     | 4L      |                    |
|                           | Up Loop No.1 to Shunting<br>Neck                        | 1L 1C   |                    |
|                           | Up Loop No.2 to Shunting<br>Neck Discs (North of cabin) | 2L 1C   |                    |
|                           | No.1 Siding to Up Main line                             | 1L 3C   |                    |
|                           | No.1 Siding to Shunting Neck                            | 1L 2C   |                    |
|                           | Nos.2 and 3 Sidings to Up<br>Main line.                 | 1L 5S   |                    |
|                           | No.4 Siding to Up Main line                             | 1L 4S   |                    |
|                           | Nos. 2 and 3 Sidings to<br>Shunting Neck                | 2L 2C   |                    |
|                           | No.4 Siding to Shunting Neck                            | 1C 4S   |                    |
|                           | From No.5 Machine line to Up<br>Main line               | 2L 3S   |                    |
|                           | From No.5 Machine line to<br>Shunting Neck              | 3S 1C   |                    |
| No.2 Junction             | Furness platform lines to yard                          | 1L 2C   |                    |
|                           | "Half-moon" to "Roundabout"<br>and adjacent sidings     | 2C 1L   |                    |
|                           | "Roundabout" and adjacent<br>sidings to "Half-moon"     | 3C      |                    |
|                           | Engines from Down Goods or<br>No.1 Siding to take water | 3S 1L   |                    |

TABLE F

| From | To | Line | Number of vehicles and special conditions |
|------|----|------|---|
|------|----|------|---|

## ★ PAGE 384

**ADD:—**

|                            |                            |      |  |
|----------------------------|----------------------------|------|--|
| Crewe North Junction       | Crewe Salop Goods Junction | Up   | 25 freight wagons without brake van; CM & EE maintenance train.. |
| Crewe Salop Goods Junction | Crewe North Junction       | Down | 15 freight wagons; CM&EE maintenance train.                      |

## ★ PAGE 387

**ADD:—**

|                             |                             |            |   |
|-----------------------------|-----------------------------|------------|---|
| Edge Hill (Wavertree Jn.)   | Edge Hill (Engine Shed Jn.) | Down Goods | 2 Coaching stock vehicles without brakevan. Movement to be accompanied by Guard or Shunter. |
| Edge Hill (Engine Shed Jn.) | Edge Hill (Wavertree Jn.)   | Up Goods   | 2 Coaching stock vehicles without brakevan. Movement to be accompanied by Guard or Shunter. |

**PAGE 391****ADD:—**

|                            |                            |              |  |
|----------------------------|----------------------------|--------------|--|
| Carnforth No.2 Junction    | Carnforth Station Junction | Down Furness | 5 Coaching Stock and 5 freight wagons without brake van. |
| Carnforth Station Junction | Carnforth No.2 Junction    | Up Furness   | 5 Coaching Stock and 5 freight wagons without brake van. |

## SECTION D-GENERAL INSTRUCTIONS AND NOTICES-continued

## LONDON MIDLAND LINES-continued

TABLE F-continued

| From                                   | To                                 | Line      | Remarks |
|--|------------------------------------|-----------|---------|
| <b>PAGE 393</b>                        |                                    |           |         |
| <b>AMEND:-</b>                         |                                    |           |         |
| Widnes, West<br>Deviation<br>Junction. | Ditton Junction<br>No.1            | Down Main | -       |
| Ditton Junction<br>No.1                | Widnes, West<br>Deviation Junction | Up Main   | -       |

TABLE G

| From                       | To                            | Line                         | Remarks            |
|----------------------------|-------------------------------|------------------------------|--------------------|
| <b>PAGE 395</b>            |                               |                              |                    |
| <b>ADD:-</b>               |                               |                              |                    |
| Carnforth No.1<br>Junction | Carnforth No.2<br>Junction    | Nos.1 and 2<br>Up Goods      | Without brakevan.  |
| Carnforth No.2<br>Junction | Carnforth No.1<br>Junction    | No.1 Down<br>Through Siding. | -                  |
| Carnforth No.2<br>Junction | Carnforth No.1<br>Junction    | Down Goods                   | Without brake van. |
| Carnforth No.2<br>Junction | Carnforth Station<br>Junction | Up<br>Furness                | -                  |

TABLE H1

| From   | To                             | Line                   | Number of vehicles<br>and special conditions |
|--|--------------------------------|------------------------|--|
| ★ <b>PAGE 398 (Page 110 Supp. No.3)</b>      |                                |                        |  |
| <b>RE-INSERT</b>                             |                                |                        |  |
| Crewe, Salop Goods<br>Junction               | Crewe, North<br>Junction       | Down                   | -  |
| Crewe, North<br>Junction                     | Crewe, Salop Goods<br>Junction | Up                     | -  |
| <b>PAGE 399 (Page 110, Supplement No. 3)</b> |                                |                        |  |
| <b>AMEND:-</b>                               |                                |                        |  |
| Carlisle Kingmoor                            | Carlisle No. 3                 | Up and<br>Down Goods   | Fitted vehicles only.                        |
| <b>PAGE 401</b>                              |                                |                        |  |
| <b>ADD:-</b>                                 |                                |                        |  |
| Carnforth No.2<br>Junction                   | Carnforth Station<br>Junction  | Up and<br>Down Furness | 45 Wagons.                                   |
| Carnforth Station<br>Junction                | Carnforth No.2<br>Junction     | Up and<br>Down Furness | 5 Wagons.                                    |
| Carnforth Engine<br>Shed Sidings             | Carnforth East<br>Junction     | Down                   | 10 Wagons.                                   |

**SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued**  
**LONDON MIDLAND LINES – continued**

**TABLE H2**

| From | To | Line | Number of vehicles<br>and special conditions |
|------|----|------|--|
|------|----|------|--|

★ **PAGE 401 (Page 111 Supp. No.3)**  
**RE – INSERT:–**

|                          |                       |      |  |
|--------------------------|-----------------------|------|--|
| Crewe Salop<br>Goods Jn. | Crewe, North Jn.      | Down |  |
| Crewe North Jn.          | Crewe Salop Goods Jn. | Up   |  |

**PAGE 402**  
**ADD:–**

|                               |                               |  |               |
|-------------------------------|-------------------------------|--|---------------|
| Carnforth No.1<br>Junction    | Carnforth No.2<br>Junction    | Down Goods<br>Loop                         | 5 vehicles.   |
| Carnforth No.2<br>Junction    | Carnforth No.1<br>Junction    | Up Main and<br>Nos.1 and 2<br>Goods Loops  | 5 vehicles    |
| Carnforth No.2<br>Junction    | Carnforth Station<br>Junction | "Up and<br>Down Furness"                   | P 5 vehicles. |
| Carnforth Station<br>Junction | Carnforth No.2<br>Junction    | "Up and<br>Down Furness"<br>and Up Furness | P 5 vehicles. |

★ **PAGE 403**  
**ADD:–**

|                                |                                |            |  |
|--------------------------------|--------------------------------|------------|--|
| Edge Hill<br>(Wavertree Jn.)   | Edge Hill<br>(Engine Shed Jn.) | Down Goods | 2 vehicles without brakevan. Movement to be accompanied by Guard or Shunter. |
| Edge Hill<br>(Engine Shed Jn.) | Edge Hill<br>(Wavertree Jn.)   | Up Goods   | 2 vehicles without brakevan. Movement to be accompanied by Guard or Shunter. |
| Edge Hill<br>(Engine Shed Jn.) | Edge Hill<br>(Junction)        | Down Goods | 2 vehicles without brakevan. Movement to be accompanied by Guard or Shunter. |
| Edge Hill<br>(Junction)        | Edge Hill<br>(Engine Shed Jn.) | Up Goods   | 2 vehicles without brakevan..Movement to be accompanied by Guard or Shunter. |

**TABLE K2**

| From | To | Lines<br>Down | Up |
|------|----|---------------|----|
|------|----|---------------|----|

**PAGE 405**  
**ADD:–**

|                     |                                  |      |      |
|---------------------|----------------------------------|------|------|
| Bamfurlong Junction | Standish Junction (Whelley Line) | Main | Main |
|---------------------|----------------------------------|------|------|

★ **PAGE 405 (Page 113 Supp. No.3)**  
**DELETE:–**

|                  |                                      |      |      |
|------------------|--------------------------------------|------|------|
| Stalybridge No.4 | Diggle Junction<br>(via Micklehurst) | Main | Main |
|------------------|--------------------------------------|------|------|

## SECTION D -GENERAL INSTRUCTIONS AND NOTICES-continued.

## LONDON MIDLAND LINES-continued

TABLE R

| Location                        | Down or Up side | Situation                                |
|---------------------------------|-----------------|--|
| <b>PAGE 408</b><br><b>ADD:-</b> |                 |  |
| Carnforth No.1 Junction         | Down            | 280 yards in rear of Down Home signal.   |
|                                 | Up              | 626 yards in rear of Up Starting signal. |
|                                 | Up              | 557 yards in rear of Up Starting signal. |
|                                 | Up              | 467 yards in rear of Up Starting signal. |

TABLE S1

| Name of Sidings   | Situation                                      | Line connected with     | Method of Control   |
|---|--|-------------------------|---|
| ★ <b>PAGE 409 (Page 114 Supp. No. 3)</b><br><b>RE-INSERT.</b> |  |                         |   |
| Holmes Chapel   | Sandbach and Wilmslow                          | Down and Up             | Ground frame, electrically controlled from Sandbach Station Box.        |
| Goostrey No. 2.   | Sandbach and Wilmslow                          | Down                    | Shunting frame, electrically controlled from Sandbach Station Box.      |
| Chelford Station  | Sandbach and Wilmslow                          | Down                    | Shunting frame, electrically controlled from Wilmslow Station Box.      |
| Chelford Sidings  | Wilmslow and Sandbach                          | Up                      | Shunting frame, electrically controlled from Wilmslow Station Box.      |
| Handforth Sidings   | Cheadle Hulme and Wilmslow                     | Up                      | Shunting frame, electrically controlled from Wilmslow Station Box.      |
| <b>PAGE 409 - DELETE:-</b>                                    |  |                         |   |
| Crossley's  | Heaton Norris Junction and Slade Lane Junction | Down Slow               | Ground frame, electrically controlled from Manchester, London Road.     |
| Levenshulme   | Slade Lane Jn. and Heaton Norris Jn.           | Up Slow                 | Ground frame, electrically controlled from Manchester, London Road box. |
| Longsight No.3  | Slade Lane Jn. and Ardwick Junction.           | Down Slow<br>Down Goods | Shunting frame, electrically controlled from Manchester, London Road.   |

L-D 51  
SECTION D-GENERAL INSTRUCTIONS AND NOTICES-continued  
LONDON MIDLAND LINES-continued

★ PAGE 409 (Page 114 Supp. No.3)

★ TABLE Y

| From                             | To                  | Line                        | Remarks   |
|----------------------------------|---------------------|-----------------------------|---|
| <b>ADD:-</b><br>Acton Grange Jn. | Darlingtons Sidings | Down main,<br>fast and slow | Commencing at Acton Grange<br>down Crewe distant signal.<br>Terminating at Darlingtons<br>Sidings down slow home signal<br>and Blainscough Sidings down<br>fast home signal.  |
| Darlingtons Sidings              | Acton Grange Jn.    | Up main, fast<br>and slow.  | Commencing at Darlingtons<br>Sidings Up fast and slow dis-<br>tant signals. Terminating at<br>Acton Grange Jn. Up Crewe<br>distant and up Chester distant<br>signal. This includes all<br>branch lines connecting to or<br>from the main lines. |
| Balshaw Lane                     | Preston No.2A       | Down fast and<br>slow       | Commencing at Balshaw Lane<br>down fast and slow distant<br>signals. Terminating at<br>Preston No.2A down fast,<br>slow and through home signals.   |
| Skew Bridge                      | Balshaw Lane        | Up fast and<br>slow         | Commencing at Skew Bridge Up<br>fast and slow outer distant and<br>up through distant signal.<br>Terminating at Balshaw Lane<br>Up fast and Up slow home<br>signals.  |
| Greenbank                        | Carnforth No.2      | Down                        | Commencing at Greenbank down<br>inner distant signal. Terminat-<br>ing at Carnforth No.2 down<br>home, 2 signal Hest Bank dis-<br>tant from Morecambe will not<br>be fitted.  |
| Carnforth No.2                   | Preston No.4        | Up                          | Commencing at Carnforth No.2<br>Up distant signal. Terminating<br>at Preston No.4 Up main home<br>signal.   |

★ PAGE 411 (Page 116 Supp. No.3)

**STATION LIMITS WHERE TRACK CIRCUIT BLOCK IS IN OPERATION**

| Signal Box/Location                     | Line      | Between  |
|---|-----------|--|
| <b>DELETE:-</b><br>Ditton Junction No.1 | Down Slow | Signal DN (1) 10 and in rear of set back signal<br>Down Slow to Down Fast.                                     |
|   | Down Fast | Signals DN (1) 14 (Down Main) DN(1) 16 Down<br>Fast and in rear of set back signal reading<br>along Down Fast. |

## SECTION D – GENERAL INSTRUCTIONS AND NOTICES—continued.

## LONDON MIDLAND LINES – continued.

★ Page 412

## RELIEF OF ENGINEMEN AND GUARDS

ADD additional paragraph at end of item:—

Trainmen requiring relief at the following places, must stop and be relieved at the points shown below:—

| Station             | Trains   | Where relief provided   |
|---------------------|--|---|
| Dallam Branch Sdgs. | Down freight   | Down slow starting signal.  |
| Stockport Edgeley   | Up freight trains<br>(except Liverpool<br>Line trains) , | Stockport Edgeley No.1 box for Guards only.<br>(Trains must be brought to a stand at<br>Edgeley Junction No.2 Up Home signals). |

★ PAGE 415 (Page 117 Supp. No.3)

## RE-INSERT

## USE OF GUARDS' TELEPHONES

|                   |                       |
|-------------------|-----------------------|
| Signal Box        | Line                  |
| Handforth Sidings | Up and down reception |

★

## Withdrawal of Guards of Terminating Freight Trains.

| Place                               | Line  | Remarks  |
|-------------------------------------|---|--|
| PAGE 416 (Page 117 Supp. No.3).     |   |  |
| RE-INSERT                           |   |  |
| Edgeley Junction<br>Adswood Sidings | Down Goods and Down<br>Through siding between<br>Adswood Road Bridge<br>and Adswood Sidings<br>boxes. | Also applies during fog<br>or falling snow when<br>trains are clear of<br>adjoining goods line,<br>or through siding, as<br>the case may be. |

**SECTION D—GENERAL INSTRUCTIONS AND NOTICES—continued**  
**LONDON MIDLAND LINES—continued**

**LOCAL INSTRUCTIONS**

★ **PAGE 418** (Page 118 Supp. No.3).  
**RE—INSERT**

**CREWE**

**Warning to Drivers:—** The taking off of a subsidiary signal at the undermentioned box is not an indication that the line on which the train is to proceed is clear throughout, but only gives permission to go forward as far as the line is clear, and Drivers must be prepared to stop short of any obstruction. The Signalmen at this box are exempt from giving a verbal warning or hand Caution signal for these movements.

**CREWE NORTH JUNCTION**

**Coaching stock trains and light engines entering platforms already occupied by other trains during fog or falling snow:—** Drivers of up trains allowed to enter the station by the taking off of the subsidiary signal must proceed cautiously, prepared to stop short of any obstruction, and keep a sharp look-out for the ground Fogsignalman, who, when the platform is occupied at any point between Crewe North Junction home and starting signals for Nos. 4 and 5 platforms in the up direction will advise the Driver immediately he enters the platform as to the position of the obstruction ahead.

Before the Fogsignalman arrives at his post the duties of advising the Driver must be carried out by the Inspector on duty who orders the train to be allowed to enter the station.

**Salop Goods Junction – Diesel Depot Siding:—** The telephone at the "Stop and Telephone" board situated 30 yards south of the connection to the Depot Sidings must be used by drivers of locomotives to advise the Signalman at the Salop Goods Junction when they are ready to leave the depot for the Chester line.

**SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued.****LONDON MIDLAND LINES – continued.****PAGE 422****ADD:–****CARNFORTH**

**Detaching assisting engines from Down Main line trains—Rule 133(d).**—When an engine assisting a Down train has to be detached, the Driver of such engine must bring the train to a stand at the Down Main Inner Home signal for No. 2 Junction box, and after uncoupling the engine must advise the Signaller at that box what has been done.

**Down freight trains terminating at Carnforth** or for the West Cumberland line, which are turned at No. 1 Junction box from the Down Main to the Down Reception, No. 5 Machine Road, must be prepared to stop short of the crossover road, situated opposite the end of the Wagon Repair Shops, unless signalled forward by the Shunter.

**Freight trains shunted into Up Goods lines.**—When an Up freight train, with a load exceeding 45 wagons and one engine, is turned into No. 1 Up Goods or exceeding 50 wagons and one engine into No. 2 Up Goods at No. 2 Junction box, it must not stop at the water column at the South end of the loops, but must draw forward into the Shunting Neck, provided the shunting signal is off.

If it is necessary to take water, permission must be obtained from the Signaller at No. 1 Junction box to set back to the water column, and he must first communicate with No. 2 Junction box.

**Engines entering the Up Through Goods Siding in the North Yard** from the South end must come to a stand clear of the crossover road leading from the Furness Yard to the North Yard Sidings, until called ahead by the Shunter.

No movement must be made from the North end of the North Yard to foul the crossover road leading from the Furness Yard to the Up Through Goods line without the permission of the Shunter.

**Working over Up and "Up and Down" Passenger lines between Station Junction and No. 2 Junction boxes.**—Drivers of Up and Down Passenger trains timed to stop at the station and Up and Down trains not conveying passengers will not be verbally warned when the line is only clear to the Home signal for the box ahead, but the trains will be brought under control at the Home signal at the box in rear and when passing the box a green hand signal will be exhibited to the Driver, who must regulate the speed of his train accordingly.

**Freight trains standing on Down line between East Junction and F. & M. Junction boxes.**—A freight train standing on the Down line between East Junction and F. & M. Junction boxes must not be moved back in the direction of East Junction until permission to do so has been obtained from the Signaller by the Guard or Shunter.

**Roundabout and adjacent sidings.**—Trains must stand clear of the converging lines until a hand signal to go forward is received from the Foreman or Shunter on the ground.

**PAGE 425****ADD:–**

**Carlisle Kingmoor—Goods Lines and Departure Lines, Subsidiary Signals,—Rule 44B.**

When two or more engines, with or without trains, are travelling on these lines, Drivers must understand that when the signal in advance displays a "Proceed" aspect, it may apply to the first engine or train, and the Driver of the next engine or train must be prepared accordingly.

**ADD:–**

**ALLERTON—Diesel Electric Depot**—Trains passing through the washing machine must not exceed 2 m.p.h.

All guards in charge of empty coaching stock trains proceeding to this depot must ensure that all windows are closed before entering the depot.

**Page 426****WHELLEY LINE**

**De-Trafford Junction—Reversing of freight trains—DELETE** all particulars.

**Working of trains at Lindsay Pit Sidings—DELETE**—all particulars.

**Rose Bridge, Ground Frame—DELETE**—all particulars.

**SECTION D – GENERAL INSTRUCTIONS AND NOTICES—continued.**

**LONDON MIDLAND LINES—continued.**

PAGE 429



**RE—INSERT:—**

**ROOKE RY BRIDGE**

**British Soda Company's Siding:—**Guards must not detach wagons from the engine at this siding until they have been brought to a stand and secured by side brakes or sprags as may be necessary.

**Working at Ground Frame:—**Vehicles must not be left on the slow lines at Rookery Bridge unless they are attached to an engine or to a standard 20 ton brakevan.

**ALDERLEY EDGE**

**Down Sidings:—**Guards placing vehicles in or taking vehicles from Siding 1, 2 or 3 must, on completion of the movement, advise the Signaller at Wilmslow Station Box, by telephone, the number of vehicles in the siding concerned.

**HANDFORTH SIDINGS**

The points of the hand-worked connections from the reception siding to the Air Ministry Siding must be kept clipped and padlocked for the reception siding and Siding 2 respectively when not in use. The keys to the padlocks are kept in Handforth Sidings ground frame, and Guards or Shunters in charge of movements requiring to use the connections must obtain the keys from the box and return them immediately after use.

**EDGELEY JUNCTION**

**"Stop and Await Instructions" Boards at Adswood Road Bridge:—**when a wrong direction movement has been brought to a stand at the "Stop and Await Instructions" board on the down goods line or down through siding at Adswood Road Bridge, the Fireman (or Guard in the case of an engine the driving cab of which is single manned) must proceed to the signal box for instructions.

**Adswood Sidings down goods home signals:—**The down goods home signal for Adswood Sidings Box works automatically when the box is closed and the signal post telephone is then switched through to Edgeley Junction No. 1 box.



**ADD:—**

**Edgeley Junction No. 1 –** Drivers of freight trains on the down Liverpool Line at Edgeley Junction shown in W.T.T. to take relief at Edgeley Junction No. 1 must draw forward to Edgeley Junction No. 1 Down Starting Signal for this purpose.

SECTION D – GENERAL INSTRUCTIONS AND NOTICES—continued.

LONDON MIDLAND LINES – continued.

ADD:—

**Edgeley Junction No. 1 Working of Up and Down Through Sidings.**—The person in charge of trains requiring to propel over this Siding to Adswold Sidings Signal Box must first inform the signalman at Edgeley Junction No. 1 Signal Box the number of vehicles and standard wagon length of their train.

★

Page 431

**FREIGHT TRAINS BETWEEN DENTON JUNCTION AND STALYBRIDGE**

**DELETE:—**

sub-heading **Down freight trains** and item.

---

A copy of this notice must be supplied to all Drivers, Guards, Signalmen and others concerned

---

York  
6th June, 1966

M54/1382/LM25D

J.R. SAMPSON  
Movements Operations Manager

*If this notice not received by the normal time advise your Superior Officer by telegram as follows—“NILE FOUR WEEKLY SIG. PROG. LM25D”.*

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B.R.31262/3/D